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Vassar Development

(I-25 East Frontage Rd. North of Comanche Rd.)

Traffic Impact Study

FINAL

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Presented to:

New Mexico Department of Transportation, Dist. 3
and the City of Albuquerque,
Transportation Development Section

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Traffic Impact Study
Vassar Development – (I-25 E. Frntg. Rd. N. of Comanche Rd.)

STUDY PURPOSE

The purpose of this study is to identify the development's impact on the adjacent transportation system. The study is being conducted in conjunction with a request for approval of a proposed plan for a commercial development located along the I-25 East Frontage Rd. between Comanche Rd. and Vassar Dr. in Albuquerque, New Mexico. This study is presented to satisfy the requirements of the New Mexico Department of Transportation, District 3 and the City of Albuquerque.

GENERAL

The proposed development is located along the east side of the I-25 East Frontage Road between Comanche Rd. and Vassar Dr. (see Appendix Page A-1 - Vicinity Map). The existing intersections of Montgomery Blvd. (Montano Rd.) / I-25 West Frontage Rd., Montgomery Blvd. / I-25 East Frontage Rd., Montgomery Blvd. / Carlisle Blvd., Comanche Rd. / I-25 West Frontage Rd., Comanche Rd. / I-25 East Frontage Rd. and Comanche Rd. / Carlisle Blvd. are currently signalized intersections. The intersections of Vassar Dr. / I-25 East Frontage Rd., and Comanche Rd. / Vassar Dr. are unsignalized intersections and will be analyzed in this study.

Currently, properties in the area are commercial/office in nature, with a small amount of residential.

PROPOSED DEVELOPMENT

The proposed plan for this site consists of a 93,686 SF Carpenters Training Center, a 22,400 SF restaurant(s), and a 39,200 SF retail building. This development will be constructed in two phases with the Carpenters Training Center being constructed in the first phase and the restaurant(s) and retail building being constructed in the second phase. The development is proposed to take access from one full access driveway along Vassar Dr. and one right-in, right-out only access along the I-25 East Frontage Rd. This study will analyze only the full development of both phases.

The anticipated implementation year for this site is the year 2010.

STUDY PROCEDURES

A scoping meeting was held in March of 2007 with City of Albuquerque Transportation Development staff (Tony Loyd) 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 same was discussed with New Mexico Department of Transportation, District 3 staff (Tony Abbo) via e-mail.

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

- Calculate the generated trips for this proposed commercial / office development as defined on Page A-2 of the Appendix of this report and more specifically defined in the Trip Generation Table on Page A-5 of the Appendix of this report. The trips generated for the implementation year analyses (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 (2) mile radius boundary of the proposed site as shown on Page A-9 in the Appendix of this report. The new office trips will be distributed based on a city-wide distribution.
- 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.
- Obtain AM Peak Hour and PM Peak Hour Turning Movement Volumes Traffic Counts from the Mid-Region Council of Governments (MRCOG) for the intersections of Comanche Rd. / I-25 West Frontage Rd., Comanche Rd. / I-25 East Frontage Rd., and Comanche Rd. / Carlisle Blvd. Additionally, traffic counts were performed for the intersections of Montgomery Blvd. (Montano Rd.) / I-25 West Frontage Rd., Montgomery Blvd. / I-25 East Frontage Rd., Montgomery Blvd. / Carlisle Blvd., Vassar Dr. / I-25 East Frontage Rd., and Comanche Rd. / Vassar Dr.
- Determine Historic Growth Rates for background traffic volumes based on an analysis of the growth trend of recent AWDT Volumes obtained from 2001 thru 2005 MRCOG Traffic Flow Maps.
- Determine the 2010 NO BUILD Volumes for each intersection to be analyzed by growing the background traffic growth from the year of the counts to 2010.
- Add data from Trip Assignments Maps and Tables to the 2010 NO BUILD Volumes to obtain the 2010 BUILD Volumes for this project.
- Provide signalized and unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD ANALYSIS	BUILD ANALYSIS
Montgomery Blvd. / I-25 W. Frntg. Rd.	Traffic Signal	2010	2010
Montgomery Blvd. / I-25 E. Frntg. Rd.	Traffic Signal	2010	2010
Montgomery Blvd. / Carlisle Blvd.	Traffic Signal	2010	2010
Comanche Rd./I-25 W. Frntg. Rd.	Traffic Signal	2010	2010
Comanche Rd./I-25 E. Frntg. Rd.	Traffic Signal	2010	2010
Comanche Rd./Carlisle Blvd.	Traffic Signal	2010	2010
Vassar Dr. / I-25 E. Frntg. Rd.	Stop Sign	2010	2010
Comanche Rd. /Vassar Dr.	Stop Sign	2010	2010
Driveway 'A' / I-25 E. Frntg. Rd.	Stop Sign	N/A	2010
Driveway 'B' / Vassar Dr.	Stop Sign	N/A	2010

TRIP GENERATION WORKSHEET

Projected trips were calculated from the ITE trip generation data for junior/community college, high turnover (sit-down) restaurant, and shopping center use, high turnover (sit-down) restaurant. Trips for the development were determined based on land use defined on the Conceptual Site Development Plan on Page A-2 in the Appendix of this report.

See Appendix Page A-5 thru A-8 for the Trip Generation Summary Table and Worksheets for this project.

Vassar Develoment (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Trip Generation Data

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Restaurants Pad	High Turnover (Sit-Down) Restaurant (932)	22.40	2,848	134	124	149	95
Retail	Shopping Center (820)	87.20	6,213	88	56	275	298
Carpenter Training Cntr.	Junior / Community College (540)	250.00	471	104	23	114	64
	Subtotal Trips		9,532	326	203	538	457

BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2001, 2002, 2003, 2004 and 2005 Traffic Flow maps prepared by the Mid-Region Council of Governments. Most of the Traffic Flow Data for those years taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format $y=mx+b$. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the annual growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend or appeared to be unreasonably high or low. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was used, a

shorter time span was used to determine the growth rate, or the growth rate was considered to be 1% or a generic 3% if appropriate. Due to the limited potential for growth in the area, it was believed that a 3% growth rate was inappropriate for this study. Therefore, a growth rate of 1.00% was used if the linear regression analysis showed the growth rate to be negative. Additionally, if the R^2 value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression trendlines are shown in the Appendix on Pages A-124 through A-137. Additionally, the growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-26 through A-48).

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2009 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts (furnished by the Mid-Region Council of Governments and conducted for this study) to derive the 2010 AM and PM Peak Hour NO BUILD Volumes. To these volumes, the generated trips based on implementation of the proposed Site Development Plan (100% development) were added to obtain BUILD volumes for the intersection analyses. See Appendix Pages A-114 through A-117 for further information regarding the turning movement counts. Turning Movement Volumes Maps for the 2010 NO BUILD Conditions, Trips Generated, and 2010 BUILD Conditions are shown on Pages A-49 thru A-51 in the Appendix of this report.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Commercial Land Use

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2009 projected population of Data Analysis Subzones within a two-mile radius of the proposed development. Population data for the years 2000 and 2025 were taken from the 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01, 2003, Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2000 and 2025 was interpolated linearly to obtain 2009 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-9 thru A-13.

Office Land Uses

Primary and diverted linked trips for the Office land use development were distributed proportionally to the 2009 projected population of Subareas citywide. Population data for the years 2005 and 2010 were taken from the 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01, 2003, Appendix D, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2005 and 2010 was interpolated linearly to obtain 2009 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-17 thru A-22.

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

#1 - Montgomery Blvd. (Montano Rd.) / I-25 W. Frntg. Rd. - Pages A-52 thru A-57

The results of the implementation year analysis of the signalized intersection of Montgomery Blvd. (Montano Rd.) / I-25 West Frontage Rd. are summarized in the following table:

Montgomery Blvd. (Montano Rd.) / I-25 W. Frntg. Rd.	No Build		BUILD	
2010	A.M.	P.M.	A.M.	P.M.
Existing Geometry	B – 15.0	C – 26.1	B – 15.1	C – 26.9

The implementation year analysis of the intersection of Montgomery Blvd. (Montano Rd.) / I-25 West Frontage Rd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour conditions. The implementation year analysis shows that the proposed development increases the AM delay at the intersection by only 1 - 8 tenths of a second. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Montgomery Blvd. (Montano Rd.) / I-25 West Frontage Rd.

Geometry used for this analysis of Montgomery Blvd. (Montano Rd.) / I-25 West Frontage Rd. is demonstrated in the following table:

Existing Geometry (*Montgomery Blvd. / I-25 W. Frntg Rd.*)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montgomery Blvd.	0	0	2	0	1
WB Montgomery Blvd.	1	0	2	0	1
SB I-25 W. Frntg. Rd.	1	0	1	0	1

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

Queueing Analysis Summary Sheet

Project: Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)
Intersection: **Montgomery Blvd. / I-25 W. Ramp**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*N/A*	*2*	*870*	*Cont*	*1*	*593*	*400*
AM NO BUILD Queue	0	0	0	2	896	575	1	611	700
AM BUILD Queue	**0**	**0**	**0**	**2**	**897**	**575**	**1**	**625**	**725**
Existing Lane Length	*0*	*0*	*N/A*	*2*	*844*	*Cont*	*1*	*462*	*400*
PM NO BUILD Queue	0	0	0	2	869	600	1	476	**600**
PM BUILD Queue	**0**	**0**	**0**	**2**	**871**	**600**	**1**	**502**	**625**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*275*	*325*	*2*	*6*	*Cont*	*1*	*171*	*Cont*
AM NO BUILD Queue	1	285	375	2	6	25	1	177	250
AM BUILD Queue	**1**	**286**	**375**	**2**	**18**	**25**	**1**	**177**	**250**
Existing Lane Length	*1*	*222*	*325*	*2*	*0*	*Cont*	*1*	*70*	*Cont*
PM NO BUILD Queue	1	230	325	2	0	**0**	1	73	150
PM BUILD Queue	**1**	**231**	**325**	**2**	**26**	**50**	**1**	**73**	**150**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*N/A*	*0*	*0*	*Cont*	*0*	*0*	*N/A*
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0
AM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Existing Lane Length	*0*	*0*	*N/A*	*0*	*0*	*Cont*	*0*	*0*	*N/A*
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0
PM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*230*	*Cont*	*2*	*240*	*Cont*	*1*	*227*	*350*
AM NO BUILD Queue	1	237	325	2	247	200	1	234	325
AM BUILD Queue	**1**	**237**	**325**	**2**	**247**	**200**	**1**	**234**	**325**
Existing Lane Length	*1*	*339*	*Cont*	*2*	*457*	*Cont*	*1*	*339*	*350*
PM NO BUILD Queue	1	349	475	2	471	375	1	349	475
PM BUILD Queue	**1**	**349**	**475**	**2**	**471**	**375**	**1**	**349**	**475**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

The recommendations based on the queuing analysis for the auxiliary lanes at the intersection are summarized in the following table:

Lane Designation	Existing Length	Required Length	Recommended Length	Comments
EB LT	-	-	-	OK
EB RT	400'	725'	375'	Required length divided by 2 to account for RTOR and overlap - OK
WB LT	325'	375'	325'	Only 2 car lengths, not worth improvement - OK
WB RT	Continuous	250'	-	OK
NB LT	-	-	-	OK
NB RT	-	-	-	OK
SB LT	Continuous	475'	-	OK
SB RT	350'	475'	250'	Required length divided by 2 to account for RTOR and overlap - OK

#2 - Montgomery Blvd. / I-25 E. Frntg. Rd. - Pages A-58 thru A-63

The results of the implementation year analysis of the signalized intersection of Montgomery Blvd. / I-25 East Frontage Rd. are summarized in the following table:

Montgomery Blvd. / I-25 E. Frntg. Rd.	No Build		BUILD	
2010	A.M.	P.M.	A.M.	P.M.
Existing Geometry	B – 14.8	C – 33.0	B – 15.1	C – 34.2

The implementation year analysis of the intersection of Montgomery Blvd. / I-25 East Frontage Rd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM peak hour conditions. The implementation year analysis shows that the proposed development increases the delays at the intersection by only 3 tenths of a second to 1.2 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Montgomery Blvd. / I-25 East Frontage Rd.

Geometry used for this analysis of Montgomery Blvd. / I-25 East Frontage Rd. is demonstrated in the following table:

Existing Geometry (*Montgomery Blvd. / I-25 E. Frntg Rd.*)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montgomery Blvd.	1	0	2	0	0
WB Montgomery Blvd.	0	0	3	0	1
NB I-25 E. Frntg. Rd.	1	1	1	0	1

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

Queueing Analysis Summary Sheet

Project: Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)
Intersection: **Montgomery Blvd. / I-25 E. Ramp**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*236*	*250*	*2*	*725*	*Cont*	*0*	*0*	*N/A*
AM NO BUILD Queue	1	243	325	2	747	500	0	0	0
AM BUILD Queue	**1**	**243**	**325**	**2**	**748**	**500**	**0**	**0**	**0**
Existing Lane Length	*1*	*308*	*250*	*2*	*875*	*Cont*	*0*	*0*	*N/A*
PM NO BUILD Queue	1	317	425	2	901	625	0	0	0
PM BUILD Queue	**1**	**317**	**425**	**2**	**903**	**625**	**0**	**0**	**0**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*N/A*	*3*	*1,003*	*Cont*	*1*	*216*	*175*
AM NO BUILD Queue	0	0	0	3	1,039	500	1	224	300
AM BUILD Queue	**0**	**0**	**0**	**3**	**1,053**	**500**	**1**	**224**	**300**
Existing Lane Length	*0*	*0*	*N/A*	*3*	*1,451*	*Cont*	*1*	*289*	*175*
PM NO BUILD Queue	0	0	0	3	1,503	725	1	299	400
PM BUILD Queue	**0**	**0**	**0**	**3**	**1,529**	**725**	**1**	**299**	**400**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*435*	*Cont*	*2*	*206*	*Cont*	*1*	*365*	*250*
AM NO BUILD Queue	1	448	550	2	212	175	1	376	475
AM BUILD Queue	**1**	**460**	**550**	**2**	**218**	**200**	**1**	**406**	**500**
Existing Lane Length	*1*	*609*	*Cont*	*2*	*698*	*Cont*	*1*	*584*	*250*
PM NO BUILD Queue	1	627	775	2	719	525	1	602	750
PM BUILD Queue	**1**	**653**	**800**	**2**	**737**	**525**	**1**	**669**	**825**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*N/A*	*0*	*0*	*Cont*	*0*	*0*	*N/A*
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0
AM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Existing Lane Length	*0*	*0*	*N/A*	*0*	*0*	*Cont*	*0*	*0*	*N/A*
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0
PM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

The recommendations based on the queuing analysis for the auxiliary lanes at the intersection are summarized in the following table:

Lane Designation	Existing Length	Required Length	Recommended Length	Comments
EB LT	250'	425'	250'	No improvement without bridge widening - OK
EB RT	-	-	-	OK
WB LT	-	-	-	OK
WB RT	175'	400'	175'	No improvement without purchasing right-of-way - OK
NB LT	Continuous	800'	-	OK
NB RT	250'	825'	250'	Free right, no queuing - OK
SB LT	-	-	-	OK
SB RT	-	-	-	OK

#3 - Montgomery Blvd. / Carlisle Blvd. - Pages A-64 thru A-69

The results of the implementation year analysis of the signalized intersection of Montgomery Blvd. / Carlisle Blvd. are summarized in the following table:

Montgomery Blvd. / Carlisle Blvd.	No Build		BUILD	
2010	A.M.	P.M.	A.M.	P.M.
Existing Geometry	C – 20.0	C – 27.3	C – 20.2	C – 27.6

The implementation year analysis of the intersection of Montgomery Blvd. / Carlisle Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour conditions. The implementation year analysis shows that the proposed development increases the delays at the intersection by only 2 - 3 tenths of a second. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Montgomery Blvd. / Carlisle Blvd.

Geometry used for this analysis of Montgomery Blvd. / Carlisle Blvd. is demonstrated in the following table:

Existing Geometry (*Montgomery Blvd. / Carlisle Blvd.*)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montgomery Blvd.	1	0	3	0	1
WB Montgomery Blvd.	2	0	2	1	0
NB Carlisle Blvd.	2	0	0	1	1
SB Carlisle Blvd.	1	0	1	1	0

Note: Montgomery Blvd. / Carlisle Blvd. was recently reconstructed by the City of Albuquerque to provide additional capacity.

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

Queueing Analysis Summary Sheet

Project: Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)
Intersection: **Montgomery Blvd. / Carlisle Blvd.**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*7*	*100*	*3*	*812*	*Cont*	*1*	*231*	*Cont*
AM NO BUILD Queue	1	7	25	3	841	400	1	239	325
AM BUILD Queue	**1**	**7**	**25**	**3**	**852**	**425**	**1**	**267**	**350**
Existing Lane Length	*1*	*35*	*100*	*3*	*1,218*	*Cont*	*1*	*245*	*Cont*
PM NO BUILD Queue	1	36	75	3	1,262	625	1	254	**350**
PM BUILD Queue	**1**	**36**	**75**	**3**	**1,288**	**625**	**1**	**312**	**425**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*330*	*200*	*2*	*1,079*	*Cont*	*1*	*5*	*Cont*
AM NO BUILD Queue	2	340	275	2	1,111	700	1	5	25
AM BUILD Queue	**2**	**355**	**275**	**2**	**1,125**	**700**	**1**	**5**	**25**
Existing Lane Length	*2*	*409*	*200*	*2*	*1,255*	*Cont*	*1*	*24*	*Cont*
PM NO BUILD Queue	2	421	**325**	2	1,293	**850**	1	25	75
PM BUILD Queue	**2**	**449**	**350**	**2**	**1,319**	**875**	**1**	**25**	**75**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*281*	*100 / 175*	*1*	*11*	*Cont*	*1*	*203*	*Cont*
AM NO BUILD Queue	2	289	225	1	11	50	1	209	300
AM BUILD Queue	**2**	**289**	**225**	**1**	**11**	**50**	**1**	**220**	**300**
Existing Lane Length	*2*	*485*	*100 / 175*	*1*	*49*	*Cont*	*1*	*485*	*Cont*
PM NO BUILD Queue	2	500	375	1	50	100	1	500	**625**
PM BUILD Queue	**2**	**500**	**375**	**1**	**50**	**100**	**1**	**525**	**650**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*15*	*100*	*2*	*12*	*Cont*	*0*	*30*	*125*
AM NO BUILD Queue	1	15	50	2	12	25	0	31	75
AM BUILD Queue	**1**	**15**	**50**	**2**	**12**	**25**	**0**	**31**	**75**
Existing Lane Length	*1*	*38*	*100*	*2*	*29*	*Cont*	*0*	*46*	*125*
PM NO BUILD Queue	1	39	100	2	30	50	0	47	100
PM BUILD Queue	**1**	**39**	**100**	**2**	**30**	**50**	**0**	**47**	**100**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

#5 - Comanche Rd. / I-25 W. Frntg. Rd .- Pages A-70 thru A-75

The results of the implementation year analysis of the signalized intersection of Comanche Rd. / I-25 West Frontage Rd. are summarized in the following table:

Comanche Rd. / I-25 W. Frntg. Rd.	No Build		BUILD	
2010	A.M.	P.M.	A.M.	P.M.
Existing Geometry	C – 33.6	D – 40.5	D – 35.2	D – 47.1

The implementation year analysis of the intersection of Comanche Rd. / I-25 West Frontage Rd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour conditions. The implementation year analysis shows that the proposed development increases the delays at the intersection by 1.6 - 6.6 seconds. Therefore, this study concludes that the development of the proposed development presents no significant impact to the calculated delays at the intersection of Comanche Rd. / I-25 West Frontage Rd.

Geometry used for this analysis of Comanche Rd. / I-25 West Frontage Rd. is demonstrated in the following table:

Existing Geometry (*Comanche Rd. / I-25 W. Frntg. Rd.*)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Comanche Rd.	0	0	1	1	0
WB Comanche Rd.	2	0	2	0	0
SB I-25 W. Frntg. Rd.	1	0	1	1	1

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

Queueing Analysis Summary Sheet

Project: Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)
Intersection: **Comanche Rd. / I-25 W. Frntg. Rd.**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*N/A*	*1*	*565*	*Cont*	*1*	*375*	*Cont*
AM NO BUILD Queue	0	0	0	1	588	675	1	390	475
AM BUILD Queue	**0**	**0**	**0**	**1**	**593**	**675**	**1**	**390**	**475**
Existing Lane Length	*0*	*3*	*N/A*	*1*	*623*	*Cont*	*1*	*523*	*Cont*
PM NO BUILD Queue	0	3	25	1	648	800	1	544	675
PM BUILD Queue	**0**	**3**	**25**	**1**	**658**	**800**	**1**	**544**	**675**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*494*	*225*	*2*	*1,301*	*Cont*	*0*	*0*	*N/A*
AM NO BUILD Queue	2	514	375	2	1,353	825	0	0	0
AM BUILD Queue	**2**	**545**	**375**	**2**	**1,357**	**825**	**0**	**0**	**0**
Existing Lane Length	*2*	*405*	*225*	*2*	*1,417*	*Cont*	*0*	*0*	*N/A*
PM NO BUILD Queue	2	421	**325**	2	1,474	>1,000	0	0	0
PM BUILD Queue	**2**	**495**	**375**	**2**	**1,483**	**>1,000**	**0**	**0**	**0**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*N/A*	*0*	*0*	*Cont*	*0*	*0*	*N/A*
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0
AM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Existing Lane Length	*0*	*0*	*N/A*	*0*	*0*	*Cont*	*0*	*0*	*N/A*
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0
PM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*320*	*Cont*	*2*	*873*	*Cont*	*1*	*144*	*Cont*
AM NO BUILD Queue	1	333	425	2	908	600	1	150	225
AM BUILD Queue	**1**	**392**	**475**	**2**	**908**	**600**	**1**	**150**	**225**
Existing Lane Length	*1*	*378*	*Cont*	*2*	*856*	*Cont*	*1*	*193*	*Cont*
PM NO BUILD Queue	1	393	**525**	2	890	625	1	201	300
PM BUILD Queue	**1**	**479**	**600**	**2**	**890**	**625**	**1**	**201**	**300**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

The recommendations based on the queuing analysis for the auxiliary lanes at the intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)
Intersection: **Comanche Rd. / Carlisle Blvd.**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*119*	*100*	*1*	*341*	*Cont*	*1*	*123*	*Cont.*
AM NO BUILD Queue	1	130	200	1	372	450	1	134	200
AM BUILD Queue	**1**	**148**	**225**	**1**	**404**	**500**	**1**	**188**	**275**
Existing Lane Length	*1*	*162*	*100*	*1*	*579*	*Cont*	*1*	*289*	*Cont.*
PM NO BUILD Queue	1	177	**275**	1	632	**775**	1	316	**425**
PM BUILD Queue	**1**	**218**	**325**	**1**	**706**	**850**	**1**	**433**	**550**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*155*	*50*	*1*	*1,229*	*Cont*	*1*	*67*	*50*
AM NO BUILD Queue	1	161	225	1	1,278	>1,000	1	70	125
AM BUILD Queue	**1**	**161**	**225**	**1**	**1,330**	**>1,000**	**1**	**70**	**125**
Existing Lane Length	*1*	*100*	*50*	*1*	*433*	*Cont*	*1*	*65*	*50*
PM NO BUILD Queue	1	104	175	1	450	**575**	1	68	125
PM BUILD Queue	**1**	**104**	**175**	**1**	**536**	**675**	**1**	**68**	**125**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*153*	*100*	*1*	*489*	*Cont*	*1*	*33*	*Cont*
AM NO BUILD Queue	1	159	225	1	509	600	1	34	75
AM BUILD Queue	**1**	**227**	**300**	**1**	**509**	**600**	**1**	**34**	**75**
Existing Lane Length	*1*	*145*	*100*	*1*	*783*	*Cont*	*1*	*128*	*Cont*
PM NO BUILD Queue	1	151	**250**	1	814	>1,000	1	133	225
PM BUILD Queue	**1**	**278**	**400**	**1**	**814**	**>1,000**	**1**	**133**	**225**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*61*	*65*	*2*	*707*	*Cont*	*1*	*96*	*Cont*
AM NO BUILD Queue	1	63	125	2	735	500	1	100	175
AM BUILD Queue	**1**	**63**	**125**	**2**	**735**	**500**	**1**	**148**	**225**
Existing Lane Length	*1*	*97*	*65*	*2*	*750*	*Cont*	*1*	*100*	*Cont*
PM NO BUILD Queue	1	101	175	2	780	550	1	104	**175**
PM BUILD Queue	**1**	**101**	**175**	**2**	**780**	**550**	**1**	**195**	**300**

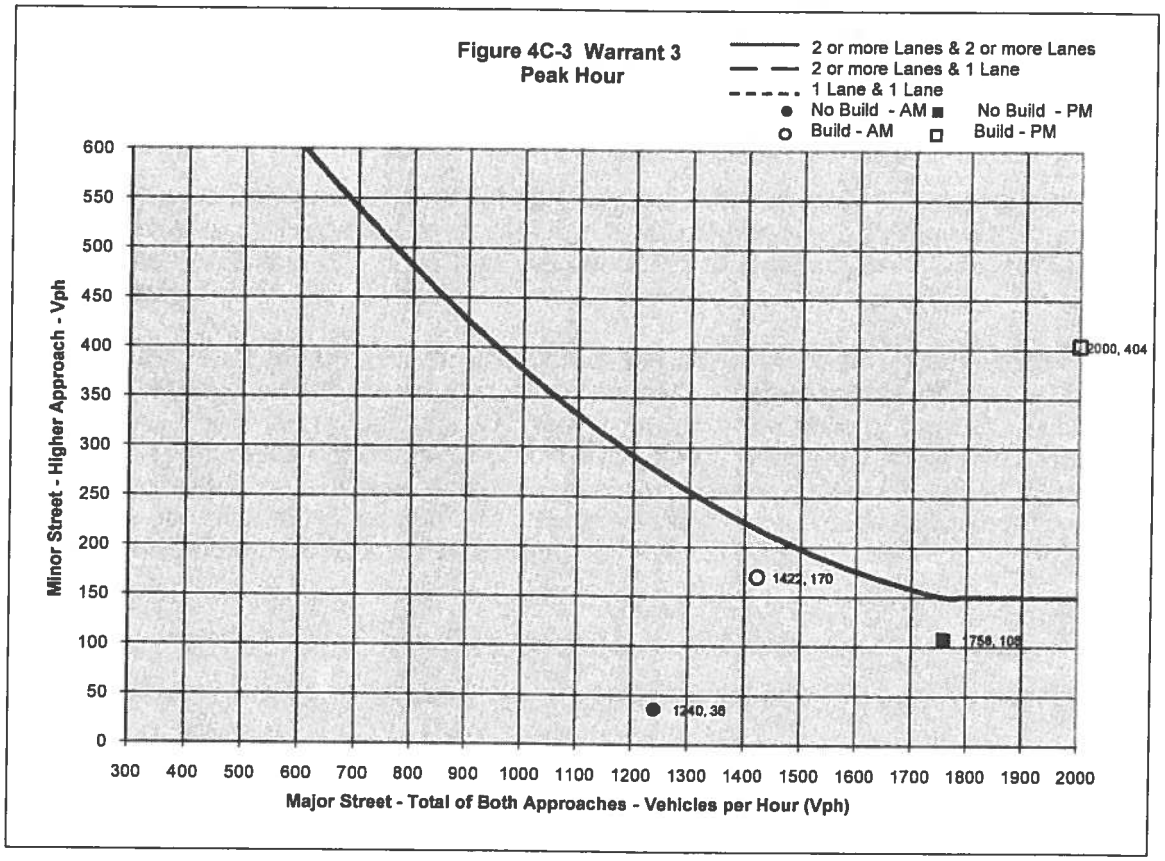
	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

Project Name	Analysis Year Traffic Volumes					
Vassar Development	AM	Major	Minor	PM	Major	Minor
Intersection	No Build	1240	36	No Build	1758	108
Comanche Rd. & Vassar Dr.						
Analysis Year	Build	1422	170	Build	2000	404
2010						

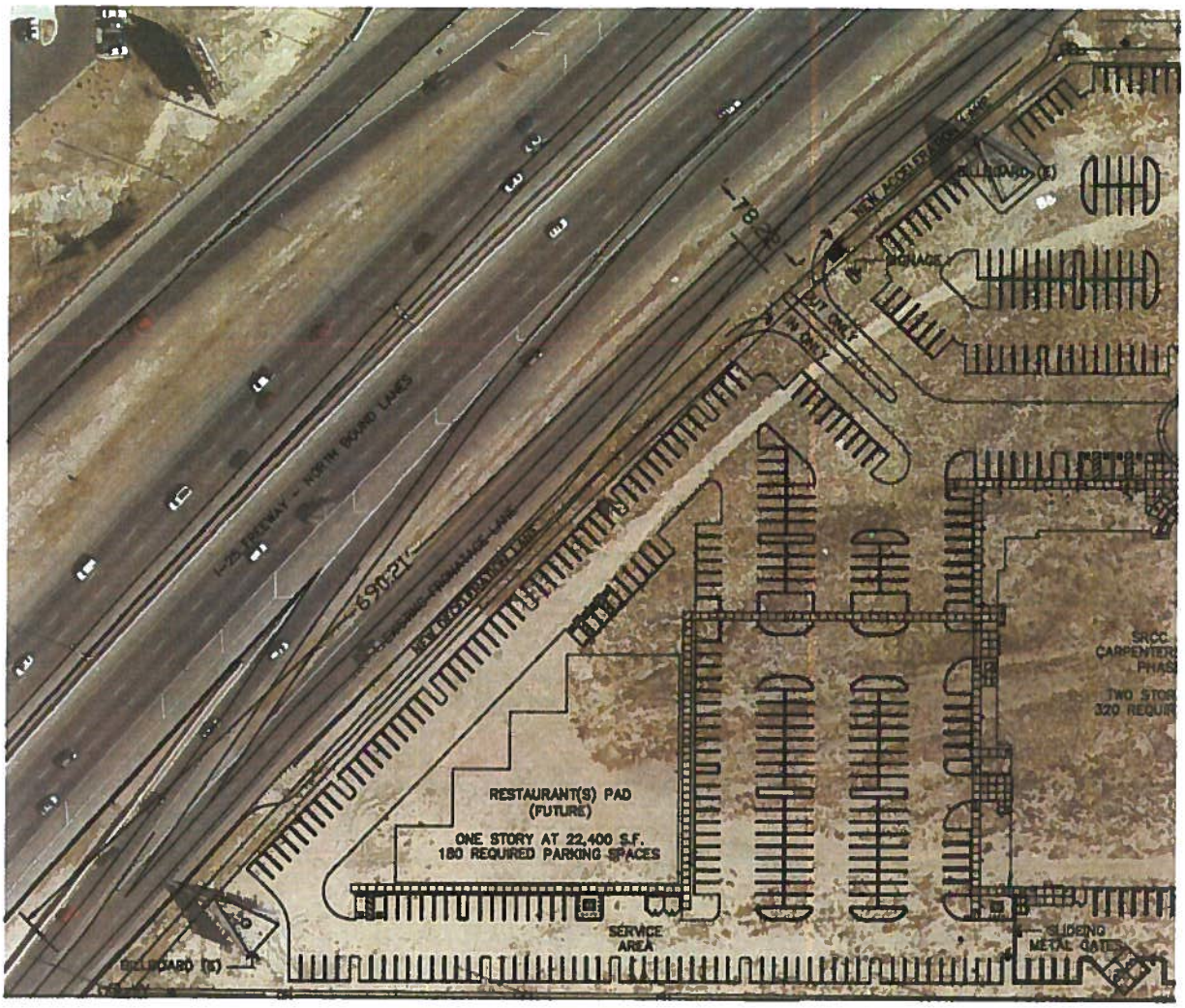
Number of Lanes

Major St.	2
Minor St.	2



Comments - The PM Build Major Street Volume was 2088; however, 2000 was used since it is the max. on the chart.

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



#10 - Driveway 'B' / Vassar Dr. – Pages A-104 thru A-105

The results of the analysis of the unsignalized intersection of Driveway 'B' / Vassar Dr. are summarized in the following table:

	2010 BUILD	
	AM	PM
Driveway 'B' / Vassar Dr.		
Minor Street (Driveway 'B')		
EB	A – 9.8	C – 16.0
Major Street (Vassar Dr.)		
NB	A – 5.4	A – 5.3

This driveway is proposed to be a full access driveway. This analysis indicates that the driveway will operate at acceptable levels-of-service in the implementation year (2010). Thus, this analysis finds that the operation of Driveway 'B' / Vassar Dr. is acceptable.

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

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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.

A queuing analysis for each lane group of each approach for every intersection was also analyzed in this study. The following table summarizes the results of the queuing analysis for the auxiliary lanes at each intersection:

Street Name	EB Queue Length (FT)	WB Queue Length (FT)	NB Queue Length (FT)	SB Queue Length (FT)
Vassar Dr. / I-25 E. Frntg. Rd.	-	50	-	-
Comanche Rd. / Vassar Dr.	25	-	-	1000

Note: Queue lengths obtained from Synchro

CONCLUSIONS AND RECOMMENDATIONS

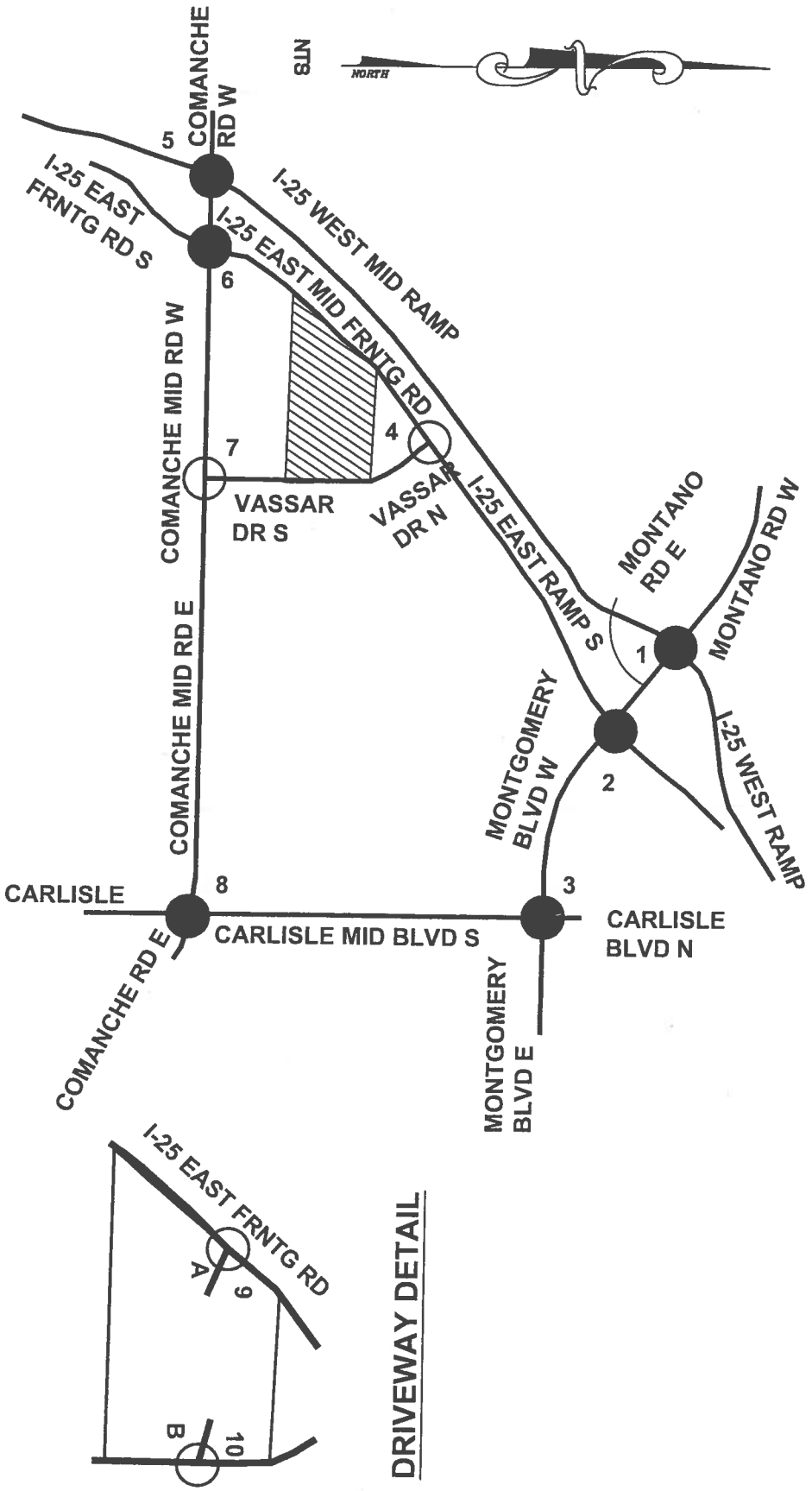
Utilizing projected traffic volumes resulting from the development of this site into a commercial facility such as the one shown on Page A-2 in the Appendix in conjunction with projected 2010 traffic volumes this report concludes that development of the subject site will have no significant adverse impact on the adjacent transportation system, provided that the following recommendations are followed:

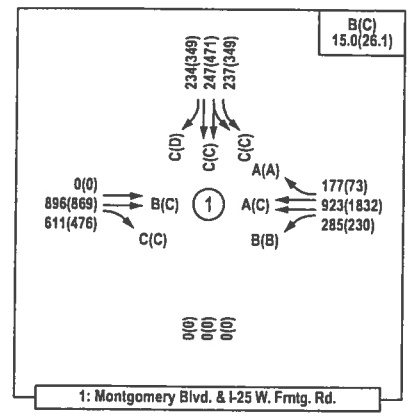
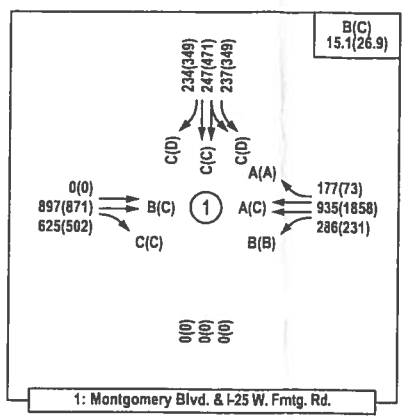
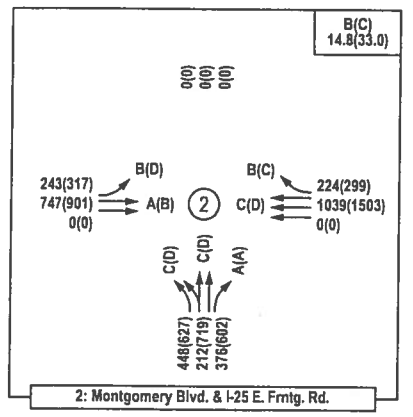
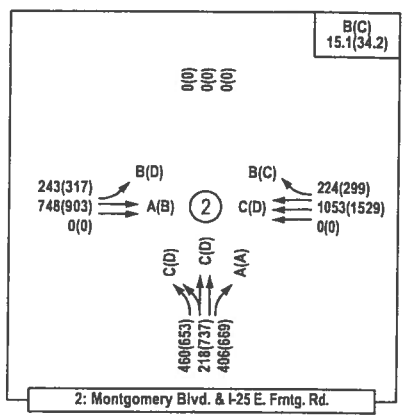
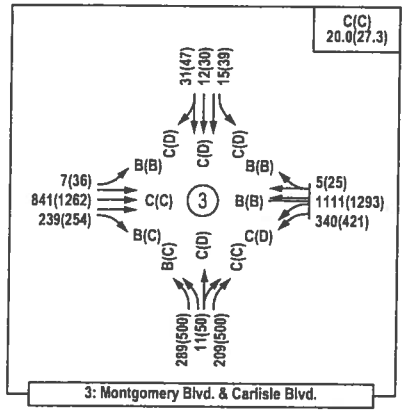
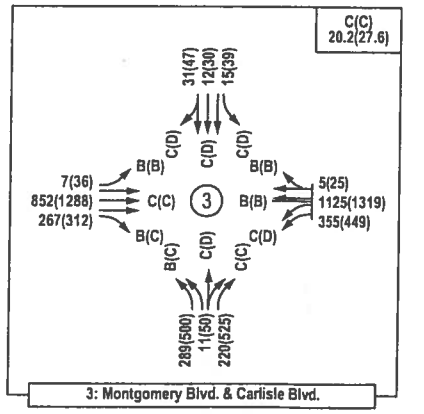
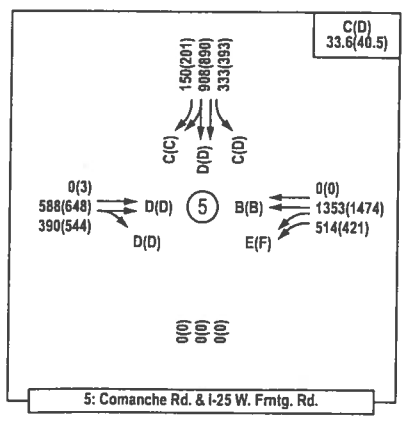
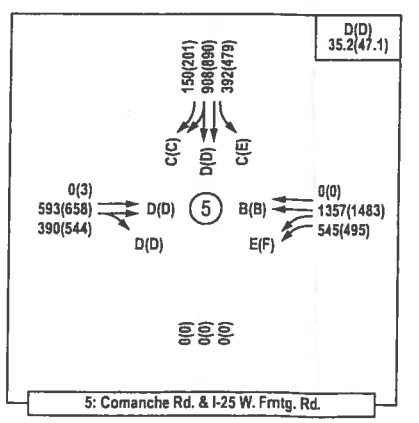
RECOMMENDATIONS

- Design of the site should maintain adequate sight distances for traffic approaching, entering, and exiting the site from the proposed driveways
- All driveways should be constructed utilizing 25 feet minimum radius curb returns or larger if needed to accommodate delivery trucks. The new development should be implemented utilizing two driveways for access. Driveway 'A' (from I-25 East Frontage Rd.) should be a right-in, right-out drive and Driveway 'B' (from

Vassar Dr.) should be a full access drive. The driveways should be unsignalized and should be constructed with one entering lane and one exiting lane.

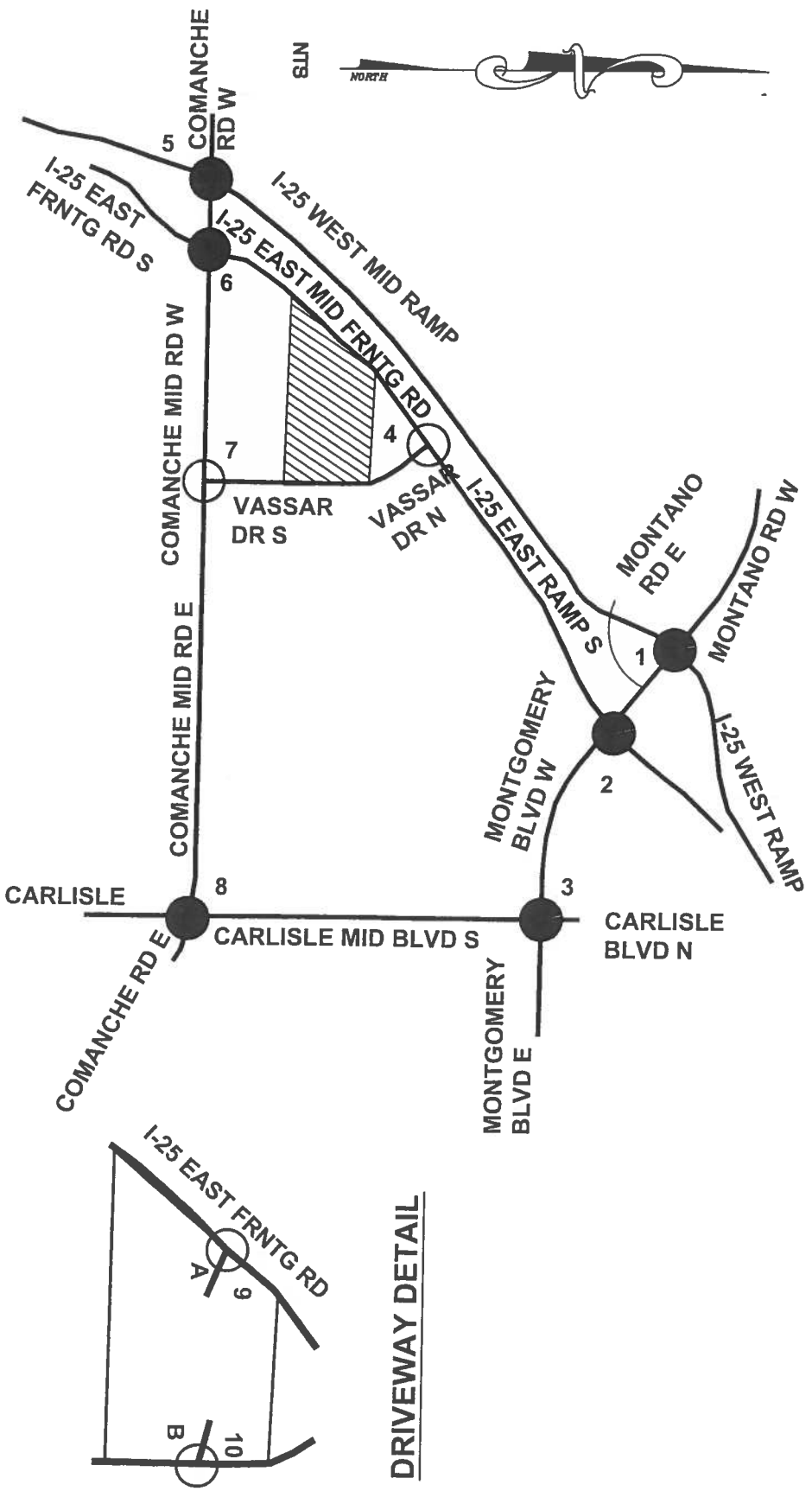
- Construct a 300' NB right turn lane at the intersection on the I-25 East Frontage Rd. at Comanche Rd.



NO BUILD Analysis	BUILD Analysis	BUILD Analysis (Mitigated)
		NO RECOMMENDATION
		NO RECOMMENDATION
		NO RECOMMENDATION
		NO RECOMMENDATION

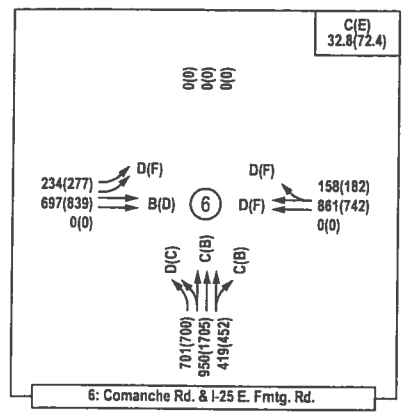
Vassar Development

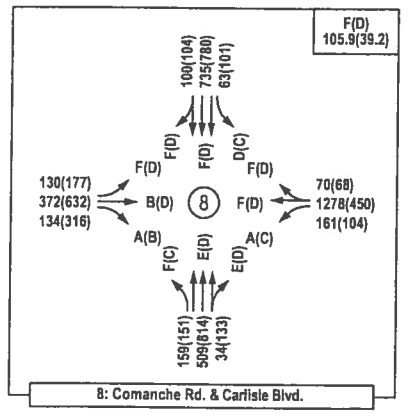
I-25 E. Frntg. Rd. N. of Comanche Rd.



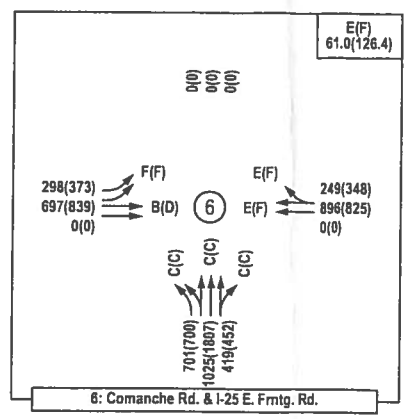
DRIVEWAY DETAIL

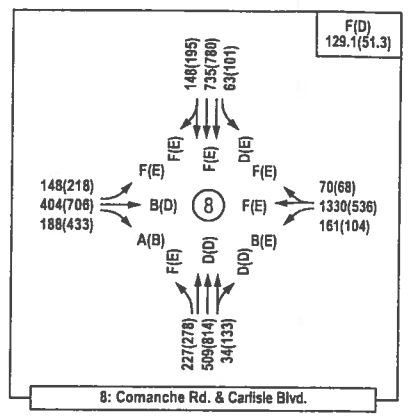
NO BUILD Analysis



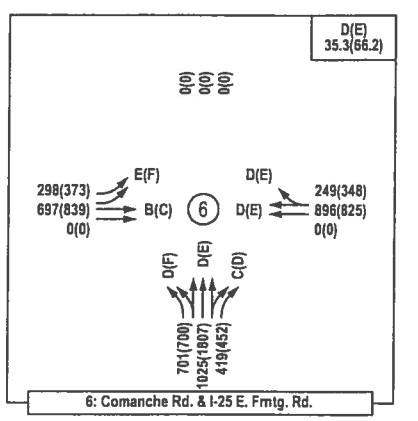


BUILD Analysis





BUILD Analysis (Mitigated)



NO RECOMMENDATION

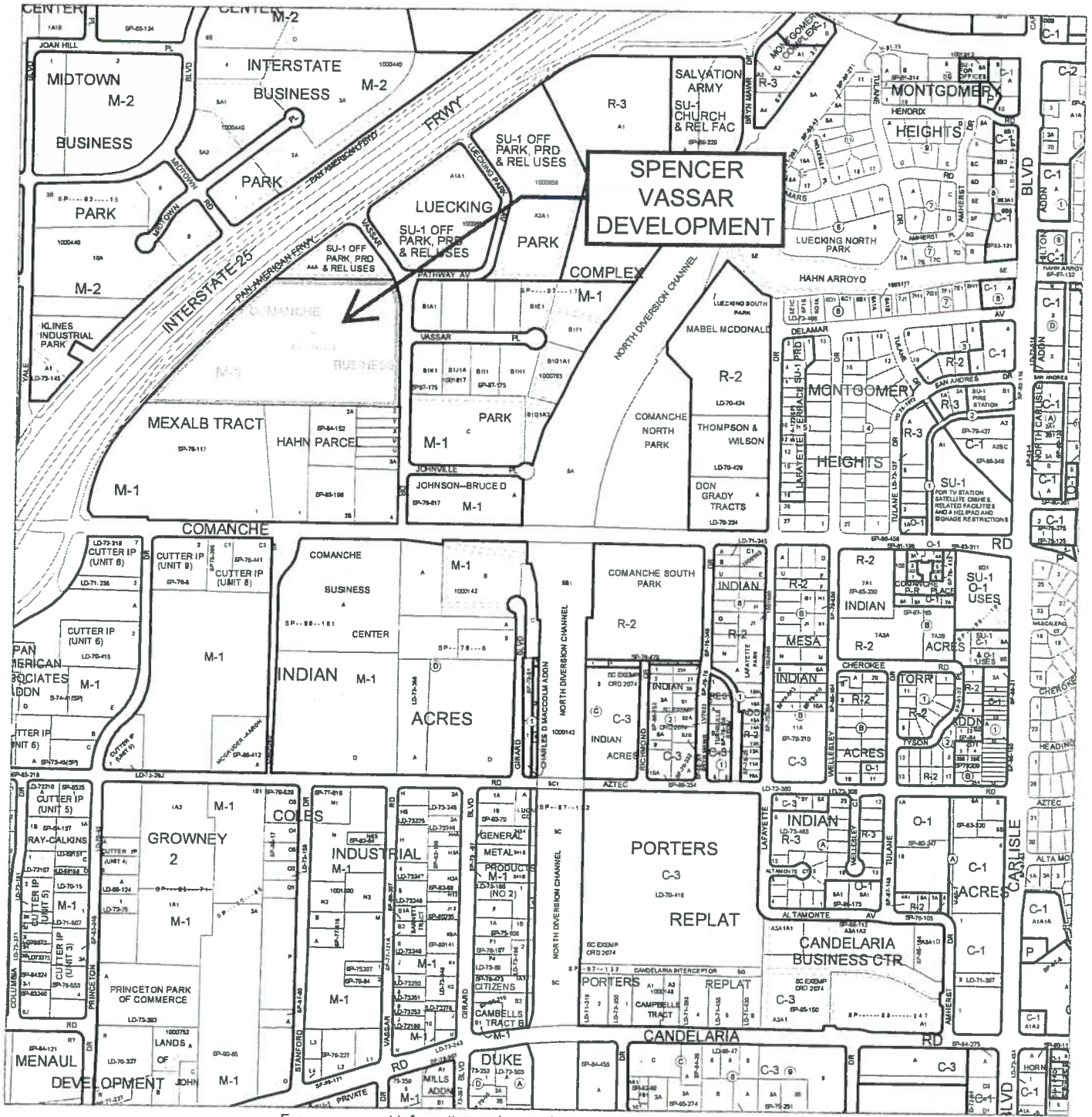
Vassar Drive Development

I-25 E. Frntg. Rd. N. of Comanche Rd.

LOS / Volume Analysis Map

Appendix

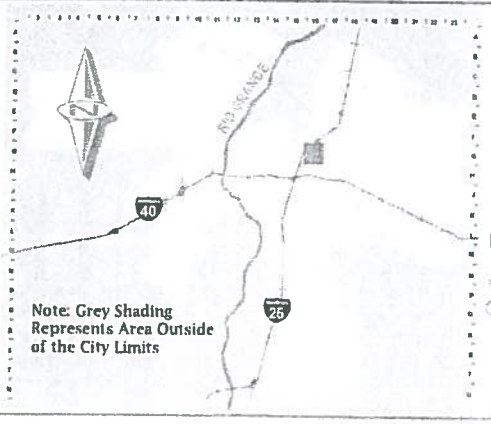
APPENDIX



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

Albuquerque Geographic Information System

Map amended through: 11/2/2005



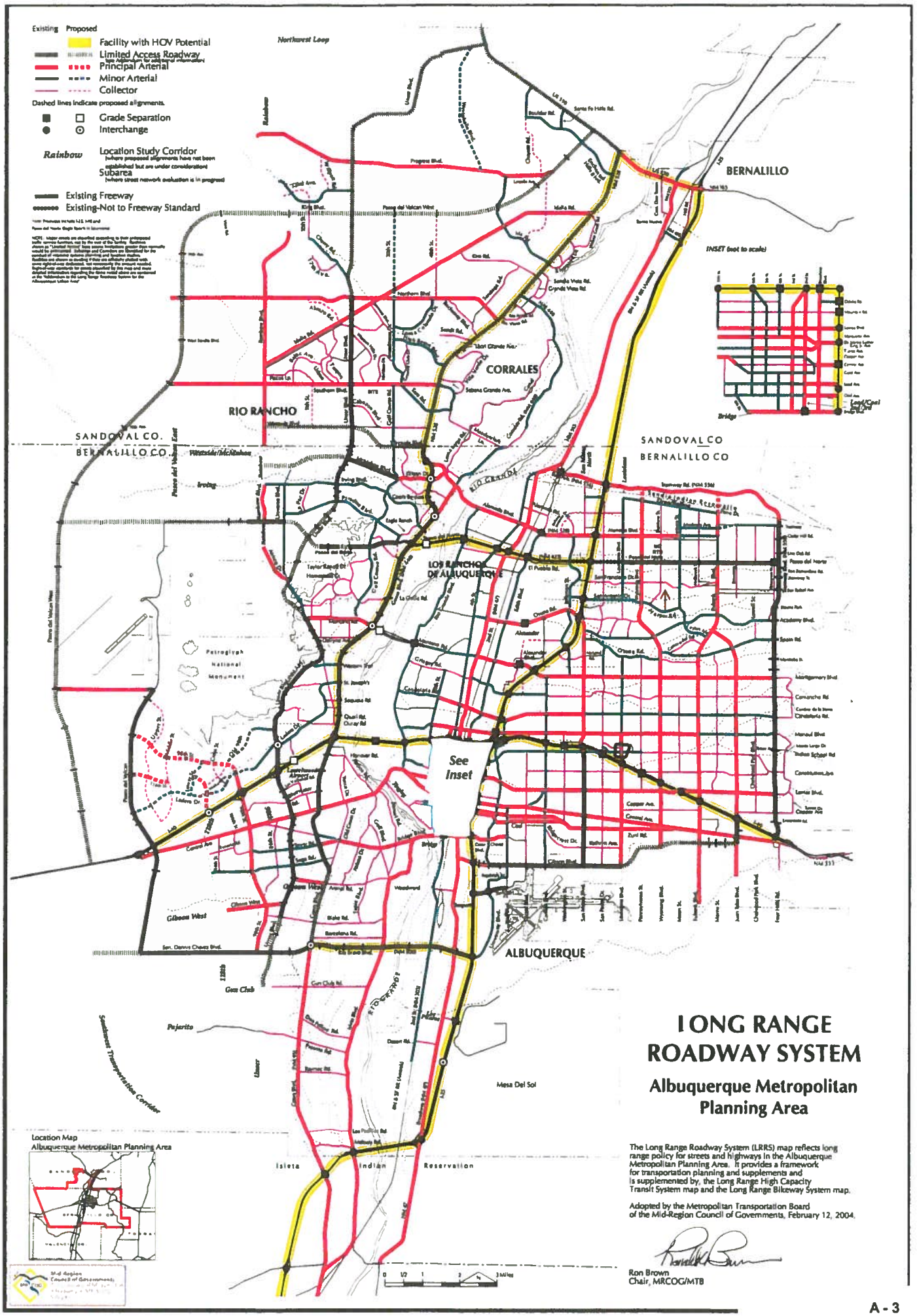
Zone Atlas Page:

G-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



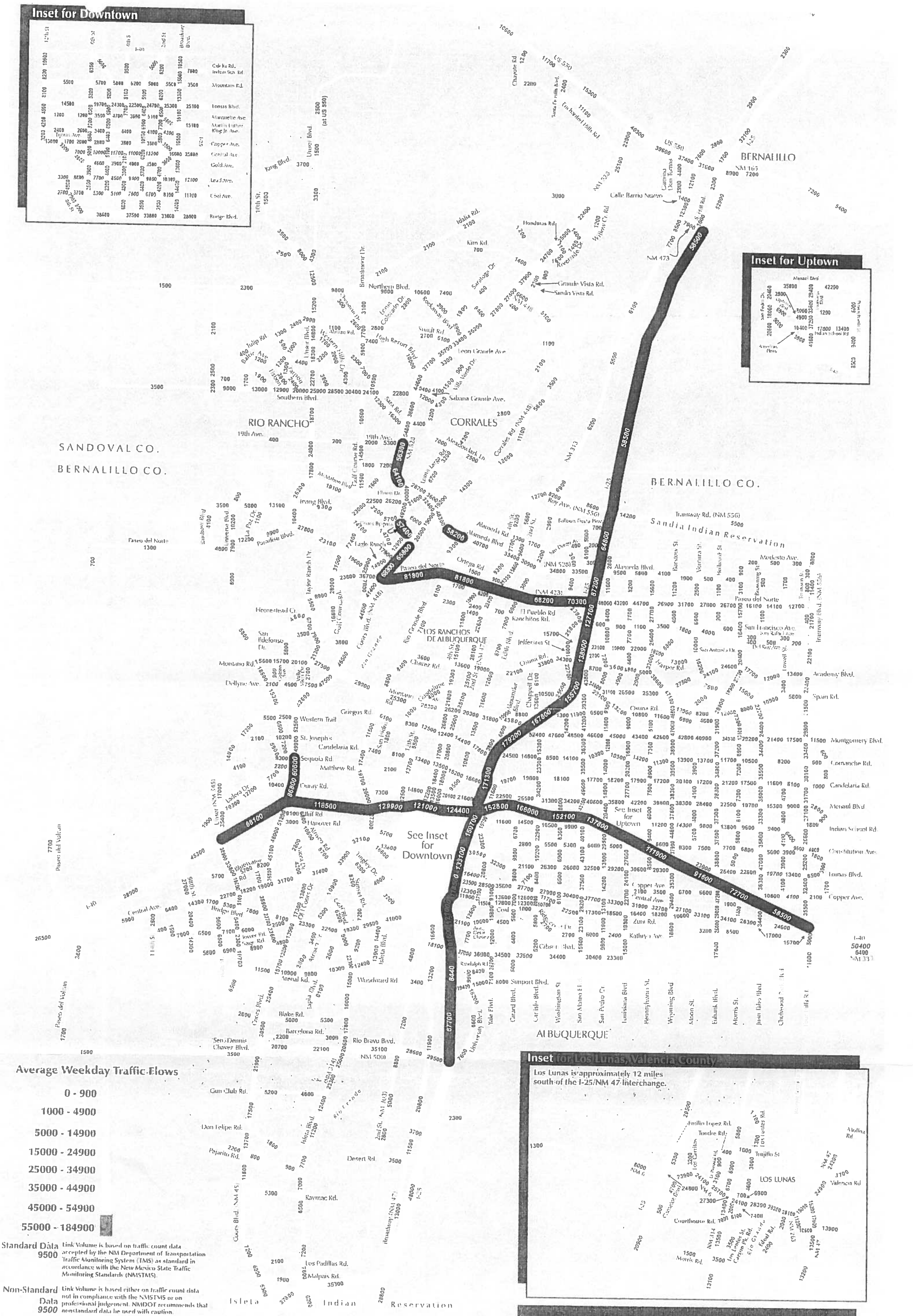
LONG RANGE ROADWAY SYSTEM

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



2005 Traffic Flows

for the Greater Albuquerque Area

Average Weekday Traffic Flows

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

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

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

0 1 2 3 4 Miles

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.

Vassar Develoment (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Trip Generation Data

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Restaurants Pad	High Turnover (Sit-Down) Restaurant (932)	22.40	2,848	134	124	149	95
Retail	Shopping Center (820)	87.20	6,213	88	56	275	298
Carpenter Training Cntr.	Junior / Community College (540)	250.00	471	104	23	114	64
	Subtotal Trips		9,532	326	203	538	457

Vassar Develoment (I-25 E. Frntg. Rd. N. of Comanche Rd.)
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)	*22.40* 1,000 S.F.	2,848	134	124	149	95

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:
Restaurants Pad

Based on ITE Trip Generation Manual - 7th Edition

Vassar Develoment (I-25 E. Frntg. Rd. N. of Comanche Rd.)
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)	*87.20*	6,213	88	56	275	298
	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:
Retail

Based on ITE Trip Generation Manual - 7th Edition

Vassar Develoment (I-25 E. Frntg. Rd. N. of Comanche Rd.)
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					
Junior / Community College (540)	***250***	471	104	23	114	64
	Students					

ITE Trip Generation Equations:

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

Ln(T) = ***0.89*** **Ln(X) +** ***1.24***
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)

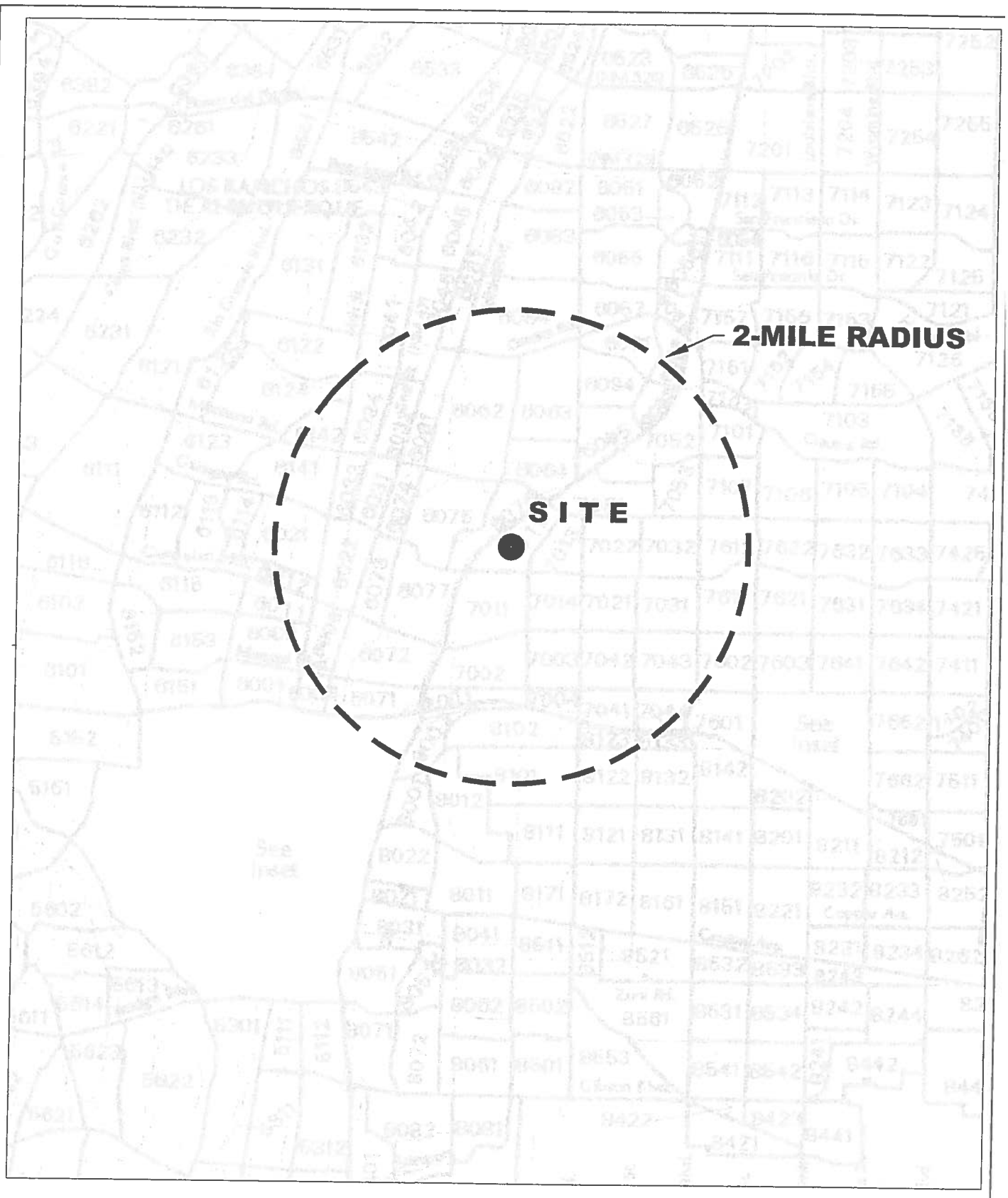
Ln(T) = ***0.64*** **Ln(X) +** ***1.31***
82% Enter, ***18%*** Exit

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) = ***0.53*** **Ln(X) +** ***2.26***
64% Enter, ***36%*** Exit

Comments:
Carpenter Training Cntr.

Based on ITE Trip Generation Manual - 7th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Vassar Office Park (I-25 E. Frntg. Rd. North of Comanche Rd.

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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)

							(CAN) Carlisle Blvd. N.			(ME) Montgomery Blvd. E.			(CE) Comanche Rd. E.			(CAMS) Carlisle Blvd. Mid. S.			(CAS) Carlisle Blvd. S.		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2010																	
Boundary Specified on DASZ Map																					
6062	100%	1359	1526	1,426	1,426	6.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	2	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6064	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6075	100%	99	97	98	98	0.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	100%	3	3	3	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6077	100%	354	388	368	368	1.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6074	100%	53	48	51	51	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6073	100%	48	49	48	48	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6072	100%	232	290	255	255	1.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6071	100%	406	397	402	402	1.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6094	100%	0	2	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7001	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	100%	5	55	25	25	0.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	100%	88	319	180	180	0.79%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7004	100%	2	1	2	2	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	60%	0.47%	108
7011	100%	13	15	14	14	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	40%	0.00%	1
7012	100%	464	530	490	490	2.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1097	1137	1,113	1,113	4.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1970	1872	1,931	1,931	8.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	35%	1.70%	390	0%	0.00%	0
7051	100%	2944	2761	2,871	2,871	12.56%	0%	0.00%	0	50%	6.28%	1,436	34%	2.87%	657	0%	0.00%	0	33%	2.79%	637
7052	100%	6	6	6	6	0.03%	33%	0.01%	2	33%	0.01%	2	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7053	100%	7	56	27	27	0.12%	0%	0.00%	0	100%	0.12%	27	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1724	1681	1,707	1,707	7.47%	0%	0.00%	0	50%	3.73%	854	0%	0.00%	0	50%	3.73%	854	0%	0.00%	0
7032	100%	1574	1667	1,611	1,611	7.05%	0%	0.00%	0	33%	2.33%	532	33%	2.33%	532	34%	2.40%	548	0%	0.00%	0
7021	100%	1308	1466	1,371	1,371	6.00%	0%	0.00%	0	0%	0.00%	0	50%	3.00%	686	0%	0.00%	0	50%	3.00%	686
7031	100%	1996	1919	1,965	1,965	8.60%	0%	0.00%	0	0%	0.00%	0	50%	4.30%	983	0%	0.00%	0	50%	4.30%	983
7042	100%	1133	1053	1,101	1,101	4.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	4.82%	1,101
7043	100%	1495	1395	1,455	1,455	6.37%	0%	0.00%	0	0%	0.00%	0	50%	3.18%	728	0%	0.00%	0	50%	3.18%	728
7041	100%	182	172	178	178	0.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.78%	178
7044	80%	13	15	14	11	0.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.05%	11
8101	60%	2390	2245	2,332	1,399	6.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	3.06%	700
8102	100%	1479	1425	1,457	1,457	6.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	3.19%	729
8122	30%	1258	1198	1,234	370	1.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.62%	370
8123	100%	267	316	287	287	1.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.26%	287
8133	15%	1	1	1	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
7602	30%	1084	1036	1,065	320	1.40%	0%	0.00%	0	0%	0.00%	0	50%	0.70%	160	0%	0.00%	0	50%	0.70%	160
7612	90%	940	919	932	839	0.00%	0%	0.00%	0	33%	0.00%	0	33%	0.00%	0	34%	0.00%	0	0%	0.00%	0
7613	80%	940	919	932	746	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	70%	2270	2166	2,228	1,560	0.00%	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7101	30%	2152	2020	2,099	630	0.00%	0%	0.00%	0	70%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6022	100%	1093	1114	1,101	1,101	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6031	100%	374	636	479	479	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	100%	670	683	675	675	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6033	100%	561	546	555	555	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	465	509	483	483	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	75%	565	545	557	418	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	65%	1983	2029	2,001	1,301	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	75%	2228	2220	2,225	1,669	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	50%	552	551	552	276	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	75%	914	1030	960	720	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6041	25%	1144	1318	1,214	304	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6046	50%	661	619	644	322	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6084	50%	565	2145	1,197	599	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6061	100%	411	610	491	491	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	20%	280	467	355	71	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	15%	1377	1315	1,352	203	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	5%	727	796	755	38	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8012	15%	466	458	463	69	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8002	90%	419	710	535	482	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6003	100%	722	701	714	714	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6004	20%	77	369	194	39	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	50%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	30%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6093	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5242	25%	1278	1229	1,258	315	1.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				50,041	37,643	100.00%			2			2,850			3,744			1,791			6,677
									0.01%			12.47%			16.38%			7.83%			29.21%

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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)

							(CME) Comanche Rd. Mid. E.			(CMW) Comanche Rd. Mid. W.			(IEFS) I-25 E. Frntg. Rd. S.			(CW) Comanche Rd. W.			(IWFN) I-25.W. Frntg. Rd. N.		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2010																	
Boundary Specified on DASZ Map																					
6062	100%	1359	1526	1,426	1,426	**6.24%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	2	1	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6064	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**20%**	0.00%	0
6075	100%	99	97	98	98	**0.43%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	100%	3	3	3	3	**0.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**70%**	0.30%	69	0%	0.00%	0
6077	100%	354	388	368	368	**1.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**85%**	0.01%	3	0%	0.00%	0
6074	100%	53	48	51	51	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.61%	368	0%	0.00%	0
6073	100%	48	49	48	48	**0.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**70%**	0.16%	36	0%	0.00%	0
6072	100%	232	290	255	255	**1.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.21%	48	0%	0.00%	0
6071	100%	406	397	402	402	**1.76%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.12%	255	0%	0.00%	0	0%	0.00%	0
6094	100%	0	2	1	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.76%	402	0%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	1
7001	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.00%	0
7002	100%	5	55	25	25	**0.11%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	100%	88	319	180	180	**0.79%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.11%	25	0%	0.00%	0	0%	0.00%	0
7004	100%	2	1	2	2	**0.01%**	0%	0.00%	0	0%	0.00%	0	**40%**	0.31%	72	0%	0.00%	0	0%	0.00%	0
7011	100%	13	15	14	14	**0.06%**	0%	0.00%	0	0%	0.00%	0	**60%**	0.01%	1	0%	0.00%	0	0%	0.00%	0
7012	100%	464	530	490	490	**2.14%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.03%	7	0%	0.00%	0	0%	0.00%	0
7013	100%	1097	1137	1,113	1,113	**4.87%**	**60%**	2.92%	668	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1970	1872	1,931	1,931	**8.45%**	**33%**	2.79%	637	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	100%	2944	2761	2,871	2,871	**12.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7052	100%	6	6	6	6	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7053	100%	7	56	27	27	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**34%**	0.01%	2
7022	100%	1724	1681	1,707	1,707	**7.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	100%	1574	1667	1,611	1,611	**7.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	100%	1308	1466	1,371	1,371	**6.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	100%	1996	1919	1,965	1,965	**8.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1133	1053	1,101	1,101	**4.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7043	100%	1495	1395	1,455	1,455	**6.37%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7041	100%	182	172	178	178	**0.78%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7044	80%	13	15	14	11	**0.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	60%	2390	2245	2,332	1,399	**6.12%**	0%	0.00%	0	0%	0.00%	0	**50%**	3.06%	700	0%	0.00%	0	0%	0.00%	0
8102	100%	1479	1425	1,457	1,457	**6.37%**	0%	0.00%	0	0%	0.00%	0	**50%**	3.19%	729	0%	0.00%	0	0%	0.00%	0
8122	30%	1258	1198	1,234	370	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	267	316	287	287	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8133	15%	1	1	1	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7602	30%	1084	1036	1,065	320	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7612	90%	940	919	932	839	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7613	80%	940	919	932	746	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	70%	2270	2166	2,228	1,560	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7101	30%	2152	2020	2,099	630	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6022	100%	1093	1114	1,101	1,101	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**30%**	0.00%	0
6031	100%	374	636	479	479	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0	0%	0.00%	0
6032	100%	670	683	675	675	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**60%**	0.00%	0	0%	0.00%	0
6033	100%	561	546	555	555	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	465	509	483	483	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.00%	0	0%	0.00%	0
6142	75%	565	545	557	418	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	65%	1983	2029	2,001	1,301	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	75%	2228	2220	2,225	1,669	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**85%**	0.00%	0	0%	0.00%	0
6011	50%	552	551	552	276	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0	0%	0.00%	0
6012	75%	914	1030	960	720	**0.00%**	0%	0.00%	0	0%	0.00%	0	**20%**	0.00%	0	**80%**	0.00%	0	0%	0.00%	0
6041	25%	1144	1318	1,214	304	**0.00%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.00%	0	**50%**	0.00%	0	0%	0.00%	0
6046	50%	661	619	644	322	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6084	50%	565	2145	1,197	599	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.00%	0
6061	100%	411	610	491	491	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.00%	0
6081	20%	280	467	355	71	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	15%	1377	1315	1,352	203	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.00%	0
6124	5%	727	796	755	38	**0.00%**	0%	0.00%	0	0%	0.00%	0	**90%**	0.00%	0	**10%**	0.00%	0	0%	0.00%	0
8012	15%	466	458	463	69	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8002	90%	419	710	535	482	**0.00%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
6003	100%	722	701	714	714	**0.00%**	0%	0.00%	0	0%	0.00%	0	**60%**	0.00%	0	**40%**	0.00%	0	0%	0.00%	0
6004	20%	77	369	194	39	**0.00%**	0%	0.00%	0	0%	0.00%	0	**60%**	0.00%	0	**40%**	0.00%	0	0%	0.00%	0
6091	50%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	30%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
6093	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
5242	25%	1278	1229	1,258	315	**1.38%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.38%	315	0%	0.00%	0	0%	0.00%	0
				50,041	37,643	100.00%			**1,305** 5.71%			**7** 0.03%			**2,505** 10.96%			**523** 2.29%			**3** 0.01%

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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)

							(IEMS) I-25 E. Mid. Frntg. Rd. S.			(VS) Vassar Dr. S.			(VN) Vassar Dr. N.			(IES) I-25 East Ramp S.		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	**2025**	**2010**														
Boundary Specified on DASZ Map																		
6062	100%	1359	1526	1,426	1,426	**6.24%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	2	1	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6064	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6075	100%	99	97	98	98	**0.43%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	100%	3	3	3	3	**0.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6077	100%	354	388	368	368	**1.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6074	100%	53	48	51	51	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6073	100%	48	49	48	48	**0.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6072	100%	232	290	255	255	**1.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6071	100%	406	397	402	402	**1.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6094	100%	0	2	1	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7001	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	100%	5	55	25	25	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	100%	88	319	180	180	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7004	100%	2	1	2	2	**0.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7011	100%	13	15	14	14	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	100%	464	530	490	490	**2.14%**	0%	0.00%	0	**50%**	1.07%	245	**50%**	1.07%	245	0%	0.00%	0
7013	100%	1097	1137	1,113	1,113	**4.87%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1970	1872	1,931	1,931	**8.45%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	100%	2944	2761	2,871	2,871	**12.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7052	100%	6	6	6	6	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7053	100%	7	56	27	27	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1724	1681	1,707	1,707	**7.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	100%	1574	1667	1,611	1,611	**7.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	100%	1308	1466	1,371	1,371	**6.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	100%	1996	1919	1,965	1,965	**8.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1133	1053	1,101	1,101	**4.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7043	100%	1495	1395	1,455	1,455	**6.37%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7041	100%	182	172	178	178	**0.78%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7044	80%	13	15	14	11	**0.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	60%	2390	2245	2,332	1,399	**6.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8102	100%	1479	1425	1,457	1,457	**6.37%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8122	30%	1258	1198	1,234	370	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	267	316	287	287	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8133	15%	1	1	1	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7602	30%	1084	1036	1,065	320	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7612	90%	940	919	932	839	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7613	80%	940	919	932	746	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	70%	2270	2166	2,228	1,560	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7101	30%	2152	2020	2,099	630	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6022	100%	1093	1114	1,101	1,101	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6031	100%	374	636	479	479	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	100%	670	683	675	675	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6033	100%	561	546	555	555	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	465	509	483	483	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	75%	565	545	557	418	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	65%	1983	2029	2,001	1,301	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	75%	2228	2220	2,225	1,669	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	50%	552	551	552	276	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	75%	914	1030	960	720	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6041	25%	1144	1318	1,214	304	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6046	50%	661	619	644	322	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6084	50%	565	2145	1,197	599	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6061	100%	411	610	491	491	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	20%	280	467	355	71	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	15%	1377	1315	1,352	203	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	5%	727	796	755	38	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8012	15%	466	458	463	69	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8002	90%	419	710	535	482	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6003	100%	722	701	714	714	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6004	20%	77	369	194	39	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	50%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	30%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6093	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5242	25%	1278	1229	1,258	315	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				50,041	37,643	100.00%			-			245			245			-
									0.00%			1.07%			1.07%			0.00%

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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

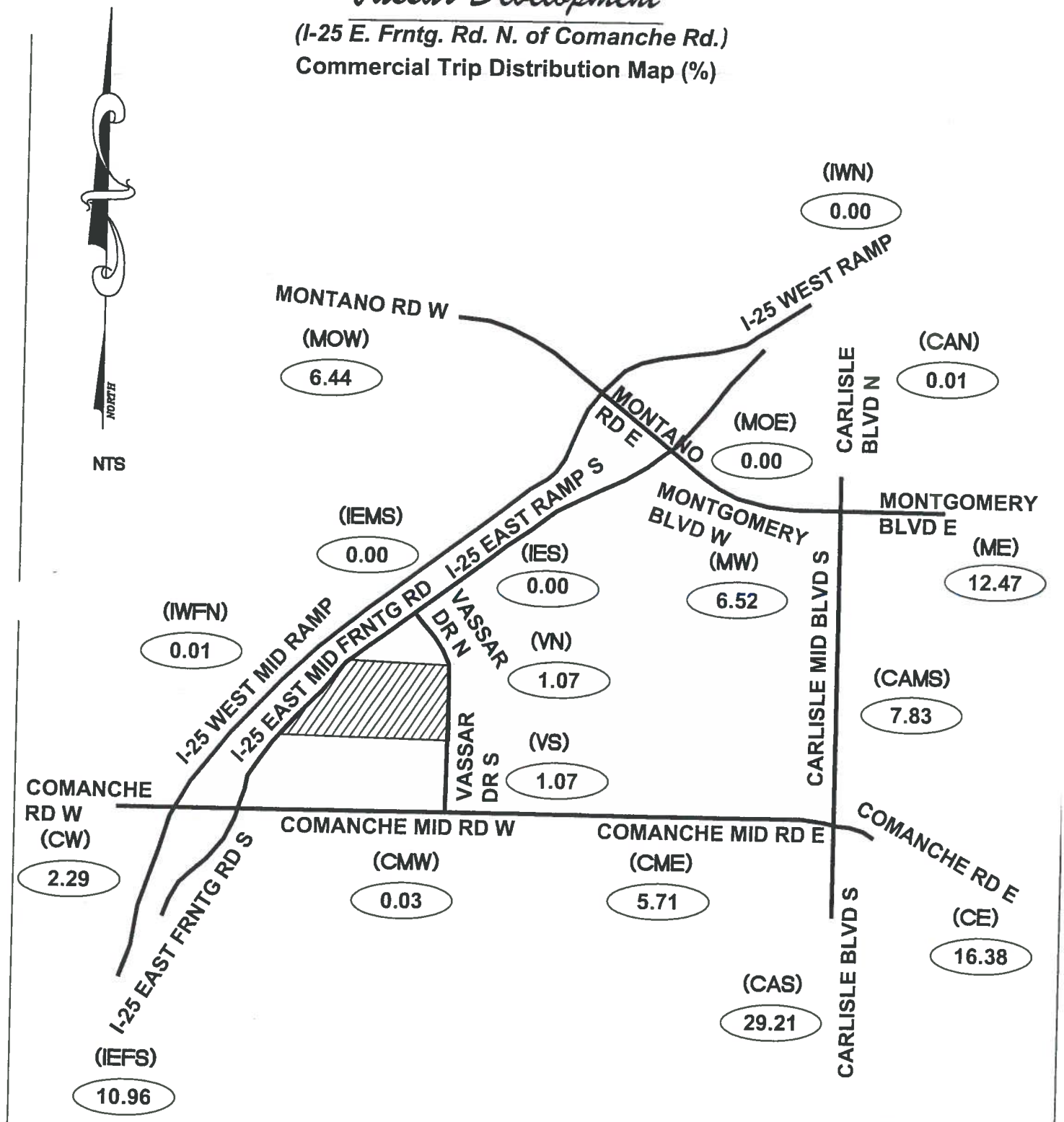
2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

							(MOW) Montano Rd. W.			(MOE) Montano Rd. E.			(MW) Mongomery Blvd. W.			(IWN) I-25 W. Ramp N.		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2010														
Boundary Specified on DASZ Map																		
6062	100%	1359	1526	1,426	1,426	6.24%	100%	6.24%	1,426	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	2	1	1	0.00%	70%	0.00%	1	0%	0.00%	0	0%	0.00%	0	10%	0.00%	0
6064	100%	0	0	0	0	0.00%	40%	0.00%	0	20%	0.00%	0	0%	0.00%	0	40%	0.00%	0
6075	100%	99	97	98	98	0.43%	30%	0.13%	29	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	100%	3	3	3	3	0.01%	15%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6077	100%	354	388	368	368	1.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6074	100%	53	48	51	51	0.22%	30%	0.07%	15	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6073	100%	48	49	48	48	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6072	100%	232	290	255	255	1.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6071	100%	406	397	402	402	1.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6094	100%	0	2	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7001	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.00%	0
7002	100%	5	55	25	25	0.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	100%	88	319	180	180	0.79%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7004	100%	2	1	2	2	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7011	100%	13	15	14	14	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	100%	464	530	490	490	2.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1097	1137	1,113	1,113	4.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1970	1872	1,931	1,931	8.45%	0%	0.00%	0	0%	0.00%	0	5%	0.24%	56	0%	0.00%	0
7051	100%	2944	2761	2,871	2,871	12.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7052	100%	6	6	6	6	0.03%	0%	0.00%	0	0%	0.00%	0	50%	6.28%	1,436	0%	0.00%	0
7053	100%	7	56	27	27	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1724	1681	1,707	1,707	7.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	100%	1574	1667	1,611	1,611	7.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	100%	1308	1466	1,371	1,371	6.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	100%	1996	1919	1,965	1,965	8.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1133	1053	1,101	1,101	4.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7043	100%	1495	1395	1,455	1,455	6.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7041	100%	182	172	178	178	0.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7044	80%	13	15	14	11	0.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	60%	2390	2245	2,332	1,399	6.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8102	100%	1479	1425	1,457	1,457	6.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8122	30%	1258	1198	1,234	370	1.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	267	316	287	287	1.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8133	15%	1	1	1	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7602	30%	1084	1036	1,065	320	1.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7612	90%	940	919	932	839	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7613	80%	940	919	932	746	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	70%	2270	2166	2,228	1,560	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7101	30%	2152	2020	2,099	630	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6022	100%	1093	1114	1,101	1,101	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6031	100%	374	636	479	479	0.00%	40%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	100%	670	683	675	675	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6033	100%	561	546	555	555	0.00%	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	465	509	483	483	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	75%	565	545	557	418	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	65%	1983	2029	2,001	1,301	0.00%	15%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	75%	2228	2220	2,225	1,669	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	50%	552	551	552	276	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	75%	914	1030	960	720	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6041	25%	1144	1318	1,214	304	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6046	50%	661	619	644	322	0.00%	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6084	50%	565	2145	1,197	599	0.00%	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6061	100%	411	610	491	491	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	20%	280	467	355	71	0.00%	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	15%	1377	1315	1,352	203	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	5%	727	796	755	38	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8012	15%	466	458	463	69	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8002	90%	419	710	535	482	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6003	100%	722	701	714	714	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6004	20%	77	369	194	39	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	50%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	30%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6093	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5242	25%	1278	1229	1,258	315	1.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				50,041	37,643	100.00%			1,472			-			1,491			0
									6.44%			0.00%			6.52%			0.00%

Vassar Development

(I-25 E. Frntg. Rd. N. of Comanche Rd.)

Commercial Trip Distribution Map (%)



NTS

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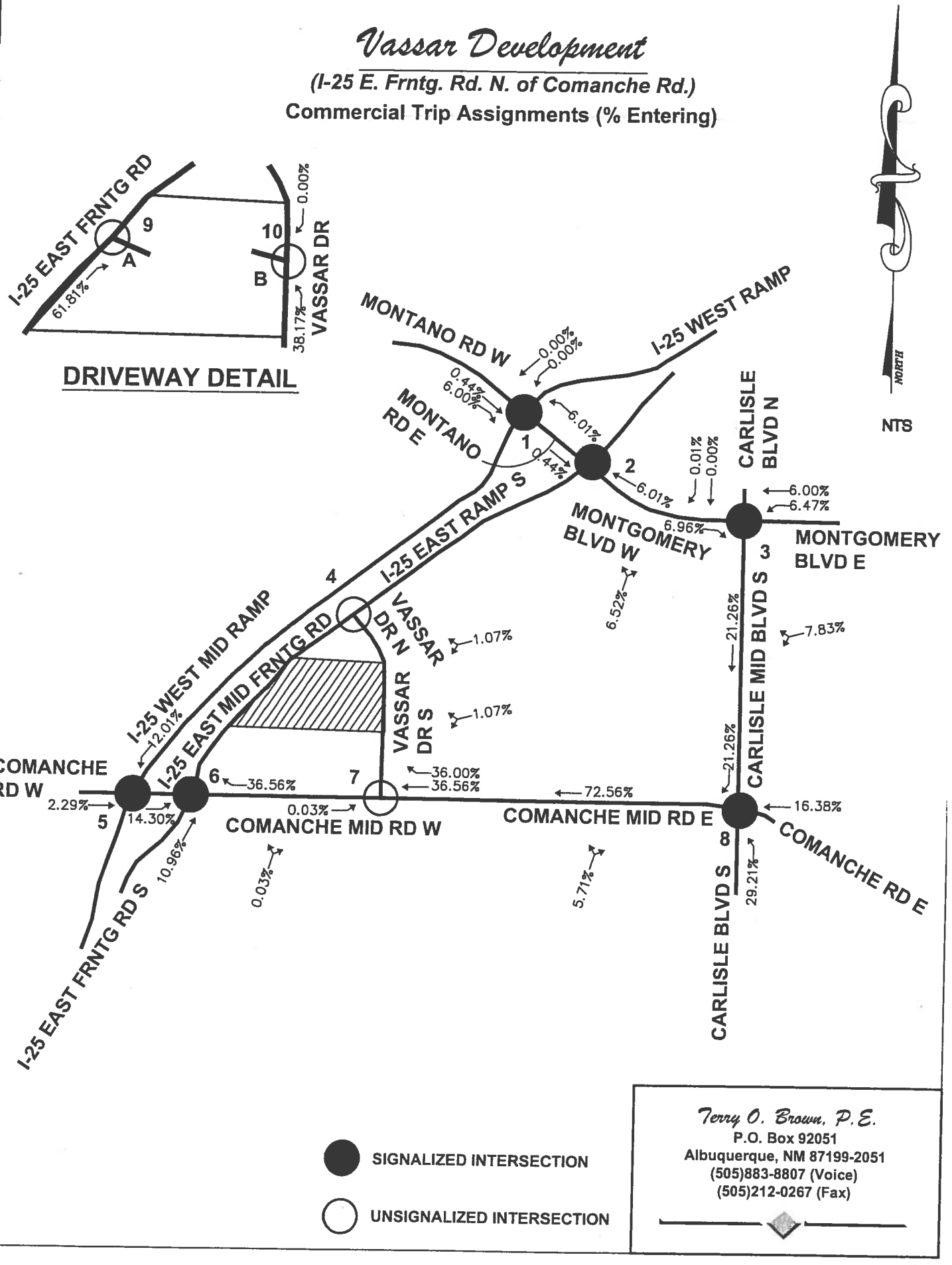
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Vassar Development

(I-25 E. Frntg. Rd. N. of Comanche Rd.)

Commercial Trip Assignments (% Entering)



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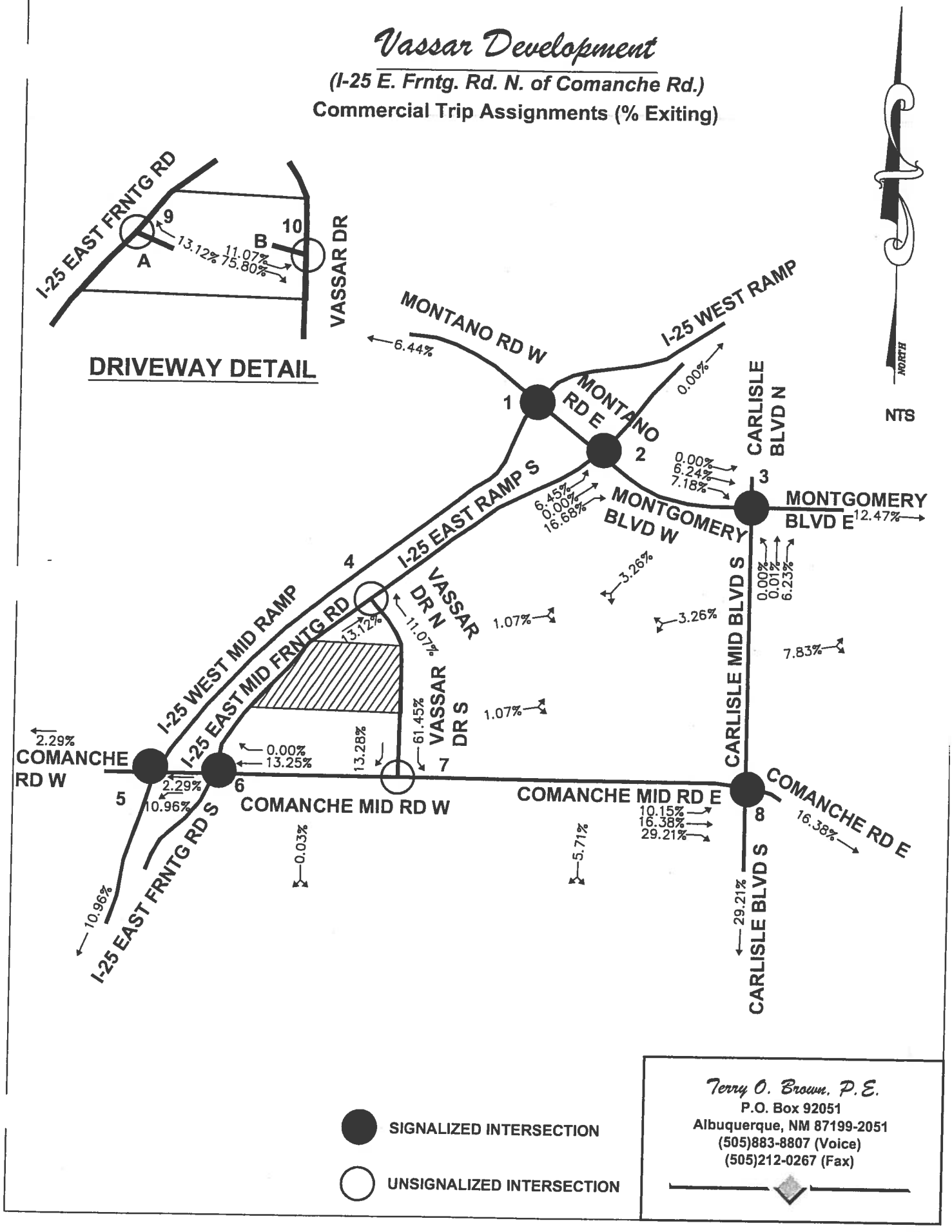
Vassar Development

(I-25 E. Frntg. Rd. N. of Comanche Rd.)

Commercial Trip Assignments (% Exiting)



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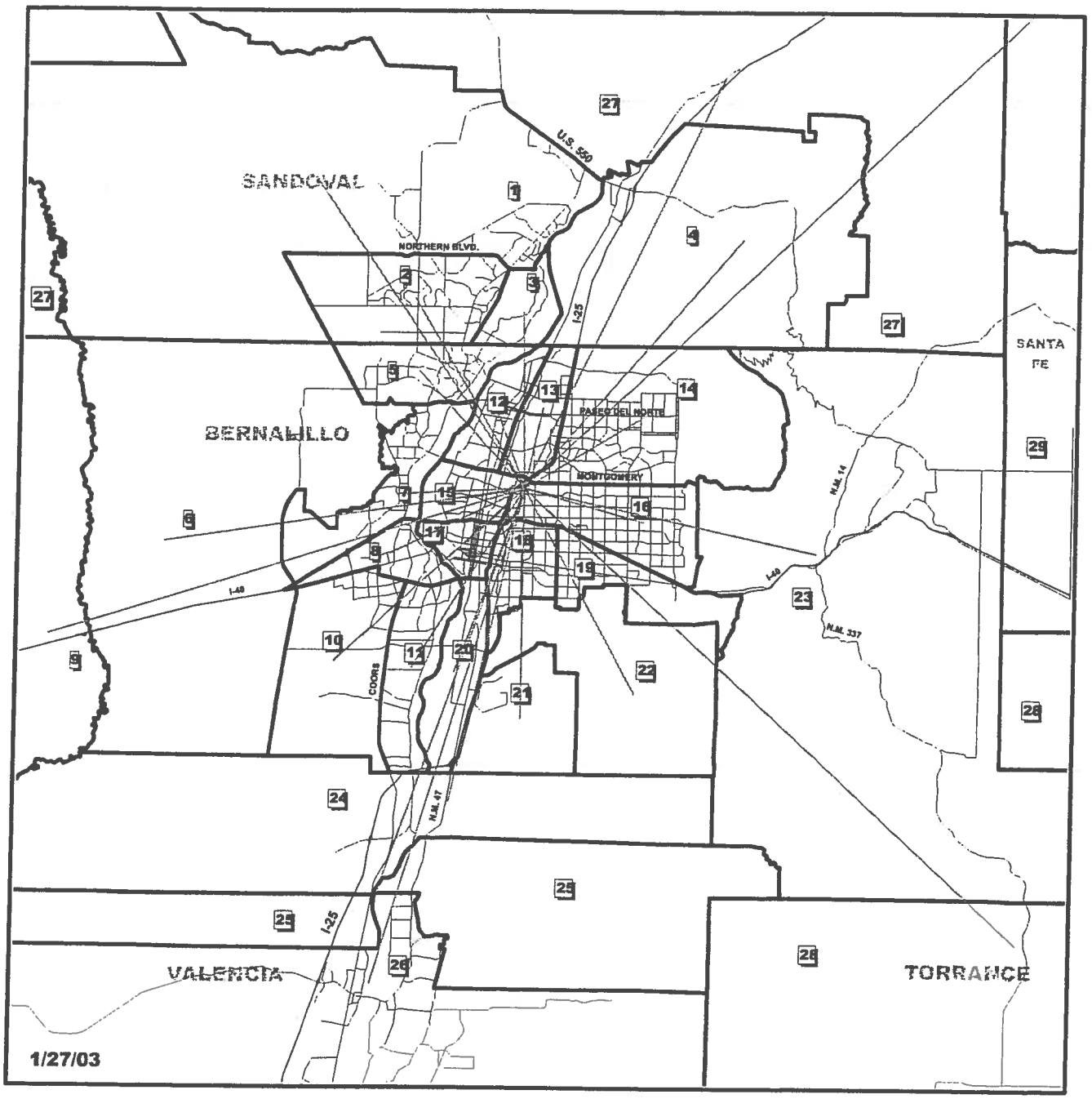


Subareas of the MRCOG Region

22 Subarea Identification Number

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

Mid-Region Council of Governments
809 Copper Ave. NW
Albuquerque, NM 87102
505-247-1750

Vassar Office Park (I-25 E. Frontage Rd. Nortrh of Comanche Rd. Trip Distribution - Subarea Map

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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

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)

												(CAN) Carlisle Blvd. N.			(ME) Montgomery Blvd. E.			(CE) Comanche Rd. E.			(CAMS) Carlisle Blvd. Mid. S.		
Sub Area I.D.#	**% Sub Area in Study**	**2005 Population**	**2010 Population**	**2015 Population**	**2025 Population**	**Interpolated Population for the Year**	**Distance (in.)**	**Population in Study**	**Dist. (Mi.)**	**Population / Distance**	**% Population / Distance**	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	**2010**	**2015**	**2025**	**2010**																	
1	100%	26,972	39,738	53,201	77,230	39,738	2.4	2,010	16.08	**125**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,610	1.4	39,738	9.38	**4,236**	**3.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,728	1.15	8,728	7.71	**1,133**	**0.88%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,936	2.1	14,936	14.07	**1,062**	**0.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	44,203	1	44,203	6.70	**6,597**	**5.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,950	2.3	3,950	15.41	**256**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,615	64,196	75,089	59,615	0.8	59,615	5.36	**11,122**	**8.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	27,546	28,553	29,299	33,406	28,553	0.95	28,553	6.37	**4,486**	**3.48%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,888	3.18	1,888	21.31	**89**	**0.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	4,822	1.65	4,822	11.06	**436**	**0.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	33,202	1.35	33,202	9.05	**3,671**	**2.85%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	0.5	16,146	3.35	**4,820**	**3.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	10,146	0.5	10,146	3.35	**3,029**	**2.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,279	0.95	94,279	6.37	**14,812**	**11.49%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,262	0.4	25,262	2.68	**9,426**	**7.31%**	0%	0.00%	0	18%	2.07%	2,666	0%	0.00%	0	0%	0.00%	0
16*	100%	108,882	108,353	107,806	106,703	108,353	0.79	108,353	5.29	**20,471**	**15.88%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,196	0.5	21,196	3.35	**6,327**	**4.91%**	0%	0.00%	0	0%	0.00%	0	90%	14.29%	18,424	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,670	0.4	41,670	2.68	**15,549**	**12.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	58,888	0.75	58,888	5.03	**11,719**	**9.09%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,699	1.25	9,699	8.38	**1,158**	**0.90%**	0%	0.00%	0	0%	0.00%	0	10%	0.91%	1,172	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	1.49	6	9.98	**1**	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,629	1.5	3,629	10.05	**361**	**0.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,390	1.9	20,390	12.73	**1,602**	**1.24%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,554	2.05	2,554	13.74	**186**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,062	2.78	1,062	18.63	**57**	**0.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	85,654	3.33	85,654	22.31	**3,839**	**2.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,276	2.9	22,276	19.43	**1,146**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,690	4.3	21,690	28.81	**753**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,771	4.4	13,771	29.48	**467**	**0.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	836,916		798,316		**128,936**	**100.00%**		0.00%	**0**		2.07%	**2,666**		15.20%	**19,596**		0.00%	**0**
														0.00%			2.07%			15.20%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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

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)

											(CAS) Carlisle Blvd. S.			(CME) Comanche Rd. Mid. E.			(CMW) Comanche Rd. Mid. W.			(IEFS) I-25 E. Frntg. Rd. S.		
Sub Area I.D.#	**% Sub Area in Study**	**2005 Population**	**2010 Population**	**2015 Population**	**2025 Population**	**Interpolated Population for the Year**	**Distance (in.)**	**Population in Study**	**Dist. (Mi.)**	**Population / Distance**	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	**2010**	**2015**	**2025**	**2010**																
1	100%	26,972	39,738	53,201	77,230	39,738	2.4	2,010	16.08	**125**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,610	1.4	39,738	9.38	**4,236**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,728	1.15	8,728	7.71	**1,133**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,936	2.1	14,936	14.07	**1,062**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	44,203	1	44,203	6.70	**6,597**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,950	2.3	3,950	15.41	**256**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,615	64,196	75,089	59,615	0.8	59,615	5.36	**11,122**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	65%	0.13%	167
8	100%	27,546	28,553	29,299	33,406	28,553	0.95	28,553	6.37	**4,486**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	85%	7.33%	9,454
9	100%	1,678	1,888	2,055	2,438	1,888	3.18	1,888	21.31	**89**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	3.48%	4,486
10	100%	39,532	4,822	59,940	70,184	4,822	1.65	4,822	11.06	**436**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	33,202	1.35	33,202	9.05	**3,671**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.34%	436
12	100%	16,144	16,146	16,635	17,804	16,146	0.5	16,146	3.35	**4,820**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	2.85%	3,671
13	100%	8,715	10,146	10,348	11,137	10,146	0.5	10,146	3.35	**3,029**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,279	0.95	94,279	6.37	**14,812**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,262	0.4	25,262	2.68	**9,426**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	80%	5.85%	7,541
16*	100%	108,882	108,353	107,806	106,703	108,353	0.79	108,353	5.29	**20,471**	0%	0.00%	0	5%	0.79%	1,024	5%	0.79%	1,024	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,196	0.5	21,196	3.35	**6,327**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	4.91%	6,327
18	100%	42,078	41,670	41,542	42,625	41,670	0.4	41,670	2.68	**15,549**	15%	1.81%	2,332	0%	0.00%	0	0%	0.00%	0	85%	10.25%	13,216
19	100%	59,027	58,888	60,441	60,385	58,888	0.75	58,888	5.03	**11,719**	10%	0.91%	1,172	0%	0.00%	0	0%	0.00%	0	80%	7.27%	9,375
20	100%	9,482	9,699	9,756	9,893	9,699	1.25	9,699	8.38	**1,158**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.90%	1,158
21	100%	6	6	2,463	9,511	6	1.49	6	9.98	**1**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.00%	1
22	100%	4,231	3,629	3,701	3,704	3,629	1.5	3,629	10.05	**361**	15%	0.04%	54	0%	0.00%	0	0%	0.00%	0	85%	0.24%	307
23	100%	18,140	20,390	21,613	24,186	20,390	1.9	20,390	12.73	**1,602**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.24%	1,602
24	100%	2,393	2,554	2,697	3,054	2,554	2.05	2,554	13.74	**186**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.14%	186
25	100%	1,009	1,062	1,127	1,252	1,062	2.78	1,062	18.63	**57**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.04%	57
26	100%	75,506	85,654	96,202	117,341	85,654	3.33	85,654	22.31	**3,839**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	2.98%	3,839
27	100%	20,955	22,276	23,694	26,710	22,276	2.9	22,276	19.43	**1,146**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,690	4.3	21,690	28.81	**753**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.58%	753
29	100%	11,360	13,771	16,206	20,579	13,771	4.4	13,771	29.48	**467**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.36%	467
		811,863	836,916	947,476	1,075,238	836,916		798,316		**128,936**		2.76%	**3,558**		0.79%	**1,024**		0.79%	**1,024**		48.89%	**63,042**
													2.76%			0.79%			0.79%			48.89%

* - Subarea in which the site it located.

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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

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)

											(CW) Comanche Rd. W.			(IWFN) I-25 W. Frntg. Rd. N.			(IEMS) I-25 E. Mid. Frntg. Rd. S.			(VS) Vassar Dr. S.		
Sub Area I.D.#	**% Sub Area in Study**	**2005 Population**	**2010 Population**	**2015 Population**	**2025 Population**	**Interpolated Population for the Year**	**Distance (in.)**	**Population in Study**	**Dist. (Mi.)**	**Population / Distance**	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	**2010**	**2015**	**2025**	**2010**																
1	100%	26,972	39,738	53,201	77,230	39,738	2.4	2,010	16.08	**125**	0%	0.00%	0	100%	0.10%	125	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,610	1.4	39,738	9.38	**4,236**	0%	0.00%	0	100%	3.29%	4,236	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,728	1.15	8,728	7.71	**1,133**	0%	0.00%	0	100%	0.88%	1,133	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,936	2.1	14,936	14.07	**1,062**	0%	0.00%	0	100%	0.82%	1,062	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	44,203	1	44,203	6.70	**6,597**	0%	0.00%	0	100%	5.12%	6,597	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,950	2.3	3,950	15.41	**256**	1%	0.00%	3	33%	0.07%	85	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,615	64,196	75,089	59,615	0.8	59,615	5.36	**11,122**	0%	0.00%	0	12%	1.04%	1,335	0%	0.00%	0	0%	0.00%	0
8	100%	27,546	28,553	29,299	33,406	28,553	0.95	28,553	6.37	**4,486**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,888	3.18	1,888	21.31	**89**	0%	0.00%	0	100%	0.07%	89	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	4,822	1.65	4,822	11.06	**436**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	33,202	1.35	33,202	9.05	**3,671**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	0.5	16,146	3.35	**4,820**	0%	0.00%	0	90%	3.36%	4,338	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	10,146	0.5	10,146	3.35	**3,029**	0%	0.00%	0	90%	2.11%	2,726	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,279	0.95	94,279	6.37	**14,812**	0%	0.00%	0	80%	9.19%	11,850	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,262	0.4	25,262	2.68	**9,426**	2%	0.11%	141	17%	1.24%	1,602	0%	0.00%	0	0%	0.00%	0
16*	100%	108,882	108,353	107,806	106,703	108,353	0.79	108,353	5.29	**20,471**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,196	0.5	21,196	3.35	**6,327**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,670	0.4	41,670	2.68	**15,549**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	58,888	0.75	58,888	5.03	**11,719**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,699	1.25	9,699	8.38	**1,158**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	1.49	6	9.98	**1**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,629	1.5	3,629	10.05	**361**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,390	1.9	20,390	12.73	**1,602**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,554	2.05	2,554	13.74	**186**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,062	2.78	1,062	18.63	**57**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	85,654	3.33	85,654	22.31	**3,839**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,276	2.9	22,276	19.43	**1,146**	0%	0.00%	0	100%	0.89%	1,146	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,690	4.3	21,690	28.81	**753**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,771	4.4	13,771	29.48	**467**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	836,916		798,316		**128,936**		0.11%	**144**		28.17%	**36,323**		0.00%	**0**		0.00%	**0**
													0.11%			28.17%			0.00%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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

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)

											(VN) Vassar Dr. N.			(IES) I-25 East Ramp S.			(MOW) Montano Rd. W.		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Distance (in.)	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2010													
1	100%	26,972	39,738	53,201	77,230	39,738	2.4	2,010	16.08	**125**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,610	1.4	39,738	9.38	**4,236**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,728	1.15	8,728	7.71	**1,133**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,936	2.1	14,936	14.07	**1,062**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	44,203	1	44,203	6.70	**6,597**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,950	2.3	3,950	15.41	**256**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,615	64,196	75,089	59,615	0.8	59,615	5.36	**11,122**	0%	0.00%	0	0%	0.00%	0	1%	0.00%	3
8	100%	27,546	28,553	29,299	33,406	28,553	0.95	28,553	6.37	**4,486**	0%	0.00%	0	0%	0.00%	0	3%	0.26%	334
9	100%	1,678	1,888	2,055	2,438	1,888	3.18	1,888	21.31	**89**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	4,822	1.65	4,822	11.06	**436**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	33,202	1.35	33,202	9.05	**3,671**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	0.5	16,146	3.35	**4,820**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	10,146	0.5	10,146	3.35	**3,029**	0%	0.00%	0	0%	0.00%	0	10%	0.37%	482
14	100%	93,104	94,279	96,147	99,871	94,279	0.95	94,279	6.37	**14,812**	0%	0.00%	0	0%	0.00%	0	10%	0.23%	303
15	100%	24,691	25,262	25,949	25,919	25,262	0.4	25,262	2.68	**9,426**	0%	0.00%	0	0%	0.00%	0	2%	0.23%	296
16*	100%	108,882	108,353	107,806	106,703	108,353	0.79	108,353	5.29	**20,471**	0%	0.00%	0	0%	0.00%	0	2%	0.11%	141
17	100%	20,920	21,196	22,042	22,645	21,196	0.5	21,196	3.35	**6,327**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,670	0.4	41,670	2.68	**15,549**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	58,888	0.75	58,888	5.03	**11,719**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,699	1.25	9,699	8.38	**1,158**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	1.49	6	9.98	**1**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,629	1.5	3,629	10.05	**361**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,390	1.9	20,390	12.73	**1,602**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,554	2.05	2,554	13.74	**186**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,062	2.78	1,062	18.63	**57**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	85,654	3.33	85,654	22.31	**3,839**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,276	2.9	22,276	19.43	**1,146**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,690	4.3	21,690	28.81	**753**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,771	4.4	13,771	29.48	**467**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	836,916		798,316		**128,936**		0.00%	**0**		0.00%	**0**		1.21%	**1,559**
													0.00%			0.00%			1.21%

* - Subarea in which the site it located.

Trip Distribution Table

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

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

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)

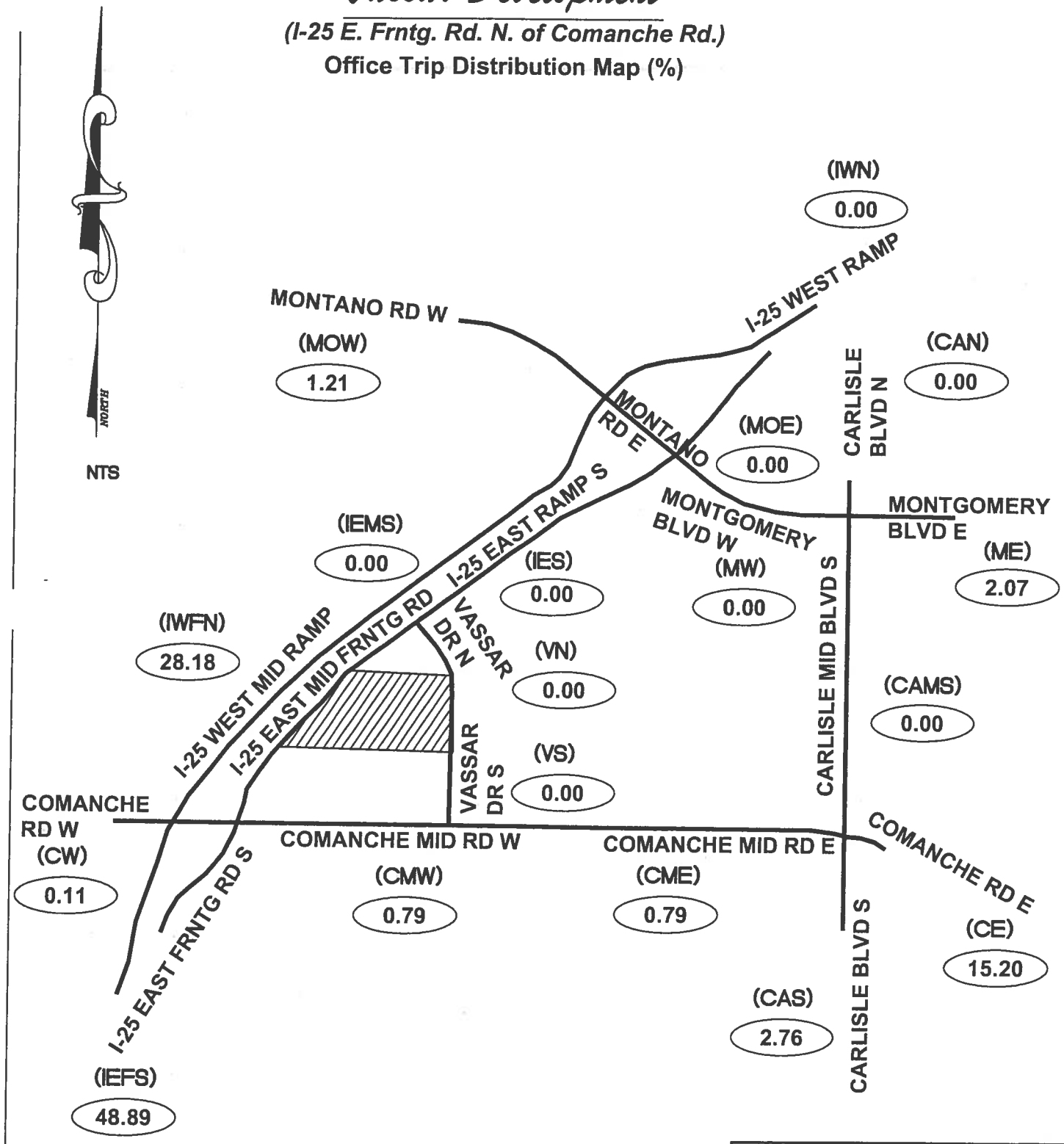
											(MOE) Montano Rd. E.			(MW) Mongomery Blvd. W.			(IWN) I-25 W. Ramp N.		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Distance (in.)	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2010													
1	100%	26,972	39,738	53,201	77,230	39,738	2.4	2,010	16.08	**125**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,610	1.4	39,738	9.38	**4,236**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,728	1.15	8,728	7.71	**1,133**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,936	2.1	14,936	14.07	**1,062**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	44,203	1	44,203	6.70	**6,597**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,950	2.3	3,950	15.41	**256**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,615	64,196	75,089	59,615	0.8	59,615	5.36	**11,122**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	27,546	28,553	29,299	33,406	28,553	0.95	28,553	6.37	**4,486**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,888	3.18	1,888	21.31	**89**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	4,822	1.65	4,822	11.06	**436**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	33,202	1.35	33,202	9.05	**3,671**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	0.5	16,146	3.35	**4,820**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	10,146	0.5	10,146	3.35	**3,029**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,279	0.95	94,279	6.37	**14,812**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,262	0.4	25,262	2.68	**9,426**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,353	0.79	108,353	5.29	**20,471**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,196	0.5	21,196	3.35	**6,327**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,670	0.4	41,670	2.68	**15,549**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	58,888	0.75	58,888	5.03	**11,719**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,699	1.25	9,699	8.38	**1,158**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	1.49	6	9.98	**1**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,629	1.5	3,629	10.05	**361**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,390	1.9	20,390	12.73	**1,602**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,554	2.05	2,554	13.74	**186**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,062	2.78	1,062	18.63	**57**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	85,654	3.33	85,654	22.31	**3,839**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,276	2.9	22,276	19.43	**1,146**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,690	4.3	21,690	28.81	**753**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,771	4.4	13,771	29.48	**467**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	836,916		798,316		**128,936**		0.00%	**0**		0.00%	**0**		0.00%	**0**
													0.00%			0.00%			0.00%

* - Subarea in which the site it located.

Vassar Development

(I-25 E. Frntg. Rd. N. of Comanche Rd.)

Office Trip Distribution Map (%)



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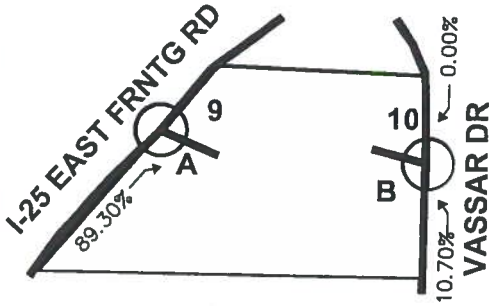
Vassar Development

(I-25 E. Frntg. Rd. N. of Comanche Rd.)

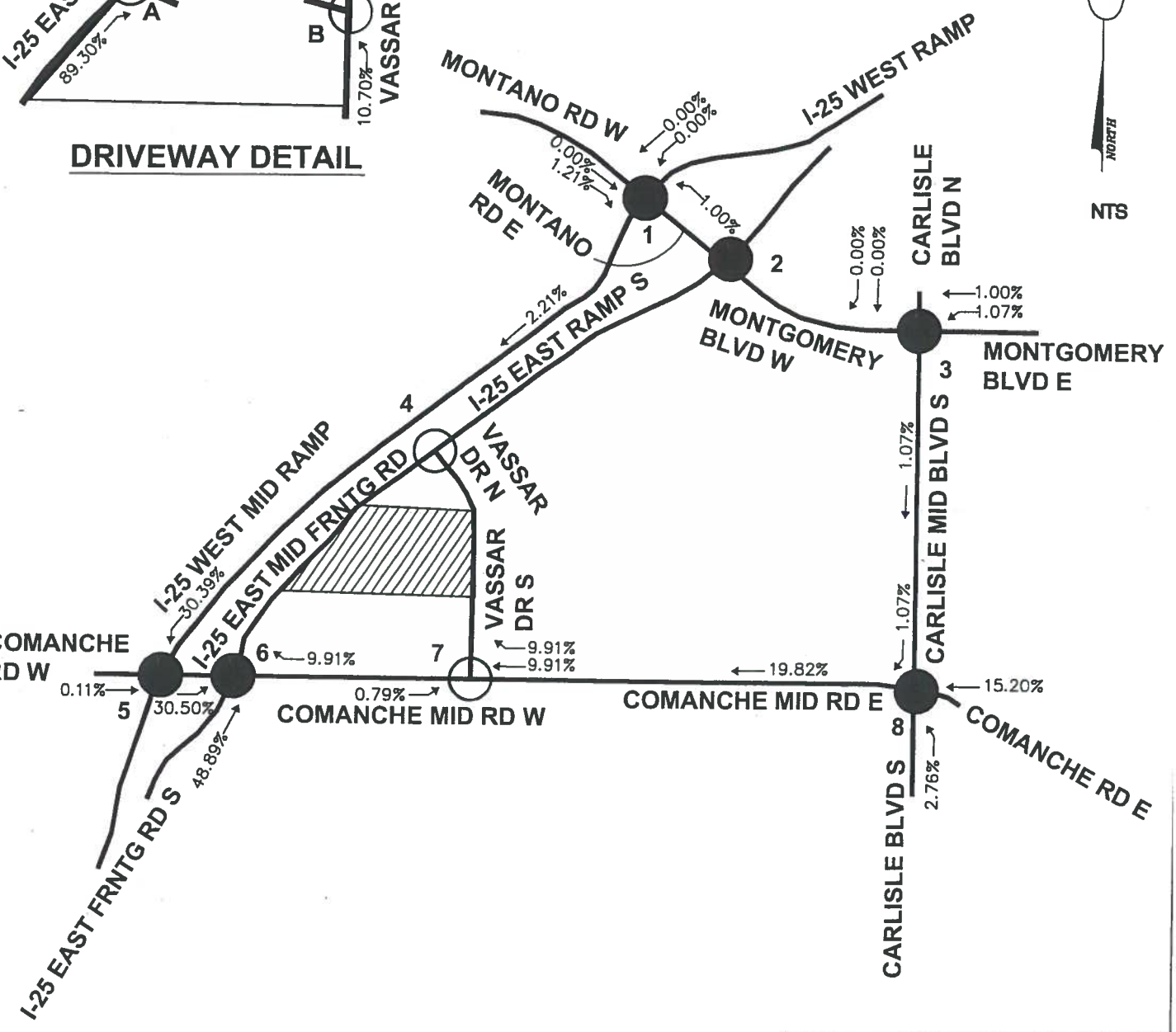
Office Trip Assignments (% Entering)



DRIVEWAY DETAIL

NORTH

NTS



SIGNALIZED INTERSECTION

UNSIGNALIZED INTERSECTION

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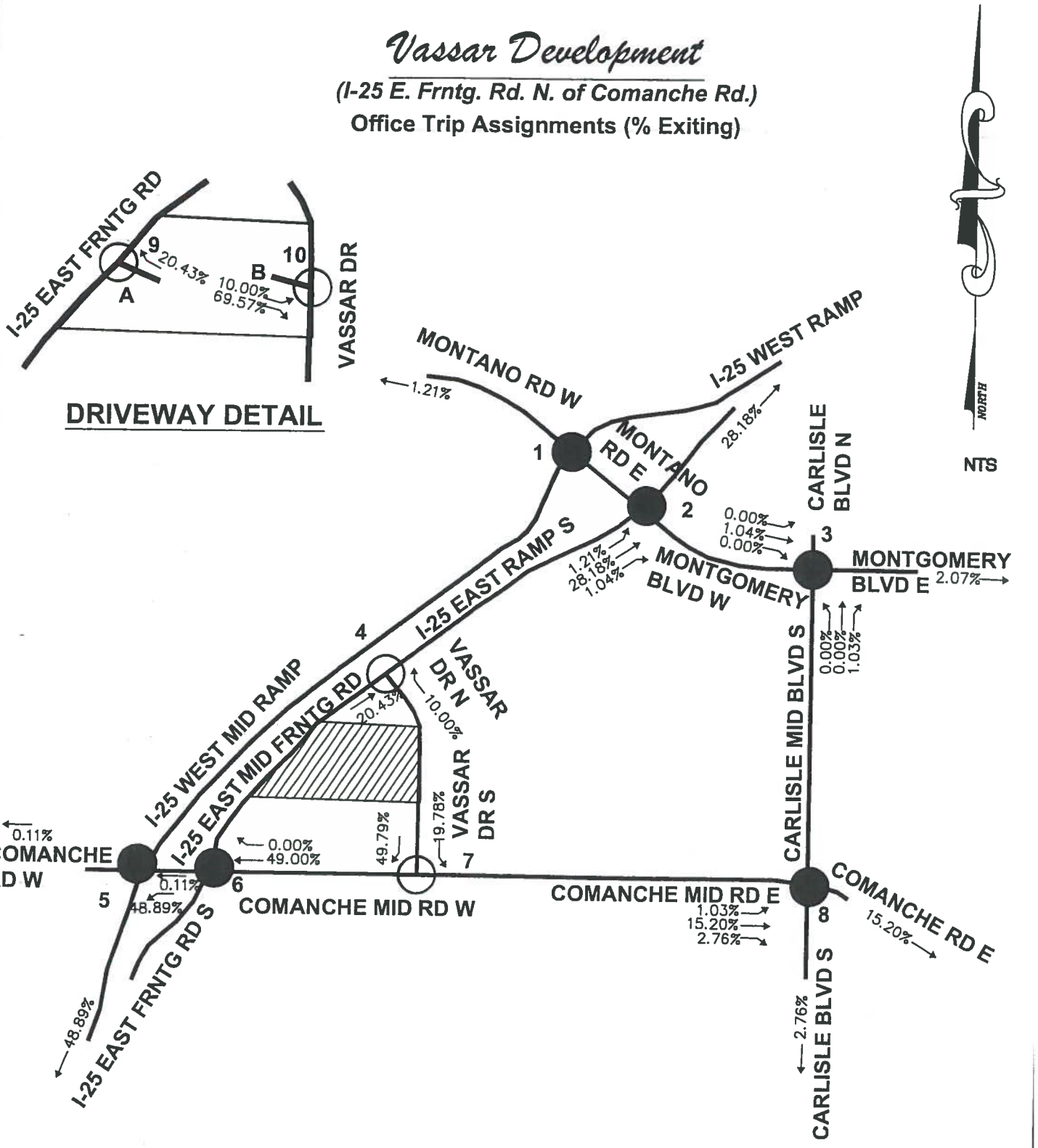
Vassar Development

(I-25 E. Frntg. Rd. N. of Comanche Rd.)

Office Trip Assignments (% Exiting)



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Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: **Summary**

Montgomery Blvd. / I-25 W. Ramp

(1)

0.0% Truck

	0.92			0.76			0.75			0.94		PHF
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 W. Ramp)			Southbound (I-25 W. Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	870	593	275	891	171	0	1	0	230	240	227
2010 (NO BUILD - A.M.)	*0*	*896*	*611*	*285*	*923*	*177*	*0*	*1*	*0*	*237*	*247*	*234*
2010 (BUILD - A.M.)	***0***	***897***	***625***	***286***	***935***	***177***	***0***	***1***	***0***	***237***	***247***	***234***

	0.94			0.92			0.75			0.85		PHF
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 W. Ramp)			Southbound (I-25 W. Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	844	462	222	1,768	70	0	0	0	339	457	339
2010 (NO BUILD - P.M.)	*0*	*869*	*476*	*230*	*1,832*	*73*	*0*	*0*	*0*	*349*	*471*	*349*
2010 (BUILD - P.M.)	***0***	***871***	***502***	***231***	***1,858***	***73***	***0***	***0***	***0***	***349***	***471***	***349***

Montgomery Blvd. / I-25 E. Ramp

(2)

0.0% Truck

	0.82			0.82			0.94			0.75		PHF
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 E. Ramp)			Southbound (I-25 E. Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	236	725	0	0	1,003	216	435	206	365	0	0	0
2010 (NO BUILD - A.M.)	*243*	*747*	*0*	*0*	*1,039*	*224*	*448*	*212*	*376*	*0*	*0*	*0*
2010 (BUILD - A.M.)	***243***	***748***	***0***	***0***	***1,053***	***224***	***460***	***218***	***406***	***0***	***0***	***0***

	0.94			0.87			0.92			0.75		PHF
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 E. Ramp)			Southbound (I-25 E. Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	308	875	0	0	1,451	289	609	698	584	0	0	0
2010 (NO BUILD - P.M.)	*317*	*901*	*0*	*0*	*1,503*	*299*	*627*	*719*	*602*	*0*	*0*	*0*
2010 (BUILD - P.M.)	***317***	***903***	***0***	***0***	***1,529***	***299***	***653***	***737***	***669***	***0***	***0***	***0***

Montgomery Blvd. / Carlisle Blvd.

(3)

0.0% Truck

	0.95			0.94			0.84			0.79		PHF
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	7	812	231	330	1,079	5	281	11	203	15	12	30
2010 (NO BUILD - A.M.)	*7*	*841*	*239*	*340*	*1,111*	*5*	*289*	*11*	*209*	*15*	*12*	*31*
2010 (BUILD - A.M.)	***7***	***852***	***267***	***355***	***1,125***	***5***	***289***	***11***	***220***	***15***	***12***	***31***

	0.93			0.94			0.96			0.86		PHF
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	35	1,218	245	409	1,255	24	485	49	485	38	29	46
2010 (NO BUILD - P.M.)	*36*	*1,262*	*254*	*421*	*1,293*	*25*	*500*	*50*	*500*	*39*	*30*	*47*
2010 (BUILD - P.M.)	***36***	***1,288***	***312***	***449***	***1,319***	***25***	***500***	***50***	***525***	***39***	***30***	***47***

Vassar Dr. / I-25 E. Frntg. Rd.

(4)

0.0% Truck

	0.75			0.75			0.93			0.75		PHF
	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	36	0	207	24	0	0	0
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*37*	*0*	*213*	*25*	*0*	*0*	*0*
2010 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***59***	***0***	***242***	***25***	***0***	***0***	***0***

	0.75			0.75			0.90			0.75		PHF
	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	102	0	1,012	10	0	0	0
2010 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*105*	*0*	*1,042*	*10*	*0*	*0*	*0*
2010 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***155***	***0***	***1,107***	***10***	***0***	***0***	***0***

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: **Summary**

Comanche Rd. / I-25 W. Frntg. Rd.

(5)

0.0% Truck

	0.91			0.92			0.75			0.91		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 W. Frntg. Rd.)			Southbound (I-25 W. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	571	379	499	1,314	0	0	0	0	323	882	145
2010 (NO BUILD - A.M.)	*0*	*588*	*390*	*514*	*1,353*	*0*	*0*	*0*	*0*	*333*	*908*	*150*
2010 (BUILD - A.M.)	***0***	***593***	***390***	***545***	***1,357***	***0***	***0***	***0***	***0***	***392***	***908***	***150***

	0.90			0.96			0.75			0.95		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 W. Frntg. Rd.)			Southbound (I-25 W. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	3	629	528	409	1,431	0	0	0	0	382	865	195
2010 (NO BUILD - P.M.)	*3*	*648*	*544*	*421*	*1,474*	*0*	*0*	*0*	*0*	*393*	*890*	*201*
2010 (BUILD - P.M.)	***3***	***658***	***544***	***495***	***1,483***	***0***	***0***	***0***	***0***	***479***	***890***	***201***

Comanche Rd. / I-25 E. Frntg. Rd.

(6)

0.0% Truck

	0.88			0.90			0.90			0.75		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	227	677	0	0	836	154	681	922	407	0	0	0
2010 (NO BUILD - A.M.)	*234*	*697*	*0*	*0*	*861*	*158*	*701*	*950*	*419*	*0*	*0*	*0*
2010 (BUILD - A.M.)	***298***	***697***	***0***	***0***	***896***	***249***	***701***	***1,025***	***419***	***0***	***0***	***0***

	0.92			0.91			0.95			0.75		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	269	815	0	0	720	177	680	1,655	439	0	0	0
2010 (NO BUILD - P.M.)	*277*	*839*	*0*	*0*	*742*	*182*	*700*	*1,705*	*452*	*0*	*0*	*0*
2010 (BUILD - P.M.)	***373***	***839***	***0***	***0***	***825***	***348***	***700***	***1,807***	***452***	***0***	***0***	***0***

Comanche Rd. / Vassar Dr.

(7)

0.0% Truck

	0.86			0.84			0.75			0.84		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	99	443	0	0	601	61	0	0	0	14	0	43
2010 (NO BUILD - A.M.)	*102*	*456*	*0*	*0*	*619*	*63*	*0*	*0*	*0*	*14*	*0*	*44*
2010 (BUILD - A.M.)	***103***	***456***	***0***	***0***	***710***	***153***	***0***	***0***	***0***	***130***	***0***	***79***

	0.86			0.82			0.75			0.77		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	72	993	0	1	604	37	0	0	0	64	0	81
2010 (NO BUILD - P.M.)	*74*	*1,023*	*0*	*1*	*622*	*38*	*0*	*0*	*0*	*66*	*0*	*83*
2010 (BUILD - P.M.)	***75***	***1,023***	***0***	***1***	***788***	***202***	***0***	***0***	***0***	***320***	***0***	***167***

Comanche Rd. / Carlisle Blvd.

(8)

0.0% Truck

	0.82			0.75			0.85			0.84		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	122	349	126	157	1,241	68	155	494	33	62	714	97
2010 (NO BUILD - A.M.)	*130*	*372*	*134*	*161*	*1,278*	*70*	*159*	*509*	*34*	*63*	*735*	*100*
2010 (BUILD - A.M.)	***148***	***404***	***188***	***161***	***1,330***	***70***	***227***	***509***	***34***	***63***	***735***	***148***

	0.93			0.92			0.83			0.88		PHF
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	166	592	296	101	437	66	146	791	129	98	758	101
2010 (NO BUILD - P.M.)	*177*	*632*	*316*	*104*	*450*	*68*	*151*	*814*	*133*	*101*	*780*	*104*
2010 (BUILD - P.M.)	***218***	***706***	***433***	***104***	***536***	***68***	***278***	***814***	***133***	***101***	***780***	***195***

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

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

(9)

0.0% Truck

	0.75			0.75			0.78			0.75		PHF
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	857	0	0	0	0
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*883*	*0*	*0*	*0*	*0*
2010 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***29***	***0***	***883***	***230***	***0***	***0***	***0***

	0.75			0.75			0.93			0.75		PHF
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	2,099	0	0	0	0
2010 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,161*	*0*	*0*	*0*	*0*
2010 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***65***	***0***	***2,161***	***364***	***0***	***0***	***0***

Driveway 'B' / Vassar Dr.

(10)

0.0% Truck

	0.75			0.75			0.75			0.83		PHF
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	40	0	0	54	0
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*42*	*0*	*0*	*55*	*0*
2010 (BUILD - A.M.)	***22***	***0***	***152***	***0***	***0***	***0***	***96***	***42***	***0***	***0***	***55***	***0***

	0.75			0.75			0.75			0.77		PHF
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	106	0	0	146	0
2010 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*109*	*0*	*0*	*151*	*0*
2010 (BUILD - P.M.)	***50***	***0***	***343***	***0***	***0***	***0***	***174***	***109***	***0***	***0***	***151***	***0***

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Montgomery Blvd. / I-25 W. Ramp

INTERSECTION: E-W Street: **Montgomery Blvd.** (1)

N-S Street: **I-25 W. Ramp**

Year of Existing Counts: 2007

Implementation Year: **2010**

Growth Rates

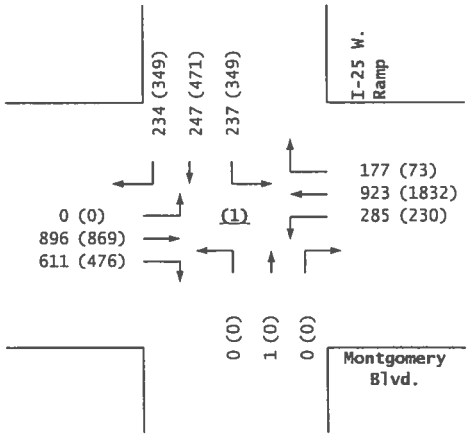
	1.00%			1.20%			1.00%			1.00%		
	Eastbound (Montgomery Blvd.)			**Westbound (Montgomery Blvd.)**			**Northbound (I-25 W. Ramp)**			**Southbound (I-25 W. Ramp)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	870	593	275	891	171	0	1	0	230	240	227
Background Traffic Growth	0	26	18	10	32	6	0	0	0	7	7	7
Subtotal	0	896	611	285	923	177	0	1	0	237	247	234
Subtotal (NO BUILD - A.M.)	***0***	***896***	***611***	***285***	***923***	***177***	***0***	***1***	***0***	***237***	***247***	***234***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.44%*	*6.00%*	*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%*	*6.44%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*1.21%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.21%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	14	1	12	0	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**897**	**625**	**286**	**935**	**177**	**0**	**1**	**0**	**237**	**247**	**234**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**897**	**625**	**286**	**935**	**177**	**0**	**1**	**0**	**237**	**247**	**234**

	Eastbound (Montgomery Blvd.)			**Westbound (Montgomery Blvd.)**			**Northbound (I-25 W. Ramp)**			**Southbound (I-25 W. Ramp)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	844	462	222	1,768	70	0	0	0	339	457	339
Background Traffic Growth	0	25	14	8	64	3	0	0	0	10	14	10
Subtotal	0	869	476	230	1,832	73	0	0	0	349	471	349
Subtotal (NO BUILD - P.M.)	***0***	***869***	***476***	***230***	***1,832***	***73***	***0***	***0***	***0***	***349***	***471***	***349***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.44%*	*6.00%*	*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%*	*6.44%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*1.21%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.21%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	2	26	1	26	0	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**871**	**502**	**231**	**1,858**	**73**	**0**	**0**	**0**	**349**	**471**	**349**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**871**	**502**	**231**	**1,858**	**73**	**0**	**0**	**0**	**349**	**471**	**349**

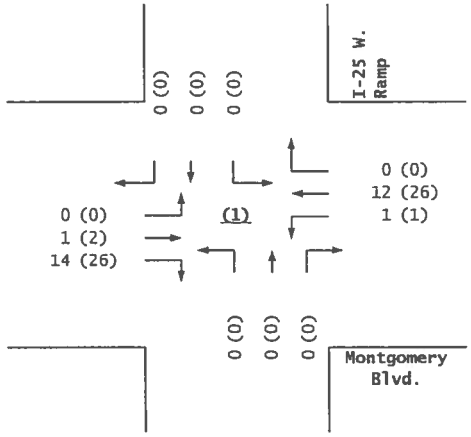
	Entering	Exiting		
Number of Commercial Trips Generated	222	180	A.M.	100% Commercial Development
	424	393	P.M.	
Number of Office Trips Generated	104	23	A.M.	100% Office Development
	114	64	P.M.	

	Eastbound (Montgomery Blvd.)			**Westbound (Montgomery Blvd.)**			**Northbound (I-25 W. Ramp)**			**Southbound (I-25 W. Ramp)**		
2007 AM Peak Hr. Volumes	0	870	593	275	891	171	0	1	0	230	240	227
2007 PM Peak Hr. Volumes	0	844	462	222	1,768	70	0	0	0	339	457	339

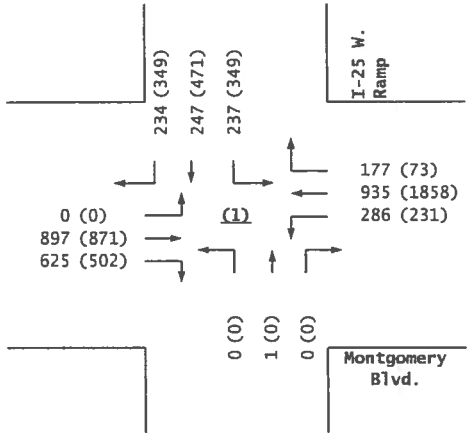
2010
NO BUILD



Trips



2010
BUILD



Montgomery Blvd. / I-25 W. Ramp

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Montgomery Blvd. / I-25 E. Ramp

INTERSECTION: E-W Street: **Montgomery Blvd.** (2)

N-S Street: **I-25 E. Ramp**

Year of Existing Counts 2007

Implementation Year **2010**

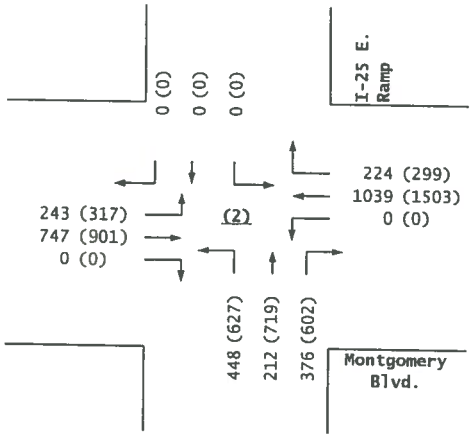
Growth Rates	1.00%			1.20%			1.00%			1.00%		
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 E. Ramp)			Southbound (I-25 E. Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	236	725	0	0	1,003	216	435	206	365	0	0	0
Background Traffic Growth	7	22	0	0	36	8	13	6	11	0	0	0
Subtotal	243	747	0	0	1,039	224	448	212	376	0	0	0
Subtotal (NO BUILD - A.M.)	***243***	***747***	***0***	***0***	***1,039***	***224***	***448***	***212***	***376***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.44%*	*0.00%*	*0.00%*	*6.01%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*6.45%*	*0.00%*	*16.68%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.21%*	*28.18%*	*1.04%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	14	0	12	6	30	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	243	748	0	0	1,053	224	460	218	406	0	0	0
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	243	748	0	0	1,053	224	460	218	406	0	0	0

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 E. Ramp)			Southbound (I-25 E. Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	308	875	0	0	1,451	289	609	698	584	0	0	0
Background Traffic Growth	9	26	0	0	52	10	18	21	18	0	0	0
Subtotal	317	901	0	0	1,503	299	627	719	602	0	0	0
Subtotal (NO BUILD - P.M.)	***317***	***901***	***0***	***0***	***1,503***	***299***	***627***	***719***	***602***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.44%*	*0.00%*	*0.00%*	*6.01%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*6.45%*	*0.00%*	*16.68%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.21%*	*28.18%*	*1.04%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	2	0	0	26	0	26	18	67	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	317	903	0	0	1,529	299	653	737	669	0	0	0
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	317	903	0	0	1,529	299	653	737	669	0	0	0

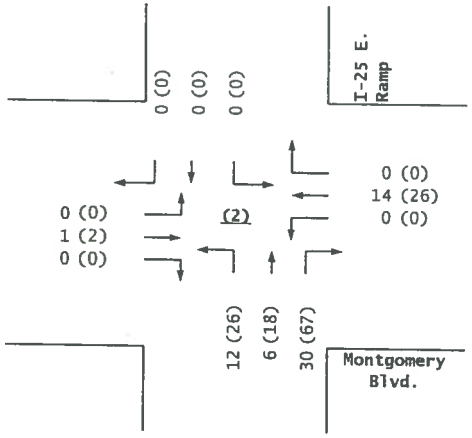
	Entering	Exiting		
Number of Commercial Trips Generated	222	180	A.M.	100% Commercial Development
	424	393	P.M.	
Number of Office Trips Generated	104	23	A.M.	100% Office Development
	114	64	P.M.	

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 E. Ramp)			Southbound (I-25 E. Ramp)		
2007 AM Peak Hr. Volumes	236	725	0	0	1,003	216	435	206	365	0	0	0
2007 PM Peak Hr. Volumes	308	875	0	0	1,451	289	609	698	584	0	0	0

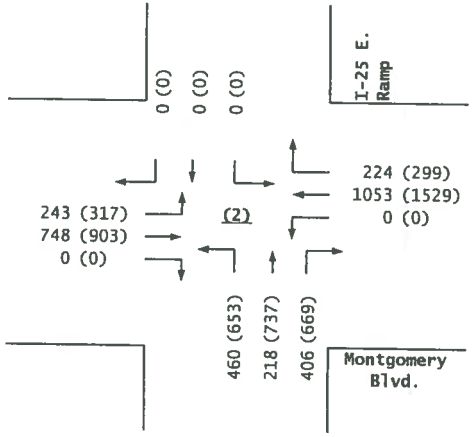
2010
NO BUILD



Trips



2010
BUILD



Montgomery Blvd. / I-25 E. Ramp

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Montgomery Blvd. / Carlisle Blvd.

INTERSECTION: E-W Street: **Montgomery Blvd.** (3)
N-S Street: **Carlisle Blvd.**

Year of Existing Counts: 2007
Implementation Year: 2010
Growth Rates: 1.20% (Eastbound (Montgomery Blvd.)) | 1.00% (Westbound (Montgomery Blvd.)) | 1.00% (Northbound (Carlisle Blvd.)) | 1.00% (Southbound (Carlisle Blvd.))

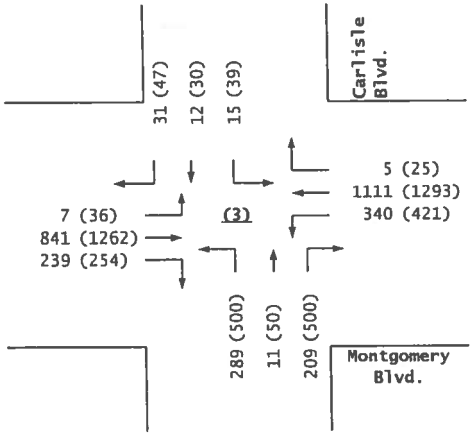
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	812	231	330	1,079	5	281	11	203	15	12	30
Background Traffic Growth	0	29	8	10	32	0	8	0	6	0	0	1
Subtotal	7	841	239	340	1,111	5	289	11	209	15	12	31
Subtotal (NO BUILD - A.M.)	*7*	*841*	*239*	*340*	*1,111*	*5*	*289*	*11*	*209*	*15*	*12*	*31*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*6.96%*	*6.47%*	*6.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.01%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*6.24%*	*7.18%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.01%*	*6.23%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*1.07%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*1.04%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	11	28	15	14	0	0	0	11	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	7	852	267	355	1,125	5	289	11	220	15	12	31
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	7	852	267	355	1,125	5	289	11	220	15	12	31

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	35	1,218	245	409	1,255	24	485	49	485	38	29	46
Background Traffic Growth	1	44	9	12	38	1	15	1	15	1	1	1
Subtotal	36	1,262	254	421	1,293	25	500	50	500	39	30	47
Previous Development #1	0	0	0	0	0	0	0	0	0	0	0	0
Previous Development #2	0	0	0	0	0	0	0	0	0	0	0	0
Previous Development #3	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	*36*	*1,262*	*254*	*421*	*1,293*	*25*	*500*	*50*	*500*	*39*	*30*	*47*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*6.96%*	*6.47%*	*6.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.01%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*6.24%*	*7.18%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.01%*	*6.23%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*1.07%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*1.04%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	26	58	28	26	0	0	0	25	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	36	1,288	312	449	1,319	25	500	50	525	39	30	47
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	36	1,288	312	449	1,319	25	500	50	525	39	30	47

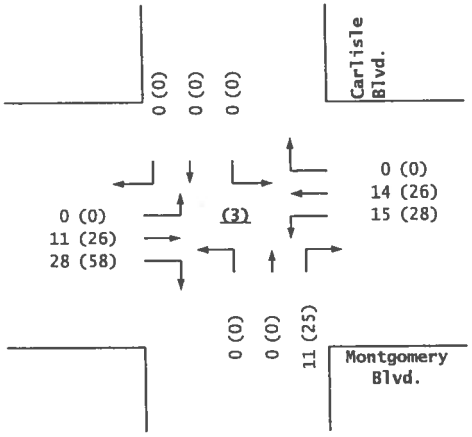
	Entering	Exiting		
Number of Commercial Trips Generated	222	180	A.M.	100% Commercial Development
	424	393	P.M.	
Number of Office Trips Generated	104	23	A.M.	100% Office Development
	114	64	P.M.	

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Carlisle Blvd.)			Southbound (Carlisle Blvd.)		
2007 AM Peak Hr. Volumes	7	812	231	330	1,079	5	281	11	203	15	12	30
2007 PM Peak Hr. Volumes	35	1,218	245	409	1,255	24	485	49	485	38	29	46

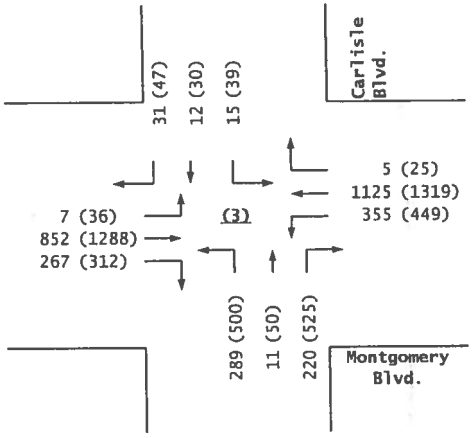
2010
NO BUILD



Trips



2010
BUILD



Montgomery Blvd. / Carlisle Blvd.

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Vassar Dr. / I-25 E. Frntg. Rd.

INTERSECTION: E-W Street: **Vassar Dr.** (4)

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

Year of Existing Counts: 2007

Implementation Year: **2010**

Growth Rates: 1.00% | 1.00% | 1.00% | 1.00%

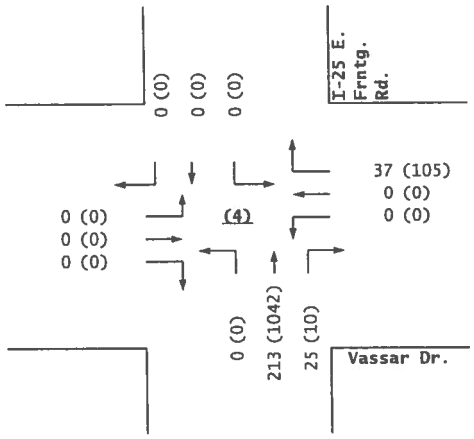
	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	36	0	207	24	0	0	0
Background Traffic Growth	0	0	0	0	0	1	0	6	1	0	0	0
Subtotal	0	0	0	0	0	37	0	213	25	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***37***	***0***	***213***	***25***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.07%*	*0.00%*	*13.12%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*	*20.43%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	22	0	29	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	0	0	59	0	242	25	0	0	0
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	59	0	242	25	0	0	0

	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	102	0	1,012	10	0	0	0
Background Traffic Growth	0	0	0	0	0	3	0	30	0	0	0	0
Subtotal	0	0	0	0	0	105	0	1,042	10	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***105***	***0***	***1,042***	***10***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.07%*	*0.00%*	*13.12%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*	*20.43%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	50	0	65	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	0	0	155	0	1,107	10	0	0	0
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	155	0	1,107	10	0	0	0

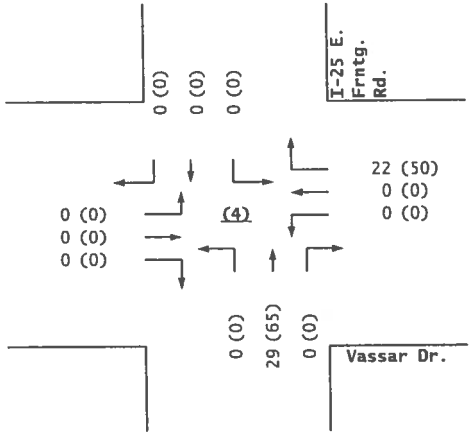
	Entering	Exiting		
Number of Commercial Trips Generated	222	180	A.M.	100% Commercial Development
	424	393	P.M.	
Number of Office Trips Generated	104	23	A.M.	100% Office Development
	114	64	P.M.	

	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
2007 AM Peak Hr. Volumes	0	0	0	0	0	36	0	207	24	0	0	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	102	0	1,012	10	0	0	0

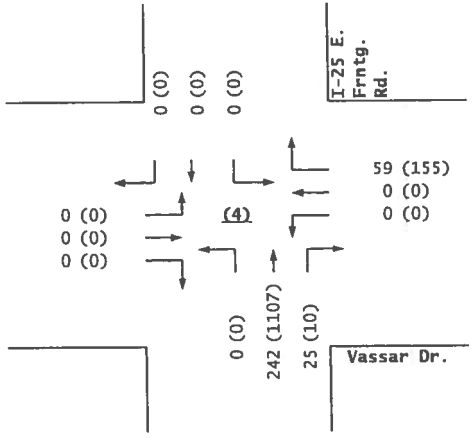
2010
NO BUILD



Trips



2010
BUILD



Vassar Dr. / I-25 E. Frntg. Rd.

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Comanche Rd. / I-25 W. Frntg. Rd.

INTERSECTION: E-W Street: **Comanche Rd.** (5)
N-S Street: **I-25 W. Frntg. Rd.**

Year of Existing Counts: 2006
Implementation Year: **2010**

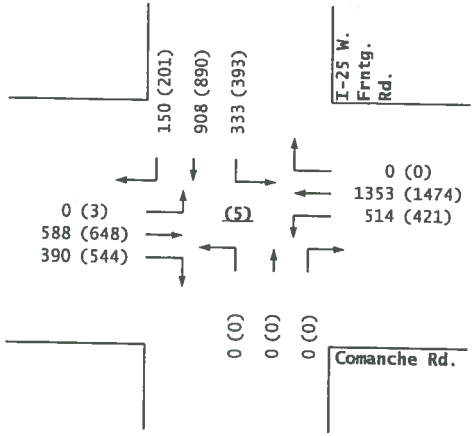
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 W. Frntg. Rd.)			Southbound (I-25 W. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	565	375	494	1,301	0	0	0	0	320	873	144
Background Traffic Growth	0	23	15	20	52	0	0	0	0	13	35	6
Subtotal	0	588	390	514	1,353	0	0	0	0	333	908	150
Subtotal (NO BUILD - A.M.)	***0***	***588***	***390***	***514***	***1,353***	***0***	***0***	***0***	***0***	***333***	***908***	***150***
Percent Commercial Trips Generated(Entering)	*0.00%*	*2.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.01%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*10.96%*	*2.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.11%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*30.39%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*48.89%*	*0.11%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	5	0	31	4	0	0	0	0	59	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**593**	**390**	**545**	**1,357**	**0**	**0**	**0**	**0**	**392**	**908**	**150**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**593**	**390**	**545**	**1,357**	**0**	**0**	**0**	**0**	**392**	**908**	**150**

	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 W. Frntg. Rd.)			Southbound (I-25 W. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	3	623	523	405	1,417	0	0	0	0	378	856	193
Background Traffic Growth	0	25	21	16	57	0	0	0	0	15	34	8
Subtotal	3	648	544	421	1,474	0	0	0	0	393	890	201
Subtotal (NO BUILD - P.M.)	***3***	***648***	***544***	***421***	***1,474***	***0***	***0***	***0***	***0***	***393***	***890***	***201***
Percent Commercial Trips Generated(Entering)	*0.00%*	*2.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.01%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*10.96%*	*2.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.11%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*30.39%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*48.89%*	*0.11%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	10	0	74	9	0	0	0	0	86	0	0
Subtotal PM Pk Hr. BUILD Volumes	**3**	**658**	**544**	**495**	**1,483**	**0**	**0**	**0**	**0**	**479**	**890**	**201**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**3**	**658**	**544**	**495**	**1,483**	**0**	**0**	**0**	**0**	**479**	**890**	**201**

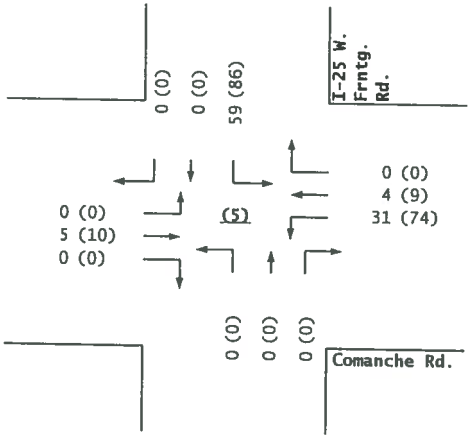
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**180**	A.M.	100% Commercial Development
	424	**393**	P.M.	
Number of Office Trips Generated	**104**	**23**	A.M.	100% Office Development
	114	**64**	P.M.	

	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 W. Frntg. Rd.)			Southbound (I-25 W. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	571	379	499	1,314	0	0	0	0	323	882	145
2007 PM Peak Hr. Volumes	3	629	528	409	1,431	0	0	0	0	382	865	195

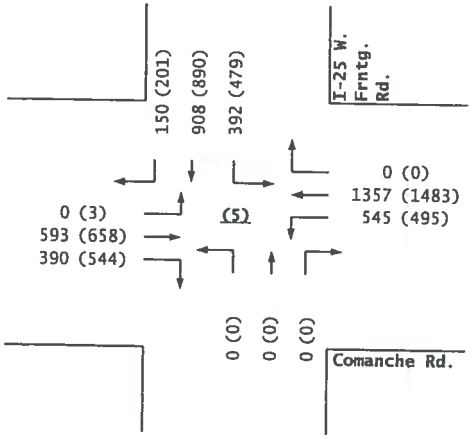
2010
NO BUILD



Trips



2010
BUILD



Comanche Rd. / I-25 W. Frntg. Rd.

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Comanche Rd. / I-25 E. Frntg. Rd.

INTERSECTION: E-W Street: **Comanche Rd.** (6)
N-S Street: **I-25 E. Frntg. Rd.**

Year of Existing Counts: 2006
Implementation Year: **2010**

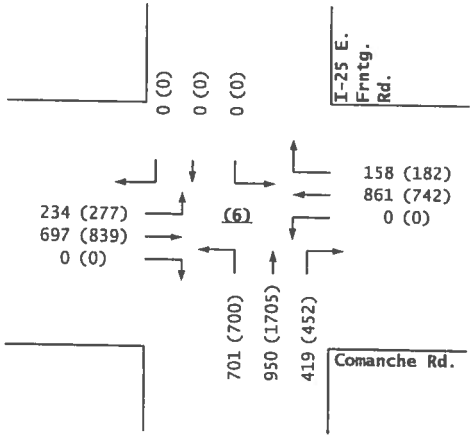
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	225	670	0	0	828	152	674	913	403	0	0	0
Background Traffic Growth	9	27	0	0	33	6	27	37	16	0	0	0
Subtotal	234	697	0	0	861	158	701	950	419	0	0	0
Subtotal (NO BUILD - A.M.)	***234***	***697***	***0***	***0***	***861***	***158***	***701***	***950***	***419***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*14.30%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*36.56%*	*0.00%*	*10.96%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.25%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*30.50%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.91%*	*0.00%*	*48.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*49.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	64	0	0	0	35	91	0	75	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	298	697	0	0	896	249	701	1,025	419	0	0	0
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	298	697	0	0	896	249	701	1,025	419	0	0	0

	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	266	807	0	0	713	175	673	1,639	435	0	0	0
Background Traffic Growth	11	32	0	0	29	7	27	66	17	0	0	0
Subtotal	277	839	0	0	742	182	700	1,705	452	0	0	0
Subtotal (NO BUILD - P.M.)	***277***	***839***	***0***	***0***	***742***	***182***	***700***	***1,705***	***452***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*14.30%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*36.56%*	*0.00%*	*10.96%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.25%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*30.50%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.91%*	*0.00%*	*48.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*49.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	96	0	0	0	83	166	0	102	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	373	839	0	0	825	348	700	1,807	452	0	0	0
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	373	839	0	0	825	348	700	1,807	452	0	0	0

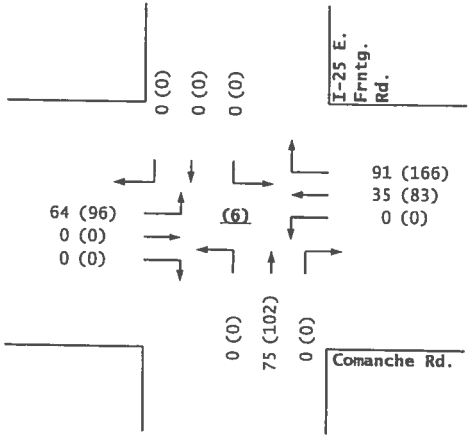
	Entering	Exiting		
Number of Commercial Trips Generated	222	180	A.M.	100% Commercial Development
	424	393	P.M.	
Number of Office Trips Generated	104	23	A.M.	100% Office Development
	114	64	P.M.	

	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
2007 AM Peak Hr. Volumes	227	677	0	0	836	154	681	922	407	0	0	0
2007 PM Peak Hr. Volumes	269	815	0	0	720	177	680	1,655	439	0	0	0

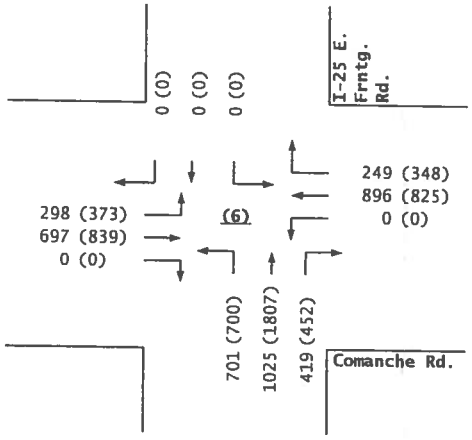
2010
NO BUILD



Trips



2010
BUILD



Comanche Rd. / I-25 E. Frntg. Rd.

Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

Projected Turning Movements Worksheet

Comanche Rd. / Vassar Dr.

INTERSECTION: E-W Street: **Comanche Rd.** (7)

N-S Street: **Vassar Dr.**

Year of Existing Counts 2007

Implementation Year **2010**

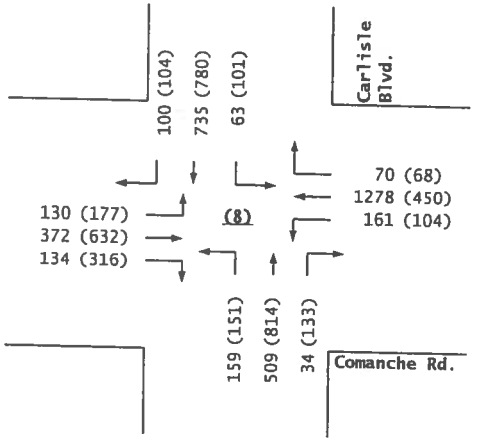
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	99	443	0	0	601	61	0	0	0	14	0	43
Background Traffic Growth	3	13	0	0	18	2	0	0	0	0	0	1
Subtotal	102	456	0	0	619	63	0	0	0	14	0	44
Subtotal (NO BUILD - A.M.)	***102***	***456***	***0***	***0***	***619***	***63***	***0***	***0***	***0***	***14***	***0***	***44***
Percent Commercial Trips Generated(Entering)	*0.03%*	*0.00%*	*0.00%*	*0.00%*	*36.56%*	*36.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*61.45%*	*0.00%*	*13.28%*
Percent Office Trips Generated(Entering)	*0.79%*	*0.00%*	*0.00%*	*0.00%*	*9.91%*	*9.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*19.78%*	*0.00%*	*49.79%*
Total Trips Generated	1	0	0	0	91	90	0	0	0	116	0	35
Subtotal AM Pk Hr. BUILD Volumes	**103**	**456**	**0**	**0**	**710**	**153**	**0**	**0**	**0**	**130**	**0**	**79**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**103**	**456**	**0**	**0**	**710**	**153**	**0**	**0**	**0**	**130**	**0**	**79**

	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	72	993	0	1	604	37	0	0	0	64	0	81
Background Traffic Growth	2	30	0	0	18	1	0	0	0	2	0	2
Subtotal	74	1,023	0	1	622	38	0	0	0	66	0	83
Subtotal (NO BUILD - P.M.)	***74***	***1,023***	***0***	***1***	***622***	***38***	***0***	***0***	***0***	***66***	***0***	***83***
Percent Commercial Trips Generated(Entering)	*0.03%*	*0.00%*	*0.00%*	*0.00%*	*36.56%*	*36.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*61.45%*	*0.00%*	*13.28%*
Percent Office Trips Generated(Entering)	*0.79%*	*0.00%*	*0.00%*	*0.00%*	*9.91%*	*9.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*19.78%*	*0.00%*	*49.79%*
Total Trips Generated	1	0	0	0	166	164	0	0	0	254	0	84
Subtotal PM Pk Hr. BUILD Volumes	**75**	**1,023**	**0**	**1**	**788**	**202**	**0**	**0**	**0**	**320**	**0**	**167**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**75**	**1,023**	**0**	**1**	**788**	**202**	**0**	**0**	**0**	**320**	**0**	**167**

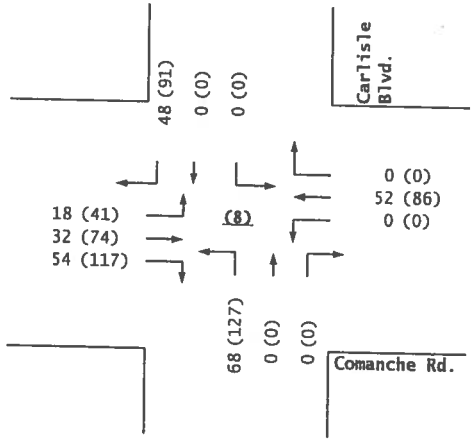
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**180**	A.M.	100% Commercial Development
	424	**393**	P.M.	
Number of Office Trips Generated	**104**	**23**	A.M.	100% Office Development
	114	**64**	P.M.	

	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
2007 AM Peak Hr. Volumes	99	443	0	0	601	61	0	0	0	14	0	43
2007 PM Peak Hr. Volumes	72	993	0	1	604	37	0	0	0	64	0	81

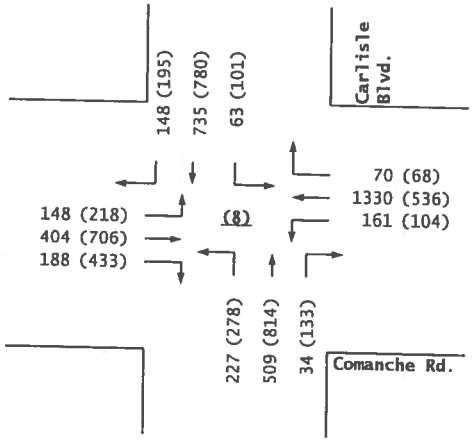
2010
NO BUILD



Trips

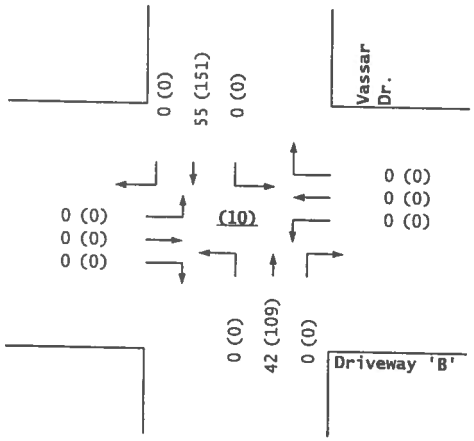


2010
BUILD

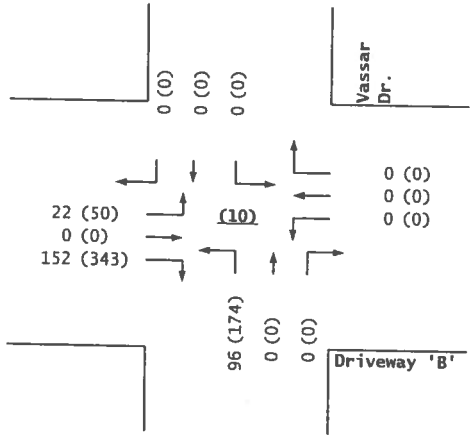


Comanche Rd. / Carlisle Blvd.

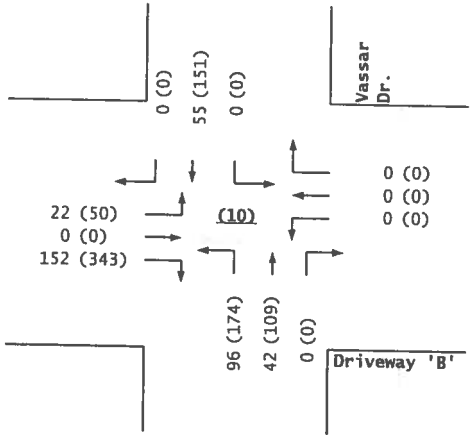
2010
NO BUILD



Trips



2010
BUILD



Driveway 'B' / Vassar Dr.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	75	1023	788	202	320	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	1112	857	220	348	182
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1076				1685	538
vC1, stage 1 conf vol					966	
vC2, stage 2 conf vol					719	
vCu, unblocked vol	1076				1685	538
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	87				0	63
cM capacity (veh/h)	644				196	488

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	82	556	556	571	505	529
Volume Left	82	0	0	0	0	348
Volume Right	0	0	0	0	220	182
cSH	644	1700	1700	1700	1700	247
Volume to Capacity	0.13	0.33	0.33	0.34	0.30	2.15
Queue Length 95th (ft)	11	0	0	0	0	1007
Control Delay (s)	11.4	0.0	0.0	0.0	0.0	561.2
Lane LOS	B					F
Approach Delay (s)	0.8			0.0		561.2
Approach LOS						F

Intersection Summary			
Average Delay	106.5		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	29	883	230	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	32	960	250	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	960	480			1210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	480			1210	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			100	
cM capacity (veh/h)	255	532			572	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	32	480	480	250
Volume Left	0	0	0	0
Volume Right	32	0	0	250
cSH	532	1700	1700	1700
Volume to Capacity	0.06	0.28	0.28	0.15
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	12.2	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	12.2	0.0		
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2007**

E-W Street **Montgomery Blvd.**

N-S Street: **I-25 Ramp W**

SIGNALIZED

Speed Limit (Montgomery Blvd.)= **45** MPH

Speed Limit (I-25 Ramp W)= **35** MPH

Date of Count: **7/12/07**

Begin Time	End Time	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 Ramp W)			Southbound (I-25 Ramp W)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~122~~	~~115~~	~~57~~	~~246~~	~~27~~	~~0~~	~~0~~	~~0~~	~~33~~	~~56~~	~~47~~
7:15 AM	7:30 AM	~~0~~	~~179~~	~~118~~	~~55~~	~~295~~	~~2~~	~~0~~	~~0~~	~~0~~	~~49~~	~~36~~	~~32~~
7:30 AM	7:45 AM	~~0~~	~~155~~	~~116~~	~~75~~	~~217~~	~~27~~	~~0~~	~~0~~	~~0~~	~~38~~	~~40~~	~~36~~
7:45 AM	8:00 AM	**0**	**234**	**163**	**84**	**300**	**53**	**0**	**0**	**0**	**59**	**76**	**50**
8:00 AM	8:15 AM	**0**	**199**	**134**	**57**	**269**	**36**	**0**	**0**	**0**	**52**	**59**	**44**
8:15 AM	8:30 AM	**0**	**223**	**145**	**65**	**160**	**40**	**0**	**0**	**0**	**51**	**50**	**72**
8:30 AM	8:45 AM	**0**	**214**	**151**	**69**	**162**	**42**	**0**	**0**	**0**	**68**	**55**	**61**
8:45 AM	9:00 AM	~~0~~	~~218~~	~~106~~	~~67~~	~~176~~	~~50~~	~~0~~	~~0~~	~~0~~	~~77~~	~~38~~	~~68~~
AM Peak Hour Volumes		**0**	**870**	**593**	**275**	**891**	**171**	**0**	**0**	**0**	**230**	**240**	**227**
% of Total Traffic		0.0%	24.9%	17.0%	7.9%	25.5%	4.9%	0.0%	0.0%	0.0%	6.6%	6.9%	6.5%
% Directional			41.8%			38.2%			0.0%			19.9%	
AM Peak Hour Factor			*0.92*			*0.76*			*#DIV/0!*			*0.94*	

Begin Time	End Time	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 Ramp W)			Southbound (I-25 Ramp W)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~162~~	~~96~~	~~40~~	~~410~~	~~8~~	~~0~~	~~0~~	~~0~~	~~85~~	~~88~~	~~85~~
4:15 PM	4:30 PM	~~0~~	~~193~~	~~129~~	~~43~~	~~398~~	~~12~~	~~0~~	~~0~~	~~0~~	~~64~~	~~61~~	~~64~~
4:30 PM	4:45 PM	~~0~~	~~171~~	~~110~~	~~45~~	~~350~~	~~24~~	~~0~~	~~0~~	~~0~~	~~76~~	~~101~~	~~76~~
4:45 PM	5:00 PM	~~0~~	~~177~~	~~127~~	~~51~~	~~370~~	~~19~~	~~0~~	~~0~~	~~0~~	~~59~~	~~106~~	~~59~~
5:00 PM	5:15 PM	**0**	**195**	**113**	**65**	**402**	**18**	**0**	**0**	**0**	**72**	**146**	**72**
5:15 PM	5:30 PM	**0**	**221**	**109**	**63**	**428**	**20**	**0**	**0**	**0**	**75**	**138**	**75**
5:30 PM	5:45 PM	**0**	**207**	**114**	**55**	**492**	**11**	**0**	**0**	**0**	**107**	**118**	**107**
5:45 PM	6:00 PM	**0**	**221**	**126**	**39**	**446**	**21**	**0**	**0**	**0**	**85**	**55**	**85**
PM Peak Hour Volumes		**0**	**844**	**462**	**222**	**1768**	**70**	**0**	**0**	**0**	**339**	**457**	**339**
% of Total Traffic		0.0%	18.8%	10.3%	4.9%	39.3%	1.6%	0.0%	0.0%	0.0%	7.5%	10.2%	7.5%
% Directional			29.0%			45.8%			0.0%			25.2%	
PM Peak Hour Factor			*0.94*			*0.92*			*#DIV/0!*			*0.85*	

Timings
8: Comanche Rd. & Carlisle Blvd.

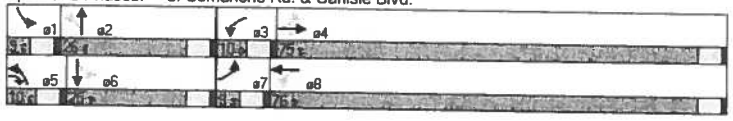
Terry O. Brown, P.E.
7/26/2007

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	130	372	134	161	1278	159	509	63	735
Turn Type	pm+pt		pm+ov	pm+pt		pm+pt		pm+pt	
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phases	7	4	5	3	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	21.0	9.0	21.0
Total Split (s)	9.0	75.0	10.0	10.0	76.0	10.0	26.0	9.0	25.0
Total Split (%)	7.5%	62.5%	8.3%	8.3%	63.3%	8.3%	21.7%	7.5%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	76.0	71.0	81.0	78.0	72.0	28.0	22.0	26.0	21.0
Actuated g/C Ratio	0.63	0.59	0.68	0.65	0.60	0.23	0.18	0.22	0.18
v/c Ratio	1.04	0.37	0.13	0.30	1.32	1.15	0.91	0.50	1.02
Control Delay	115.5	14.0	3.0	8.6	175.1	155.4	67.3	48.4	83.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.5	14.0	3.0	8.6	175.1	155.4	67.3	48.4	83.5
LOS	F	B	A	A	F	F	E	D	F
Approach Delay		32.4			157.3		87.3		81.1
Approach LOS		C			F		F		F

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 104.7 — Intersection LOS: F
Intersection Capacity Utilization 117.3% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 8: Comanche Rd. & Carlisle Blvd.



HCM Signalized Intersection Capacity Analysis
8: Comanche Rd. & Carlisle Blvd.

Terry O. Brown, P.E.
7/26/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1848		1770	3506		1770	4994	
Flt Permitted	0.06	1.00	1.00	0.44	1.00		0.18	1.00		0.19	1.00	
Satd. Flow (perm)	105	1863	1583	825	1848		339	3506		355	4994	
Volume (vph)	130	372	134	161	1278	70	159	509	34	63	735	100
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	404	146	175	1389	76	173	553	37	68	799	109
RTOR Reduction (vph)	0	0	34	0	2	0	0	4	0	0	15	0
Lane Group Flow (vph)	141	404	112	175	1463	0	173	586	0	68	893	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	74.0	70.0	75.0	76.0	71.0		26.0	21.0		24.0	20.0	
Effective Green, g (s)	76.0	71.0	77.0	78.0	72.0		28.0	22.0		26.0	21.0	
Actuated g/C Ratio	0.63	0.59	0.64	0.65	0.60		0.23	0.18		0.22	0.18	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	136	1102	1069	584	1109		151	643		136	874	
v/s Ratio Prot	c0.04	0.22	0.01	0.01	c0.79		c0.06	0.17		0.02	0.18	
v/s Ratio Perm	0.61		0.07	0.18			c0.21			0.09		
v/c Ratio	1.04	0.37	0.11	0.30	1.32		1.15	0.91		0.50	1.02	
Uniform Delay, d1	59.7	12.8	8.3	8.8	24.0		44.8	48.0		39.3	49.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	87.3	0.2	0.0	0.3	150.2		117.8	17.2		2.9	36.1	
Delay (s)	147.0	13.0	8.3	9.1	174.2		162.6	65.2		42.2	85.6	
Level of Service	F	B	A	A	F		F	E		D	F	
Approach Delay (s)		39.3			156.6			87.3			82.6	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	105.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	117.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Timings
8: Comanche Rd. & Carlisle Blvd.

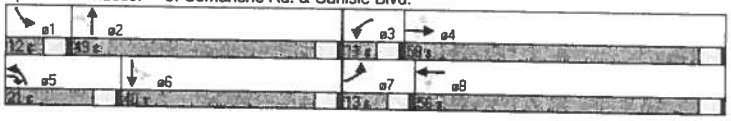
Terry O. Brown, P.E.
7/26/2007

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	177	632	316	104	450	151	814	101	780
Turn Type	pm+pt		pm+ov	pm+pt		pm+pt		pm+pt	
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phases	7	4	5	3	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	21.0	9.0	21.0
Total Split (s)	13.0	58.0	21.0	11.0	56.0	21.0	49.0	12.0	40.0
Total Split (%)	10.0%	44.6%	16.2%	8.5%	43.1%	16.2%	37.7%	9.2%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	55.8	46.6	63.7	51.7	44.5	50.5	39.3	42.4	34.4
Actuated g/C Ratio	0.47	0.40	0.54	0.44	0.38	0.43	0.33	0.36	0.29
v/c Ratio	0.72	0.93	0.39	0.67	0.81	0.61	0.88	0.60	0.65
Control Delay	35.7	54.8	14.7	40.4	43.1	32.8	46.8	38.9	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	54.8	14.7	40.4	43.1	32.8	46.8	38.9	39.3
LOS	D	D	B	D	D	C	D	D	D
Approach Delay		40.6			42.6		44.9		39.2
Approach LOS		D			D		D		D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 117.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 41.8 — Intersection LOS: D
Intersection Capacity Utilization 84.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 8: Comanche Rd. & Carlisle Blvd.



HCM Signalized Intersection Capacity Analysis
8: Comanche Rd. & Carlisle Blvd.

Terry O. Brown, P.E.
7/26/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1826		1770	3464		1770	4996	
Flt Permitted	0.15	1.00	1.00	0.09	1.00		0.14	1.00		0.12	1.00	
Satd. Flow (perm)	281	1863	1583	167	1826		253	3464		217	4996	
Volume (vph)	177	632	316	104	450	68	151	814	133	101	780	104
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	687	343	113	489	74	164	885	145	110	848	113
RTOR Reduction (vph)	0	0	22	0	4	0	0	10	0	0	13	0
Lane Group Flow (vph)	192	687	321	113	559	0	164	1020	0	110	948	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	53.7	45.5	57.5	49.7	43.5		50.3	38.3		40.3	33.3	
Effective Green, g (s)	55.7	46.5	59.5	51.7	44.5		51.3	39.3		42.3	34.3	
Actuated g/C Ratio	0.48	0.40	0.51	0.44	0.38		0.44	0.34		0.36	0.29	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	251	740	859	172	695		279	1164		185	1465	
v/s Ratio Prot	c0.06	c0.37	0.04	0.04	0.31		c0.07	c0.29		0.04	0.19	
v/s Ratio Perm	0.30		0.16	0.25			0.19			0.17		
v/c Ratio	0.76	0.93	0.37	0.66	0.80		0.59	0.88		0.59	0.65	
Uniform Delay, d1	23.3	33.7	17.4	26.2	32.4		22.8	36.6		28.4	36.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.0	17.7	0.3	8.7	6.7		3.1	7.6		5.1	1.0	
Delay (s)	36.3	51.4	17.7	34.9	39.1		26.0	44.2		33.5	37.1	
Level of Service	D	D	B	C	D		C	D		C	D	
Approach Delay (s)		39.6			38.4			41.7			36.7	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	39.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings
8: Comanche Rd. & Carlisle Blvd.

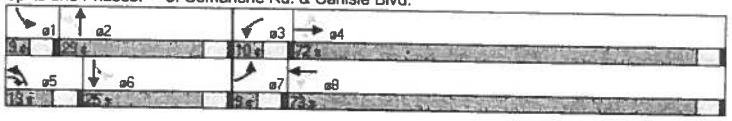
Terry O. Brown, P.E.
7/26/2007

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	148	404	188	161	1330	227	509	63	735
Turn Type	pm+pt		pm+ov	pm+pt		pm+pt		pm+pt	
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phases	7	4	5	3	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	21.0	9.0	21.0
Total Split (s)	9.0	72.0	13.0	10.0	73.0	13.0	29.0	9.0	25.0
Total Split (%)	7.5%	60.0%	10.8%	8.3%	60.8%	10.8%	24.2%	7.5%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	73.0	68.0	81.0	75.0	69.0	34.0	25.0	26.0	21.0
Actuated g/C Ratio	0.61	0.57	0.68	0.62	0.58	0.28	0.21	0.22	0.18
v/c Ratio	1.18	0.42	0.19	0.33	1.43	1.27	0.80	0.50	1.08
Control Delay	159.7	16.2	4.4	10.2	223.6	187.2	54.2	46.5	97.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	159.7	16.2	4.4	10.2	223.6	187.2	54.2	46.5	97.7
LOS	F	B	A	B	F	F	D	D	F
Approach Delay		42.0			201.6		93.5		94.3
Approach LOS		D			F		F		F

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 126.2 — Intersection LOS: F
Intersection Capacity Utilization 125.9% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 8: Comanche Rd. & Carlisle Blvd.



HCM Signalized Intersection Capacity Analysis
8: Comanche Rd. & Carlisle Blvd.

Terry O. Brown, P.E.
7/26/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1849		1770	3506		1770	4957	
Flt Permitted	0.06	1.00	1.00	0.41	1.00		0.16	1.00		0.19	1.00	
Satd. Flow (perm)	110	1863	1583	757	1849		298	3506		355	4957	
Volume (vph)	148	404	188	161	1330	70	227	509	34	63	735	148
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	161	439	204	175	1446	76	247	553	37	68	799	161
RTOR Reduction (vph)	0	0	31	0	2	0	0	4	0	0	26	0
Lane Group Flow (vph)	161	439	173	175	1520	0	247	586	0	68	934	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	71.0	67.0	75.0	73.0	68.0		32.0	24.0		24.0	20.0	
Effective Green, g (s)	73.0	68.0	77.0	75.0	69.0		34.0	25.0		26.0	21.0	
Actuated g/C Ratio	0.61	0.57	0.64	0.62	0.58		0.28	0.21		0.22	0.18	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	136	1056	1069	524	1063		195	730		136	867	
v/s Ratio Prot	c0.05	0.24	0.01	0.02	c0.82		c0.10	0.17		0.02	0.19	
v/s Ratio Perm	0.67		0.10	0.19			c0.26			0.09		
v/c Ratio	1.18	0.42	0.16	0.33	1.43		1.27	0.80		0.50	1.08	
Uniform Delay, d1	59.7	14.7	8.6	10.3	25.5		39.8	45.2		38.9	49.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	135.0	0.3	0.1	0.4	199.1		154.1	6.4		2.9	53.7	
Delay (s)	194.7	15.0	8.7	10.7	224.6		193.9	51.5		41.8	103.2	
Level of Service	F	B	A	B	F		F	D		D	F	
Approach Delay (s)		49.4			202.5			93.5			99.2	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	129.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	125.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Timings
8: Comanche Rd. & Carlisle Blvd.

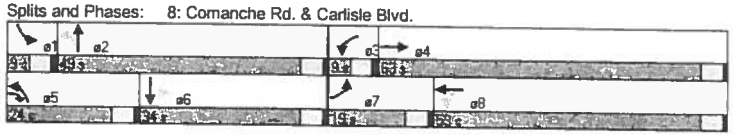
Terry O. Brown, P.E.
7/26/2007

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	218	706	433	104	536	278	814	101	780
Turn Type	pm+pt		pm+ov	pm+pt		pm+pt		pm+pt	
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phases	7	4	5	3	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	21.0	9.0	21.0
Total Split (s)	19.0	63.0	24.0	9.0	53.0	24.0	49.0	9.0	34.0
Total Split (%)	14.6%	48.5%	18.5%	6.9%	40.8%	18.5%	37.7%	6.9%	26.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	66.1	57.1	80.7	52.2	47.1	52.9	43.9	34.2	29.2
Actuated g/C Ratio	0.52	0.45	0.64	0.41	0.37	0.42	0.35	0.27	0.23
v/c Ratio	0.90	0.92	0.46	0.89	0.96	0.91	0.85	0.87	0.91
Control Delay	68.3	49.9	13.1	80.0	65.3	66.3	46.4	82.6	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	49.9	13.1	80.0	65.3	66.3	46.4	82.6	57.8
LOS	E	D	B	E	E	E	D	F	E
Approach Delay		41.1			67.4		50.9		60.1
Approach LOS		D			E		D		E

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 127
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 52.8 — Intersection LOS: D
Intersection Capacity Utilization 92.6% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: Comanche Rd. & Carlisle Blvd.



HCM Signalized Intersection Capacity Analysis
8: Comanche Rd. & Carlisle Blvd.

Terry O. Brown, P.E.
7/26/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1831		1770	3464		1770	4933	
Flt Permitted	0.08	1.00	1.00	0.08	1.00		0.12	1.00		0.14	1.00	
Satd. Flow (perm)	146	1863	1583	158	1831		224	3464		255	4933	
Volume (vph)	218	706	433	104	536	68	278	814	133	101	780	195
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	767	471	113	583	74	302	885	145	110	848	212
RTOR Reduction (vph)	0	0	9	0	4	0	0	10	0	0	33	0
Lane Group Flow (vph)	237	767	462	113	653	0	302	1020	0	110	1027	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	65.0	56.0	74.6	50.1	46.1		51.8	42.8		32.2	28.2	
Effective Green, g (s)	66.0	57.0	76.6	52.1	47.1		52.8	43.8		34.2	29.2	
Actuated g/C Ratio	0.52	0.45	0.60	0.41	0.37		0.42	0.35		0.27	0.23	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	267	837	1006	128	680		332	1197		129	1136	
v/s Ratio Prot	c0.10	c0.41	0.07	0.03	0.36		c0.14	0.29		0.03	0.21	
v/s Ratio Perm	0.36		0.22	0.33			c0.24			0.20		
v/c Ratio	0.89	0.92	0.46	0.88	0.96		0.91	0.85		0.85	0.90	
Uniform Delay, d1	37.6	32.7	13.8	30.6	38.9		35.8	38.5		40.5	47.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.8	14.5	0.3	45.8	25.0		27.4	6.0		38.7	10.1	
Delay (s)	65.4	47.2	14.1	76.4	64.0		63.2	44.5		79.2	57.6	
Level of Service	E	D	B	E	E		E	D		E	E	
Approach Delay (s)		39.6			65.8			48.8			59.6	
Approach LOS		D			E			D			E	

Intersection Summary

HCM Average Control Delay	51.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	126.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	207	24	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	225	26	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	225	112			251	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	225	112			251	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	743	919			1311	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	1	112	112	26
Volume Left	0	0	0	0
Volume Right	1	0	0	26
cSH	919	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	8.9	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	102	1012	10	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	111	1100	11	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1100	550			1111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1100	550			1111	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	77			100	
cM capacity (veh/h)	206	479			624	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	111	550	550	11
Volume Left	0	0	0	0
Volume Right	111	0	0	11
cSH	479	1700	1700	1700
Volume to Capacity	0.23	0.32	0.32	0.01
Queue Length 95th (ft)	22	0	0	0
Control Delay (s)	14.8	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	14.8	0.0		
Approach LOS	B			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	37	213	25	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	40	232	27	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	232	116			259	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232	116			259	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	736	915			1303	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	40	116	116	27
Volume Left	0	0	0	0
Volume Right	40	0	0	27
cSH	915	1700	1700	1700
Volume to Capacity	0.04	0.07	0.07	0.02
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.1	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	15.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	105	1042	10	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	114	1133	11	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1133	566			1143	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1133	566			1143	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	76			100	
cM capacity (veh/h)	197	467			607	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	114	566	566	11
Volume Left	0	0	0	0
Volume Right	114	0	0	11
cSH	467	1700	1700	1700
Volume to Capacity	0.24	0.33	0.33	0.01
Queue Length 95th (ft)	24	0	0	0
Control Delay (s)	15.2	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	15.2	0.0		
Approach LOS	C			

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	59	242	25	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	64	263	27	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	263	132			290	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	263	132			290	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	704	894			1268	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	64	132	132	27
Volume Left	0	0	0	0
Volume Right	64	0	0	27
cSH	894	1700	1700	1700
Volume to Capacity	0.07	0.08	0.08	0.02
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	9.3	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.3	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	17.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	155	1107	10	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	168	1203	11	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1203	602			1214	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1203	602			1214	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	62			100	
cM capacity (veh/h)	177	443			570	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	168	602	602	11
Volume Left	0	0	0	0
Volume Right	168	0	0	11
cSH	443	1700	1700	1700
Volume to Capacity	0.38	0.35	0.35	0.01
Queue Length 95th (ft)	44	0	0	0
Control Delay (s)	18.0	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	18.0	0.0		
Approach LOS	C			

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	102	456	619	63	14	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	496	673	68	15	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	741				1177	371
vC1, stage 1 conf vol					707	
vC2, stage 2 conf vol					470	
vCu, unblocked vol	741				1177	371
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	87				95	92
cM capacity (veh/h)	861				293	627

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	111	248	248	449	293	63
Volume Left	111	0	0	0	0	15
Volume Right	0	0	0	0	68	48
cSH	861	1700	1700	1700	1700	491
Volume to Capacity	0.13	0.15	0.15	0.26	0.17	0.13
Queue Length 95th (ft)	11	0	0	0	0	11
Control Delay (s)	9.8	0.0	0.0	0.0	0.0	13.4
Lane LOS	A					B
Approach Delay (s)	1.8			0.0		13.4
Approach LOS						B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	103	456	710	153	130	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	496	772	166	141	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	938				1327	469
vC1, stage 1 conf vol					855	
vC2, stage 2 conf vol					472	
vCu, unblocked vol	938				1327	469
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	85				44	84
cM capacity (veh/h)	726				252	541

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	112	248	248	514	424	227
Volume Left	112	0	0	0	0	141
Volume Right	0	0	0	0	166	86
cSH	726	1700	1700	1700	1700	315
Volume to Capacity	0.15	0.15	0.15	0.30	0.25	0.72
Queue Length 95th (ft)	14	0	0	0	0	131
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	41.0
Lane LOS	B					E
Approach Delay (s)	2.0			0.0		41.0
Approach LOS						E

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	75	1023	788	202	320	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	1112	857	220	348	182
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1076				1685	538
vC1, stage 1 conf vol					966	
vC2, stage 2 conf vol					719	
vCu, unblocked vol	1076				1685	538
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	87				0	63
cM capacity (veh/h)	644				196	488

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	82	556	556	571	505	529
Volume Left	82	0	0	0	0	348
Volume Right	0	0	0	0	220	182
cSH	644	1700	1700	1700	1700	247
Volume to Capacity	0.13	0.33	0.33	0.34	0.30	2.15
Queue Length 95th (ft)	11	0	0	0	0	1007
Control Delay (s)	11.4	0.0	0.0	0.0	0.0	561.2
Lane LOS	B					F
Approach Delay (s)	0.8			0.0		561.2
Approach LOS						F

Intersection Summary			
Average Delay	106.5		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	29	883	230	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	32	960	250	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	960	480			1210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	480			1210	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			100	
cM capacity (veh/h)	255	532			572	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	32	480	480	250
Volume Left	0	0	0	0
Volume Right	32	0	0	250
cSH	532	1700	1700	1700
Volume to Capacity	0.06	0.28	0.28	0.15
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	12.2	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	12.2	0.0		
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2007**

E-W Street **Montgomery Blvd.**

N-S Street: **I-25 Ramp W**

SIGNALIZED

Speed Limit (Montgomery Blvd.)= **45** MPH

Speed Limit (I-25 Ramp W)= **35** MPH

Date of Count: **7/12/07**

Begin Time	End Time	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 Ramp W)			Southbound (I-25 Ramp W)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~122~~	~~115~~	~~57~~	~~246~~	~~27~~	~~0~~	~~0~~	~~0~~	~~33~~	~~56~~	~~47~~
7:15 AM	7:30 AM	~~0~~	~~179~~	~~118~~	~~55~~	~~295~~	~~2~~	~~0~~	~~0~~	~~0~~	~~49~~	~~36~~	~~32~~
7:30 AM	7:45 AM	~~0~~	~~155~~	~~116~~	~~75~~	~~217~~	~~27~~	~~0~~	~~0~~	~~0~~	~~38~~	~~40~~	~~36~~
7:45 AM	8:00 AM	**0**	**234**	**163**	**84**	**300**	**53**	**0**	**0**	**0**	**59**	**76**	**50**
8:00 AM	8:15 AM	**0**	**199**	**134**	**57**	**269**	**36**	**0**	**0**	**0**	**52**	**59**	**44**
8:15 AM	8:30 AM	**0**	**223**	**145**	**65**	**160**	**40**	**0**	**0**	**0**	**51**	**50**	**72**
8:30 AM	8:45 AM	**0**	**214**	**151**	**69**	**162**	**42**	**0**	**0**	**0**	**68**	**55**	**61**
8:45 AM	9:00 AM	~~0~~	~~218~~	~~106~~	~~67~~	~~176~~	~~50~~	~~0~~	~~0~~	~~0~~	~~77~~	~~38~~	~~68~~
AM Peak Hour Volumes		**0**	**870**	**593**	**275**	**891**	**171**	**0**	**0**	**0**	**230**	**240**	**227**
% of Total Traffic		0.0%	24.9%	17.0%	7.9%	25.5%	4.9%	0.0%	0.0%	0.0%	6.6%	6.9%	6.5%
% Directional			41.8%			38.2%			0.0%			19.9%	
AM Peak Hour Factor			*0.92*			*0.76*			*#DIV/0!*			*0.94*	

Begin Time	End Time	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 Ramp W)			Southbound (I-25 Ramp W)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~162~~	~~96~~	~~40~~	~~410~~	~~8~~	~~0~~	~~0~~	~~0~~	~~85~~	~~88~~	~~85~~
4:15 PM	4:30 PM	~~0~~	~~193~~	~~129~~	~~43~~	~~398~~	~~12~~	~~0~~	~~0~~	~~0~~	~~64~~	~~61~~	~~64~~
4:30 PM	4:45 PM	~~0~~	~~171~~	~~110~~	~~45~~	~~350~~	~~24~~	~~0~~	~~0~~	~~0~~	~~76~~	~~101~~	~~76~~
4:45 PM	5:00 PM	~~0~~	~~177~~	~~127~~	~~51~~	~~370~~	~~19~~	~~0~~	~~0~~	~~0~~	~~59~~	~~106~~	~~59~~
5:00 PM	5:15 PM	**0**	**195**	**113**	**65**	**402**	**18**	**0**	**0**	**0**	**72**	**146**	**72**
5:15 PM	5:30 PM	**0**	**221**	**109**	**63**	**428**	**20**	**0**	**0**	**0**	**75**	**138**	**75**
5:30 PM	5:45 PM	**0**	**207**	**114**	**55**	**492**	**11**	**0**	**0**	**0**	**107**	**118**	**107**
5:45 PM	6:00 PM	**0**	**221**	**126**	**39**	**446**	**21**	**0**	**0**	**0**	**85**	**55**	**85**
PM Peak Hour Volumes		**0**	**844**	**462**	**222**	**1768**	**70**	**0**	**0**	**0**	**339**	**457**	**339**
% of Total Traffic		0.0%	18.8%	10.3%	4.9%	39.3%	1.6%	0.0%	0.0%	0.0%	7.5%	10.2%	7.5%
% Directional			29.0%			45.8%			0.0%			25.2%	
PM Peak Hour Factor			*0.94*			*0.92*			*#DIV/0!*			*0.85*	

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2007**

E-W Street **Montgomery Blvd.**

N-S Street: **I-25 Ramp E**

SIGNALIZED

Speed Limit (Montgomery Blvd.)= **45** MPH

Speed Limit (I-25 Ramp E)= **35** MPH

Date of Count: **7/11/07**

Begin Time	End Time	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 Ramp E)			Southbound (I-25 Ramp E)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~61~~	~~94~~	~~0~~	~~0~~	~~216~~	~~43~~	~~114~~	~~52~~	~~79~~	~~0~~	~~0~~	~~0~~
7:15 AM	7:30 AM	**45**	**183**	**0**	**0**	**232**	**47**	**120**	**41**	**85**	**0**	**0**	**0**
7:30 AM	7:45 AM	**54**	**139**	**0**	**0**	**229**	**68**	**90**	**56**	**100**	**0**	**0**	**0**
7:45 AM	8:00 AM	**76**	**217**	**0**	**0**	**326**	**58**	**111**	**57**	**101**	**0**	**0**	**0**
8:00 AM	8:15 AM	**65**	**186**	**0**	**0**	**262**	**40**	**100**	**44**	**103**	**0**	**0**	**0**
8:15 AM	8:30 AM	~~53~~	~~221~~	~~0~~	~~0~~	~~187~~	~~17~~	~~78~~	~~48~~	~~66~~	~~0~~	~~0~~	~~0~~
8:30 AM	8:45 AM	~~38~~	~~244~~	~~0~~	~~0~~	~~194~~	~~28~~	~~79~~	~~34~~	~~68~~	~~0~~	~~0~~	~~0~~
8:45 AM	9:00 AM	~~68~~	~~227~~	~~0~~	~~0~~	~~203~~	~~33~~	~~90~~	~~47~~	~~118~~	~~0~~	~~0~~	~~0~~
AM Peak Hour Volumes		**240**	**725**	**0**	**0**	**1049**	**213**	**421**	**198**	**389**	**0**	**0**	**0**
% of Total Traffic		7.4%	22.4%	0.0%	0.0%	32.4%	6.6%	13.0%	6.1%	12.0%	0.0%	0.0%	0.0%
% Directional			29.8%			39.0%			31.2%			0.0%	
AM Peak Hour Factor			*0.82*			*0.82*			*0.94*			*#DIV/0!*	

Begin Time	End Time	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (I-25 Ramp E)			Southbound (I-25 Ramp E)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~67~~	~~180~~	~~0~~	~~0~~	~~308~~	~~59~~	~~150~~	~~108~~	~~140~~	~~0~~	~~0~~	~~0~~
4:15 PM	4:30 PM	~~77~~	~~180~~	~~0~~	~~0~~	~~302~~	~~37~~	~~151~~	~~106~~	~~109~~	~~0~~	~~0~~	~~0~~
4:30 PM	4:45 PM	~~51~~	~~196~~	~~0~~	~~0~~	~~302~~	~~48~~	~~117~~	~~85~~	~~90~~	~~0~~	~~0~~	~~0~~
4:45 PM	5:00 PM	~~70~~	~~166~~	~~0~~	~~0~~	~~296~~	~~54~~	~~144~~	~~137~~	~~113~~	~~0~~	~~0~~	~~0~~
5:00 PM	5:15 PM	**69**	**198**	**0**	**0**	**351**	**64**	**134**	**128**	**128**	**0**	**0**	**0**
5:15 PM	5:30 PM	**83**	**213**	**0**	**0**	**338**	**53**	**173**	**174**	**132**	**0**	**0**	**0**
5:30 PM	5:45 PM	**88**	**226**	**0**	**0**	**407**	**93**	**151**	**177**	**187**	**0**	**0**	**0**
5:45 PM	6:00 PM	**68**	**238**	**0**	**0**	**355**	**79**	**151**	**219**	**137**	**0**	**0**	**0**
PM Peak Hour Volumes		**308**	**875**	**0**	**0**	**1451**	**289**	**609**	**698**	**584**	**0**	**0**	**0**
% of Total Traffic		6.4%	18.2%	0.0%	0.0%	30.1%	6.0%	12.7%	14.5%	12.1%	0.0%	0.0%	0.0%
% Directional			24.6%			36.1%			39.3%			0.0%	
PM Peak Hour Factor			*0.94*			*0.87*			*0.92*			*#DIV/0!*	

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2007**

E-W Street **Vassar Dr.**

N-S Street: **I-25 Ramp E**

UNSIGNALIZED

Speed Limit (Vassar Dr.)= **25** MPH

Speed Limit (I-25 Ramp E)= **35** MPH

Date of Count: **7/17/07**

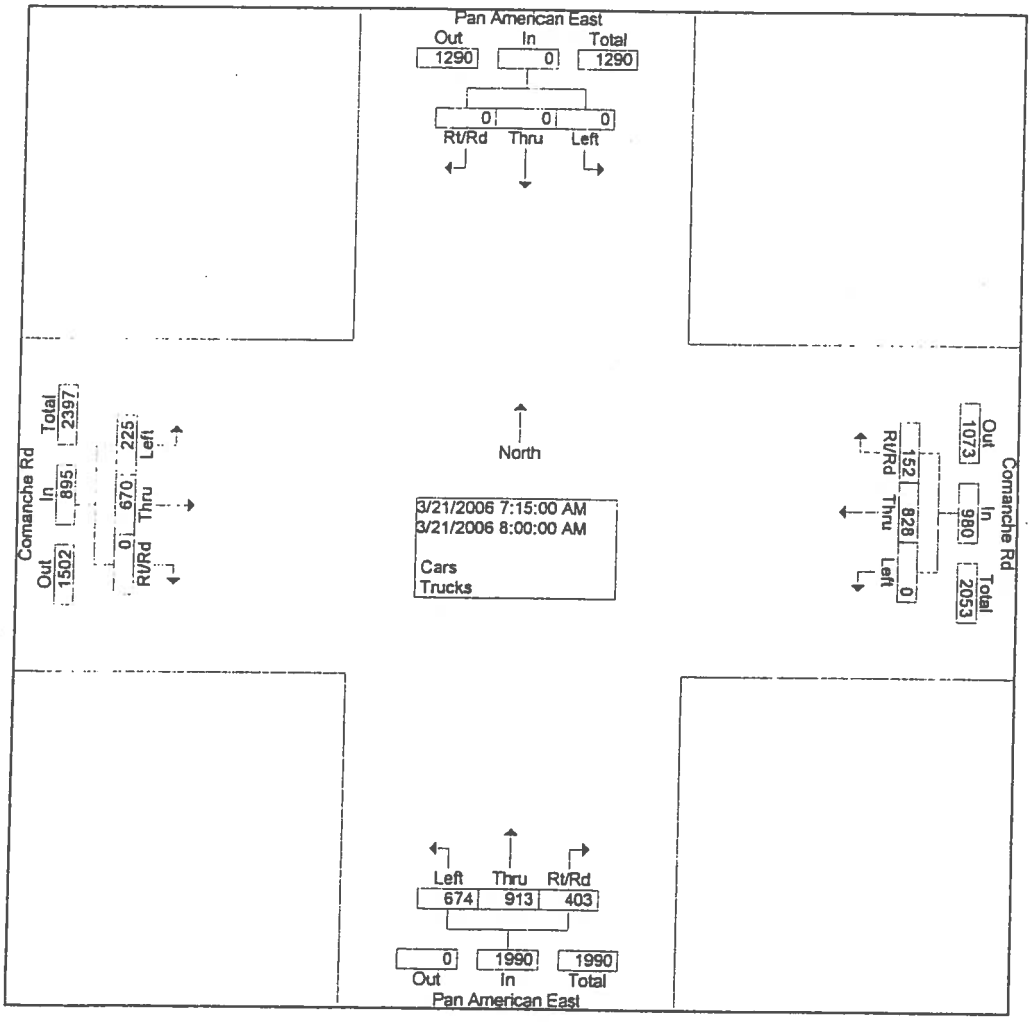
Begin Time	End Time	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 Ramp E)			Southbound (I-25 Ramp E)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~7~~	~~0~~	~~18~~	~~4~~	~~0~~	~~0~~	~~0~~
7:15 AM	7:30 AM	0	0	0	0	0	12	0	53	5	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	15	0	58	4	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	6	0	54	5	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	3	0	42	10	0	0	0
8:15 AM	8:30 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~8~~	~~0~~	~~46~~	~~5~~	~~0~~	~~0~~	~~0~~
8:30 AM	8:45 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~6~~	~~0~~	~~43~~	~~7~~	~~0~~	~~0~~	~~0~~
8:45 AM	9:00 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~2~~	~~0~~	~~51~~	~~5~~	~~0~~	~~0~~	~~0~~
AM Peak Hour Volumes		**0**	**0**	**0**	**0**	**0**	**36**	**0**	**207**	**24**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	0.0%	77.5%	9.0%	0.0%	0.0%	0.0%
% Directional			0.0%			13.5%			86.5%			0.0%	
AM Peak Hour Factor			*#DIV/0!*			*0.60*			*0.93*			*#DIV/0!*	

Begin Time	End Time	Eastbound (Vassar Dr.)			Westbound (Vassar Dr.)			Northbound (I-25 Ramp E)			Southbound (I-25 Ramp E)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~22~~	~~0~~	~~161~~	~~4~~	~~0~~	~~0~~	~~0~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~15~~	~~0~~	~~145~~	~~1~~	~~0~~	~~0~~	~~0~~
4:30 PM	4:45 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~21~~	~~0~~	~~150~~	~~0~~	~~0~~	~~0~~	~~0~~
4:45 PM	5:00 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~15~~	~~0~~	~~196~~	~~3~~	~~0~~	~~0~~	~~0~~
5:00 PM	5:15 PM	0	0	0	0	0	29	0	204	1	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	42	0	280	3	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	19	0	282	3	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	12	0	246	3	0	0	0
PM Peak Hour Volumes		**0**	**0**	**0**	**0**	**0**	**102**	**0**	**1012**	**10**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	90.0%	0.9%	0.0%	0.0%	0.0%
% Directional			0.0%			9.1%			90.9%			0.0%	
PM Peak Hour Factor			*#DIV/0!*			*0.61*			*0.90*			*#DIV/0!*	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Comanche Rd and Pan American E
Site Code : 00025120
Start Date : 03/21/2006
Page No : 3

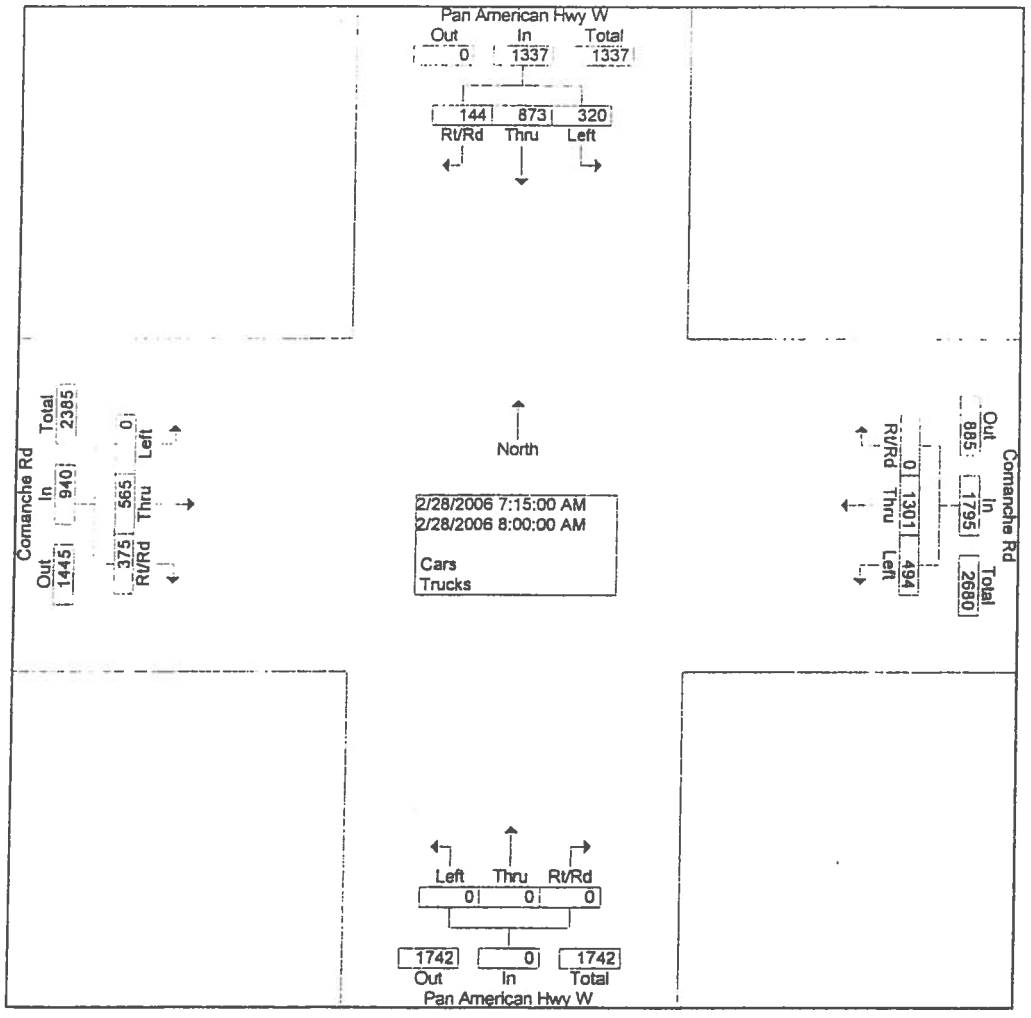
	Pan American East From North (SB)					Comanche Rd From East (WB)					Pan American East From South (NB)					Comanche Rd From West (EB)					
Start Time	Right	Rt/Rd	Thru	Left	App. Total	Right	Rt/Rd	Thru	Left	App. Total	Right	Rt/Rd	Thru	Left	App. Total	Right	Rt/Rd	Thru	Left	App. Total	Int Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	0	0	0	0	0	144	8	828	0	980	357	46	913	674	1990	0	0	670	225	895	3865
Percent	0.0	0.0	0.0	0.0		14.7	0.8	84.5	0.0		17.9	2.3	45.9	33.9		0.0	0.0	74.9	25.1		
Volume	0	0	0	0	0	144	8	828	0	980	357	46	913	674	1990	0	0	670	225	895	3865
Volume Peak Factor	0	0	0	0	0	44	3	226	0	273	83	8	246	184	521	0	0	187	67	254	1048
																					0.922
High Int.	6:30:00 AM					07:30					07:45					07:30					
Volume	0	0	0	0	0	44	3	226	0	273	107	16	243	185	551	0	0	187	67	254	
Peak Factor										0.897					0.903					0.881	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

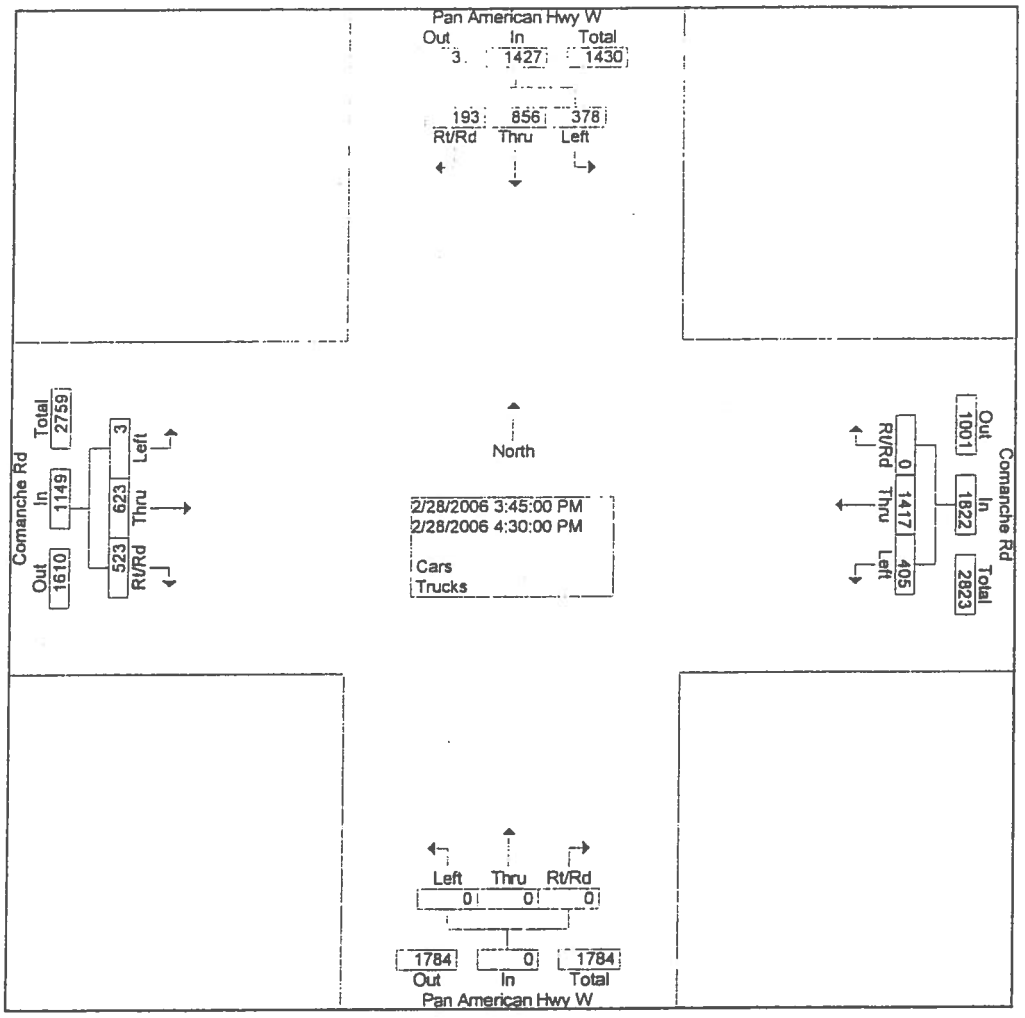
File Name : Comanche Rd and Pan American Hwy We
Site Code : 00025119
Start Date : 02/28/2006
Page No : 3

Start Time	Pan American Hwy W From North (SB) Right	Rt/Rd	Thru	Left	App. Total	Comanche Rd From East (WB) Right	Rt/Rd	Thru	Left	App. Total	Pan American Hwy W From South (NB) Right	Rt/Rd	Thru	Left	App. Total	Comanche Rd From West (EB) Right	Rt/Rd	Thru	Left	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	83	61	873	320	1337	0	0	1301	494	1795	0	0	0	0	0	349	26	565	0	940	4072
Percent	6.2	4.6	65.3	23.9		0.0	0.0	72.5	27.5		0.0	0.0	0.0	0.0		37.1	2.8	60.1	0.0		
Volume	83	61	873	320	1337	0	0	1301	494	1795	0	0	0	0	0	349	26	565	0	940	4072
Volume Peak Factor	25	24	234	86	369	0	0	323	113	436	0	0	0	0	0	87	8	162	0	257	1062 0.959
High Int.	07:45					07:15					6:30:00 AM					07:45					
Volume	25	24	234	86	369	0	0	348	139	487	0	0	0	0	0	87	8	162	0	257	
Peak Factor					0.906					0.921										0.914	



File Name : Comanche Rd and Pan American Hwy We
Site Code : 00025119
Start Date : 02/28/2006
Page No : 5

Start Time	Pan American Hwy W From North (SB) Right	Rt/Rd	Thru	Left	App. Total	Comanche Rd From East (WB) Right	Rt/Rd	Thru	Left	App. Total	Pan American Hwy W From South (NB) Right	Rt/Rd	Thru	Left	App. Total	Comanche Rd From West (EB) Right	Rt/Rd	Thru	Left	App. Total	Int. Total
Peak Hour From 15:00 to 17:30 - Peak 1 of 1																					
Intersection	15:45																				
Volume	151	42	856	378	1427	0	0	1417	405	1822	0	0	0	0	0	497	26	623	3	1149	4398
Percent	10.6	2.9	60.0	26.5		0.0	0.0	77.8	22.2		0.0	0.0	0.0	0.0		43.3	2.3	54.2	0.3		
Volume	151	42	856	378	1427	0	0	1417	405	1822	0	0	0	0	0	497	26	623	3	1149	4398
Volume Peak Factor	46	13	224	92	375	0	0	369	106	475	0	0	0	0	0	125	11	182	2	320	1170 0.940
High Int.	15:45					16:15										16:15					
Volume	34	10	232	101	377	0	0	369	106	475	0	0	0	0	0	125	11	182	2	320	
Peak Factor					0.946					0.959										0.898	



Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2007**

E-W Street **Comanche Rd.**

N-S Street: **Vassar Dr.**

UNSIGNALIZED

Speed Limit (Comanche Rd.)= **40** MPH

Speed Limit (Vassar Dr.)= **25** MPH

Date of Count: **7/16/07**

Begin Time	End Time	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~13~~	~~101~~	~~0~~	~~0~~	~~150~~	~~15~~	~~0~~	~~0~~	~~0~~	~~5~~	~~0~~	~~11~~
7:15 AM	7:30 AM	~~15~~	~~67~~	~~0~~	~~0~~	~~108~~	~~12~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~8~~
7:30 AM	7:45 AM	**22**	**78**	**0**	**0**	**165**	**18**	**0**	**0**	**0**	**4**	**0**	**10**
7:45 AM	8:00 AM	**30**	**128**	**0**	**0**	**178**	**20**	**0**	**0**	**0**	**2**	**0**	**13**
8:00 AM	8:15 AM	**25**	**114**	**0**	**0**	**127**	**12**	**0**	**0**	**0**	**4**	**0**	**7**
8:15 AM	8:30 AM	**22**	**123**	**0**	**0**	**131**	**11**	**0**	**0**	**0**	**4**	**0**	**13**
8:30 AM	8:45 AM	~~17~~	~~128~~	~~0~~	~~0~~	~~104~~	~~9~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13~~
8:45 AM	9:00 AM	~~14~~	~~144~~	~~0~~	~~0~~	~~121~~	~~13~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~10~~
AM Peak Hour Volumes		**99**	**443**	**0**	**0**	**601**	**61**	**0**	**0**	**0**	**14**	**0**	**43**
% of Total Traffic		7.9%	35.1%	0.0%	0.0%	47.7%	4.8%	0.0%	0.0%	0.0%	1.1%	0.0%	3.4%
% Directional			43.0%			52.5%			0.0%			4.5%	
AM Peak Hour Factor			*0.86*			*0.84*			*#DIV/0!*			*0.84*	

Begin Time	End Time	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~12~~	~~189~~	~~0~~	~~0~~	~~115~~	~~11~~	~~0~~	~~0~~	~~0~~	~~12~~	~~0~~	~~24~~
4:15 PM	4:30 PM	~~18~~	~~152~~	~~0~~	~~0~~	~~93~~	~~4~~	~~0~~	~~0~~	~~0~~	~~8~~	~~0~~	~~7~~
4:30 PM	4:45 PM	~~10~~	~~126~~	~~0~~	~~0~~	~~83~~	~~8~~	~~0~~	~~0~~	~~0~~	~~6~~	~~0~~	~~3~~
4:45 PM	5:00 PM	**13**	**217**	**0**	**1**	**127**	**12**	**0**	**0**	**0**	**24**	**0**	**17**
5:00 PM	5:15 PM	**24**	**276**	**0**	**0**	**133**	**7**	**0**	**0**	**0**	**17**	**0**	**30**
5:15 PM	5:30 PM	**22**	**287**	**0**	**0**	**184**	**12**	**0**	**0**	**0**	**15**	**0**	**12**
5:30 PM	5:45 PM	**13**	**213**	**0**	**0**	**160**	**6**	**0**	**0**	**0**	**8**	**0**	**22**
5:45 PM	6:00 PM	~~12~~	~~203~~	~~0~~	~~0~~	~~137~~	~~5~~	~~0~~	~~0~~	~~0~~	~~8~~	~~0~~	~~11~~
PM Peak Hour Volumes		**72**	**993**	**0**	**1**	**604**	**37**	**0**	**0**	**0**	**64**	**0**	**81**
% of Total Traffic		3.9%	53.6%	0.0%	0.1%	32.6%	2.0%	0.0%	0.0%	0.0%	3.5%	0.0%	4.4%
% Directional			57.5%			34.7%			0.0%			7.8%	
PM Peak Hour Factor			*0.86*			*0.82*			*#DIV/0!*			*0.77*	

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2006**

E-W Street **Comanche Rd.**

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

SIGNALIZED

Speed Limit (Comanche Rd.)= **40** MPH

Speed Limit (Carlisle Ave.)= **35** MPH

Date of Count: **2/9/06**

Begin Time	End Time	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Carlisle Ave.)			Southbound (Carlisle Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~25~~	~~42~~	~~18~~	~~11~~	~~94~~	~~10~~	~~37~~	~~82~~	~~6~~	~~7~~	~~164~~	~~8~~
7:15 AM	7:30 AM	**23**	**65**	**26**	**20**	**759**	**17**	**35**	**90**	**7**	**12**	**167**	**14**
7:30 AM	7:45 AM	**36**	**77**	**24**	**54**	**172**	**22**	**50**	**139**	**10**	**22**	**199**	**36**
7:45 AM	8:00 AM	**31**	**100**	**46**	**40**	**186**	**12**	**40**	**103**	**10**	**16**	**207**	**17**
8:00 AM	8:15 AM	**29**	**99**	**27**	**41**	**112**	**16**	**28**	**157**	**6**	**11**	**134**	**29**
8:15 AM	8:30 AM	~~33~~	~~53~~	~~37~~	~~30~~	~~88~~	~~17~~	~~51~~	~~88~~	~~6~~	~~3~~	~~179~~	~~20~~
8:30 AM	8:45 AM	~~20~~	~~78~~	~~49~~	~~23~~	~~64~~	~~11~~	~~24~~	~~97~~	~~3~~	~~9~~	~~171~~	~~8~~
8:45 AM	9:00 AM	~~23~~	~~76~~	~~38~~	~~38~~	~~86~~	~~14~~	~~30~~	~~126~~	~~11~~	~~9~~	~~179~~	~~8~~
AM Peak Hour Volumes		**119**	**341**	**123**	**155**	**1229**	**67**	**153**	**489**	**33**	**61**	**707**	**96**
% of Total Traffic		3.3%	9.5%	3.4%	4.3%	34.4%	1.9%	4.3%	13.7%	0.9%	1.7%	19.8%	2.7%
% Directional			16.3%			40.6%			18.9%			24.2%	
AM Peak Hour Factor			*0.82*			*0.46*			*0.85*			*0.84*	

Begin Time	End Time	Eastbound (Comanche Rd.)			Westbound (Comanche Rd.)			Northbound (Carlisle Ave.)			Southbound (Carlisle Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~39~~	~~131~~	~~52~~	~~30~~	~~129~~	~~13~~	~~33~~	~~206~~	~~21~~	~~30~~	~~192~~	~~22~~
4:15 PM	4:30 PM	~~44~~	~~131~~	~~93~~	~~21~~	~~84~~	~~5~~	~~34~~	~~185~~	~~17~~	~~21~~	~~146~~	~~22~~
4:30 PM	4:45 PM	**35**	**139**	**58**	**25**	**100**	**18**	**44**	**170**	**28**	**28**	**215**	**25**
4:45 PM	5:00 PM	**47**	**151**	**80**	**26**	**96**	**18**	**32**	**161**	**27**	**26**	**198**	**29**
5:00 PM	5:15 PM	**40**	**158**	**76**	**20**	**123**	**20**	**34**	**247**	**38**	**19**	**156**	**15**
5:15 PM	5:30 PM	**40**	**131**	**75**	**29**	**114**	**9**	**35**	**205**	**35**	**24**	**181**	**31**
5:30 PM	5:45 PM	~~37~~	~~145~~	~~57~~	~~17~~	~~117~~	~~13~~	~~31~~	~~169~~	~~20~~	~~12~~	~~147~~	~~11~~
5:45 PM	6:00 PM	~~28~~	~~89~~	~~51~~	~~28~~	~~64~~	~~12~~	~~32~~	~~167~~	~~22~~	~~24~~	~~151~~	~~13~~
PM Peak Hour Volumes		**162**	**579**	**289**	**100**	**433**	**65**	**145**	**783**	**128**	**97**	**750**	**100**
% of Total Traffic		4.5%	15.9%	8.0%	2.8%	11.9%	1.8%	4.0%	21.6%	3.5%	2.7%	20.7%	2.8%
% Directional			28.4%			16.5%			29.1%			26.1%	
PM Peak Hour Factor			*0.93*			*0.92*			*0.83*			*0.88*	

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2006**

E-W Street **Driveway 'A'**

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

UNSIGNALIZED

Speed Limit (Driveway 'A')= **25** MPH

Speed Limit (I-25 E. Frntg. Rd.)= **35** MPH

Date of Count: **2/13/06**

Begin Time	End Time	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~141~~	~~0~~	~~0~~	~~0~~	~~0~~
7:15 AM	7:30 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~166~~	~~0~~	~~0~~	~~0~~	~~0~~
7:30 AM	7:45 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~203~~	~~0~~	~~0~~	~~0~~	~~0~~
7:45 AM	8:00 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~118~~	~~0~~	~~0~~	~~0~~	~~0~~
8:00 AM	8:15 AM	0	0	0	0	0	0	0	104	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	243	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	273	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	229	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	0	0	0	849	0	0	0	0
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% Directional			0.0%			0.0%			100.0%			0.0%	
AM Peak Hour Factor			*#DIV/0!*			*#DIV/0!*			*0.78*			*#DIV/0!*	

Begin Time	End Time	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 E. Frntg. Rd.)			Southbound (I-25 E. Frntg. Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~388~~	~~0~~	~~0~~	~~0~~	~~0~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~472~~	~~0~~	~~0~~	~~0~~	~~0~~
4:30 PM	4:45 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~468~~	~~0~~	~~0~~	~~0~~	~~0~~
4:45 PM	5:00 PM	0	0	0	1	0	0	0	454	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	560	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	554	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	510	0	0	0	0
5:45 PM	6:00 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~389~~	~~0~~	~~0~~	~~0~~	~~0~~
PM Peak Hour Volumes		0	0	0	1	0	0	0	2078	0	0	0	0
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% Directional			0.0%			0.0%			100.0%			0.0%	
PM Peak Hour Factor			*#DIV/0!*			*0.25*			*0.93*			*#DIV/0!*	

Traffic Count Data Sheet

Vassar Development (I-25 E. Frntg, Rd. N. of Comanche Rd.)

Year Counts Taken: **2006**

E-W Street **Driveway 'B'**

N-S Street: **Vassar Dr.**

UNSIGNALIZED

Speed Limit (Driveway 'B')= **25** MPH

Speed Limit (Vassar Dr.)= **25** MPH

Date of Count: **2/13/06**

Begin Time	End Time	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
		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	7	0	0	16	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	12	0	0	8	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	15	0	0	14	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	6	0	0	15	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	3	0	0	11	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	8	0	0	17	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	6	0	0	14	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	2	0	0	11	0
AM Peak Hour Volumes		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**0**	**0**	**53**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	57.0%	0.0%
% Directional			0.0%			0.0%			43.0%			57.0%	
AM Peak Hour Factor			*#DIV/0!*			*#DIV/0!*			*0.67*			*0.83*	

Begin Time	End Time	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Vassar Dr.)			Southbound (Vassar Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	0	0	0	0	22	0	0	36	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	15	0	0	15	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	21	0	0	9	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	15	0	0	41	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	29	0	0	47	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	42	0	0	27	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	19	0	0	30	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	12	0	0	19	0
PM Peak Hour Volumes		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**	**0**	**0**	**145**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.0%	0.0%	0.0%	58.0%	0.0%
% Directional			0.0%			0.0%			42.0%			58.0%	
PM Peak Hour Factor			*#DIV/0!*			*#DIV/0!*			*0.63*			*0.77*	

Signalized Intersection Information Sheet

Intersection: **Montgomery / I25 Ramp west of Freeway**

Speed Limit - E-W Street:	45 M.P.H.	Date:
Speed Limit - N-S Street:	UNKNOWN	**7/11/2007**
Type of Intersection Control	Signalized	

East Bound Approach: Montgomery

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	2	-	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? YES

West Bound Approach: Montgomery

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	2	-	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? YES

North Bound Approach: I25 Ramp west of Freeway

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	-	-	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	NO	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

South Bound Approach: I25 Ramp west of Freeway

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	1	1	-	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

NOTE: Existing Geometry

Signalized Intersection Information Sheet

Intersection: **Montgomery / I25 Ramp East of Freeway**

Speed Limit - E-W Street: 45 M.P.H.
Speed Limit - N-S Street: UNKNOWN
Type of Intersection Control: Signalized

Date: **7/11/2007**

East Bound Approach: Montgomery

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	2	-	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

West Bound Approach: Montgomery

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	3	-	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

North Bound Approach: I25 Ramp East of Freeway

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	1	1	-	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? YES

South Bound Approach: I25 Ramp East of Freeway

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	-	-	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

NOTE: Existing Geometry

Signalized Intersection Information Sheet

Intersection: **Montgomery / Carlisle**

Speed Limit - E-W Street: 35 M.P.H.
Speed Limit - N-S Street: 35 M.P.H.
Type of Intersection Control: Signalized

Date: **7/10/2007**

East Bound Approach: Montgomery

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	3	-	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

West Bound Approach: Montgomery

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	2	-	2	1	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

North Bound Approach: Carlisle

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	2	-	-	1	1
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

South Bound Approach: Carlisle

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	1	1	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

NOTE: Existing Geometry

Signalized Intersection Information Sheet

Intersection: **Comanche Rd. / I-25 Ramp W**

Speed Limit - E-W Street: 30 M.P.H.
Speed Limit - N-S Street: 35 M.P.H.
Type of Intersection Control: Signalized

Date: **7/19/2007**

East Bound Approach: Comanche Rd.

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	1	1	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

West Bound Approach: Comanche Rd.

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	2	-	2	-	-
Length	225				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

North Bound Approach: I-25 Ramp W

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	-	-	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	NO	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

South Bound Approach: I-25 Ramp W

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	1	1	1
Length	999'				999'

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	YES

Is there a right turn slip laned that by-passes the traffic signal? NO

NOTE: Existing Geometry

Signalized Intersection Information Sheet

Intersection: **Comanche Rd. / I-25 E. Ramp**

Speed Limit - E-W Street: UNKNOWN
Speed Limit - N-S Street: UNKNOWN
Type of Intersection Control: Signalized

Date: **7/19/2007**

East Bound Approach: Comanche Rd.

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	2	-	2	-	-
Length	60' / 330'				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

West Bound Approach: Comanche Rd.

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	1	1	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

North Bound Approach: I-25 E. Ramp

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	1	1	1	-
Length	999'				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

South Bound Approach: I-25 E. Ramp

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	-	-	-	-	-
Length	0				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
NO	NO	NO

Is there a right turn slip laned that by-passes the traffic signal? NO

NOTE: Existing Geometry

Signalized Intersection Information Sheet

Intersection: **Comanche Rd. / Carlisle**

Speed Limit - E-W Street: 30 M.P.H.
Speed Limit - N-S Street: 35 M.P.H.
Type of Intersection Control: Signalized

Date: **7/19/2007**

East Bound Approach: Comanche Rd.

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	1	-	1
Length	100'				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	YES

Is there a right turn slip laned that by-passes the traffic signal? NO

West Bound Approach: Comanche Rd.

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	-	1	-
Length	50'				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	YES

Is there a right turn slip laned that by-passes the traffic signal? NO

North Bound Approach: Carlisle

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	1	1	-
Length	100'				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	YES

Is there a right turn slip laned that by-passes the traffic signal? NO

South Bound Approach: Carlisle

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	2	1	-
Length	65				0

Left Turn Arrow?	Thru Green	Right Turn Arrow?
YES	YES	YES

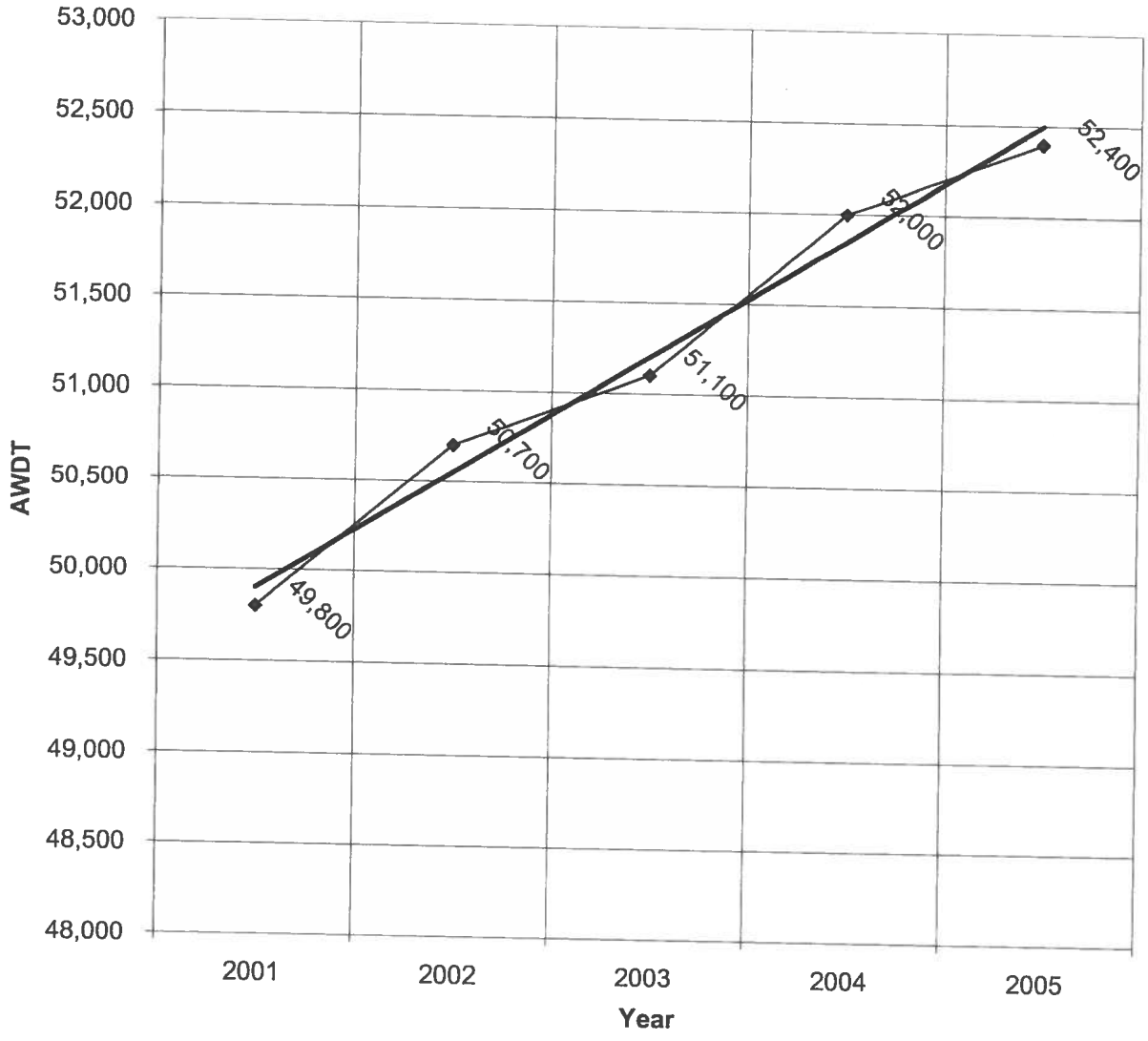
Is there a right turn slip laned that by-passes the traffic signal? YES

NOTE: Existing Geometry

Traffic Flow Table for Vassar Development (I-25 E. Frntg. Rd. N. of Comanche Rd.)

	2001	2002	2003	2004	2005
Montgomery Blvd. east of I-25	49,800	50,700	51,100	52,000	52,400
Montano Blvd. west of I-25	43,800	44,500	44,100	44,000	43,800
Comanche Rd. east of I-25	24,300	24,400	24,300	24,800	24,500
Comanche Rd. west of I-25	19,500	19,800	20,000	17,900	17,800
Carlisle Blvd. south of Montgomery Blvd.	21,400	22,500	22,400	22,200	15,300
Comanche Rd. east of Carlisle Blvd.	11,300	12,200	12,200	12,100	8,500
Comanche Rd. west of Carlisle Blvd.	12,500	18,400	18,300	18,100	14,500
Carlisle Blvd. north of Comanche Rd.	21,400	22,500	22,400	22,200	15,300
Carlisle Blvd. south of Comanche Rd.	25,500	25,600	23,500	23,600	23,300
Montgomery Blvd. east of Carlisle Blvd.	54,200	55,100	48,000	47,200	47,600
Montgomery Blvd. west of Carlisle Blvd.	49,800	50,700	51,100	52,000	52,400
I-25 north of Montgomery Blvd.	119,800	140,100	164,100	163,800	167,600
I-25 south of Montgomery Blvd.	134,800	158,000	183,400	181,000	179,200

Growth Chart for Montgomery Blvd. East of I-25



Annual Increase in Volume - 650 vehicles/day

Rate of Increase - 650 / 52,400

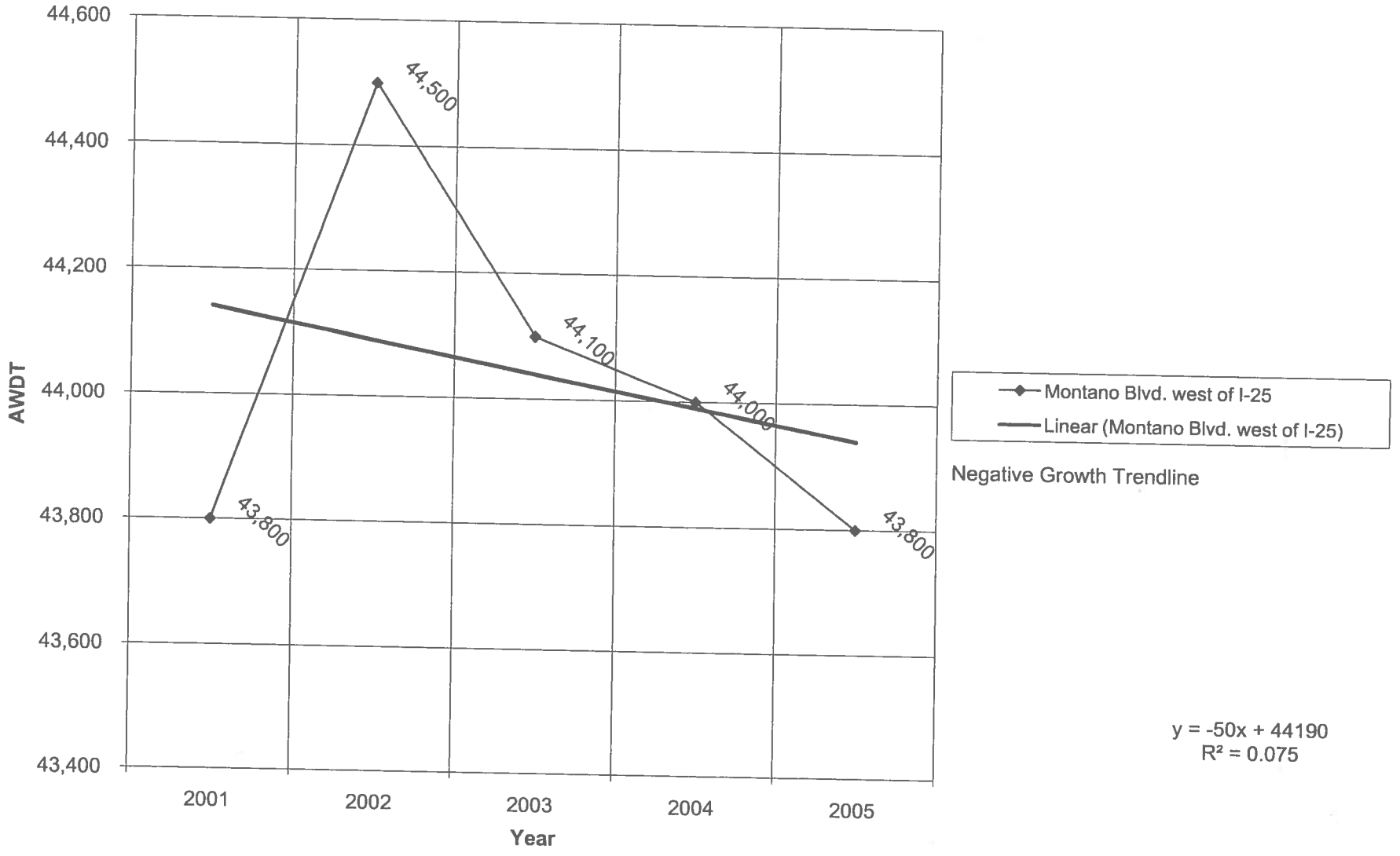
Growth Rate = 1.24%

Use 1.2% Growth Rate

$y = 650x + 49250$

$R^2 = 0.982$

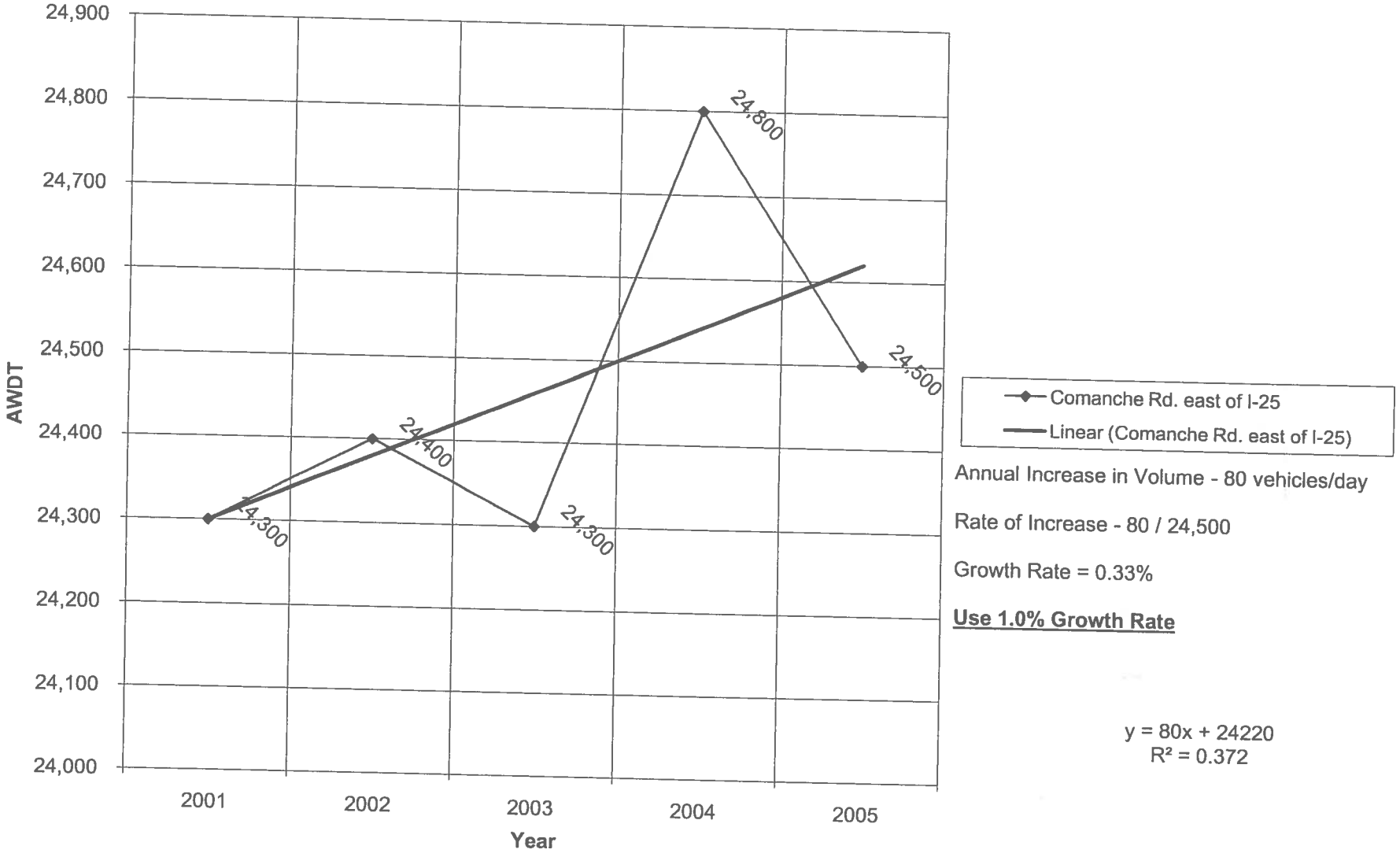
Growth Chart for Montano Blvd. West of I-25



Negative Growth Trendline

$y = -50x + 44190$
$R^2 = 0.075$

Growth Chart for Comanche Rd. East of I-25



Annual Increase in Volume - 80 vehicles/day

Rate of Increase - 80 / 24,500

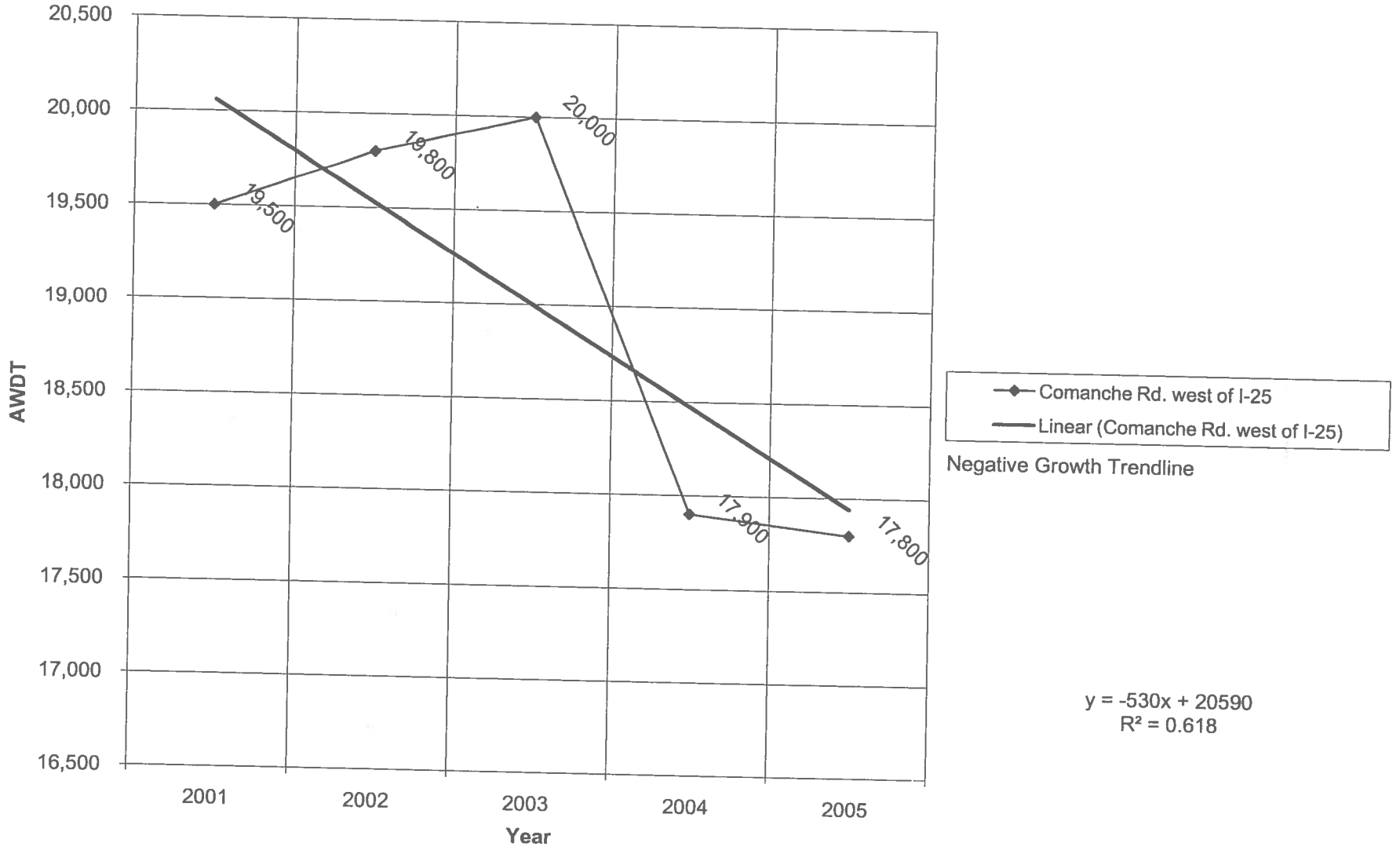
Growth Rate = 0.33%

Use 1.0% Growth Rate

$y = 80x + 24220$

$R^2 = 0.372$

Growth Chart for Comanche Rd. West of I-25

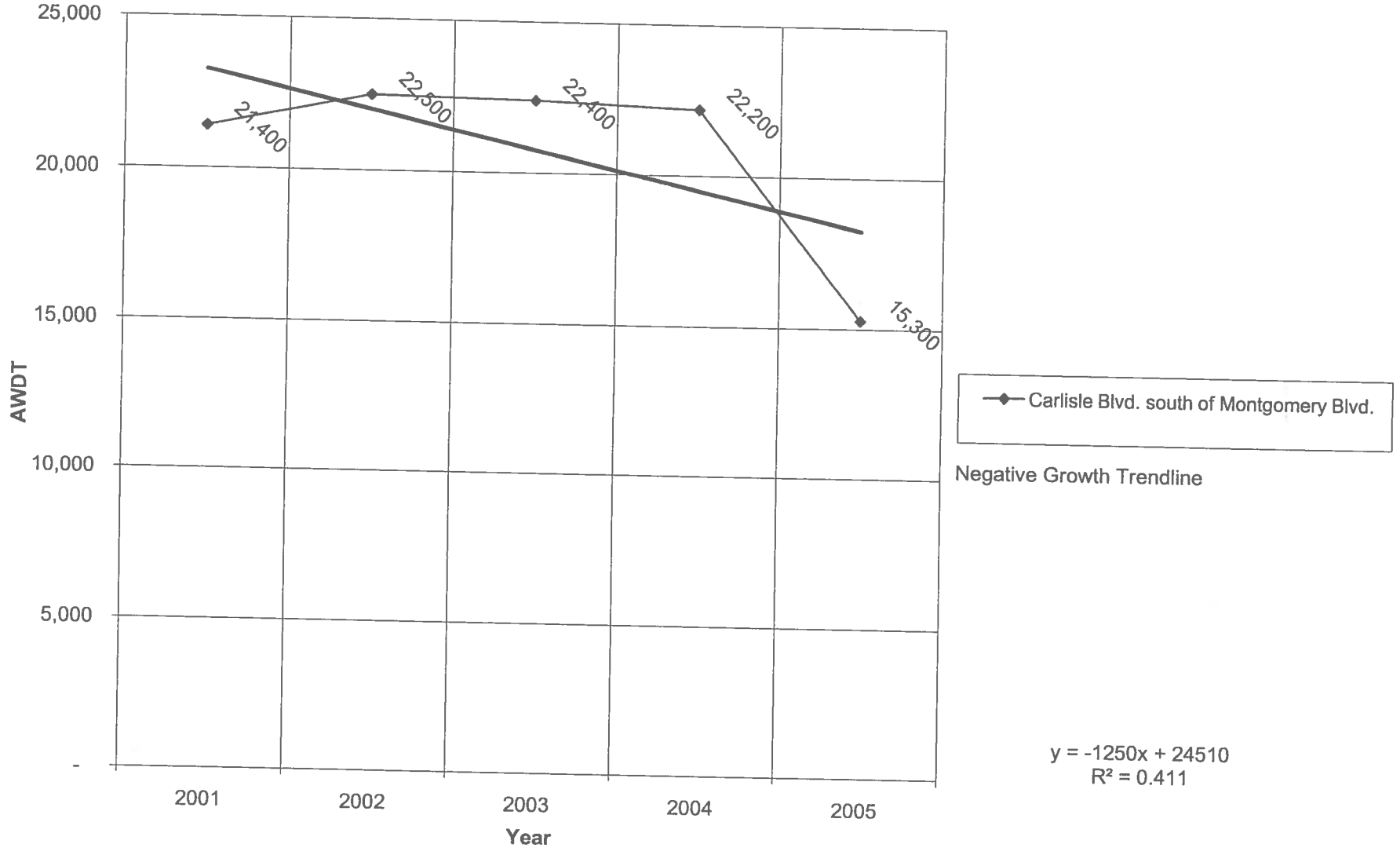


Negative Growth Trendline

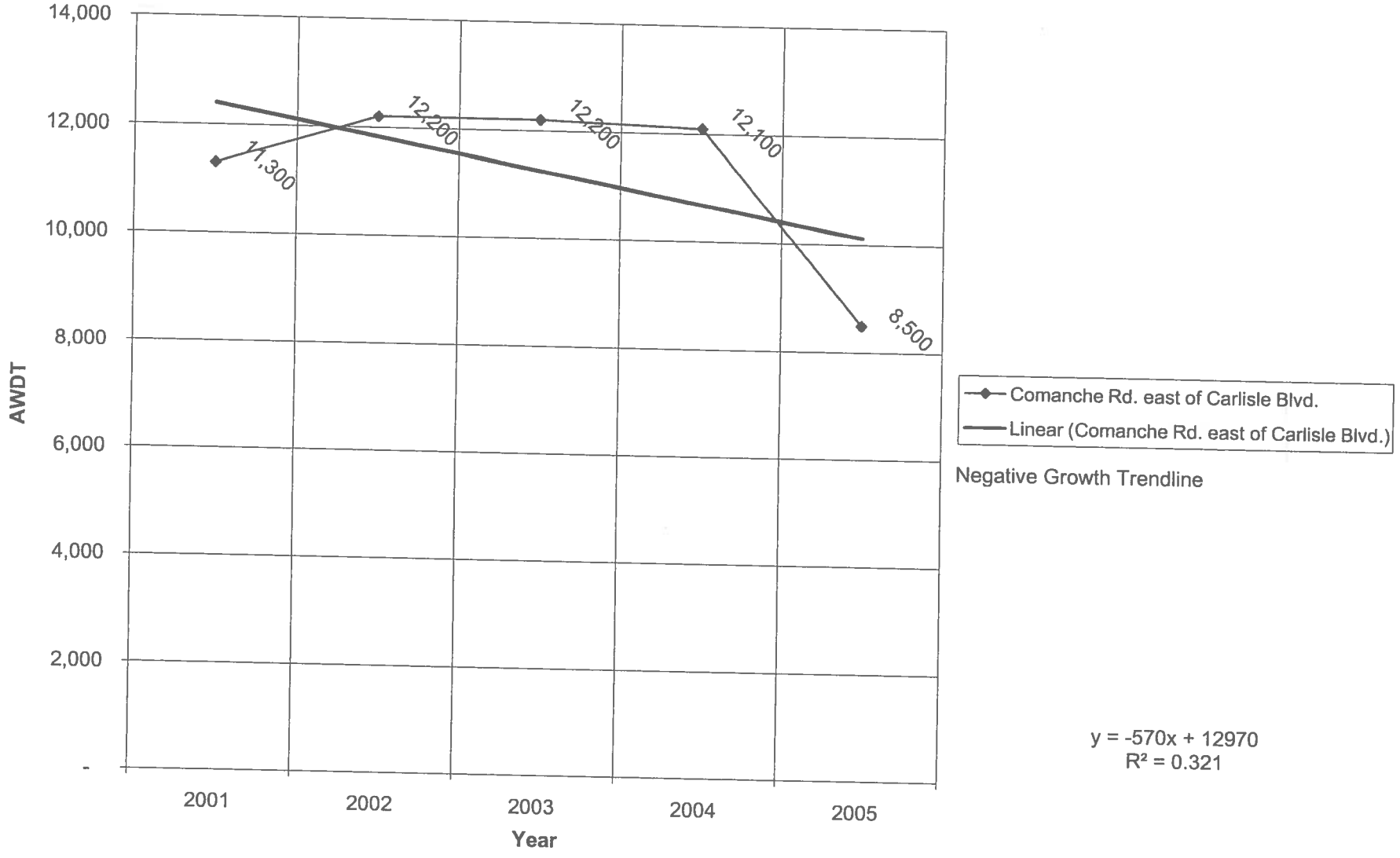
$y = -530x + 20590$

$R^2 = 0.618$

Growth Chart for Carlisle Blvd. South of Montgomery Blvd.



Growth Chart for Comanche Rd. East of Carlisle Blvd.

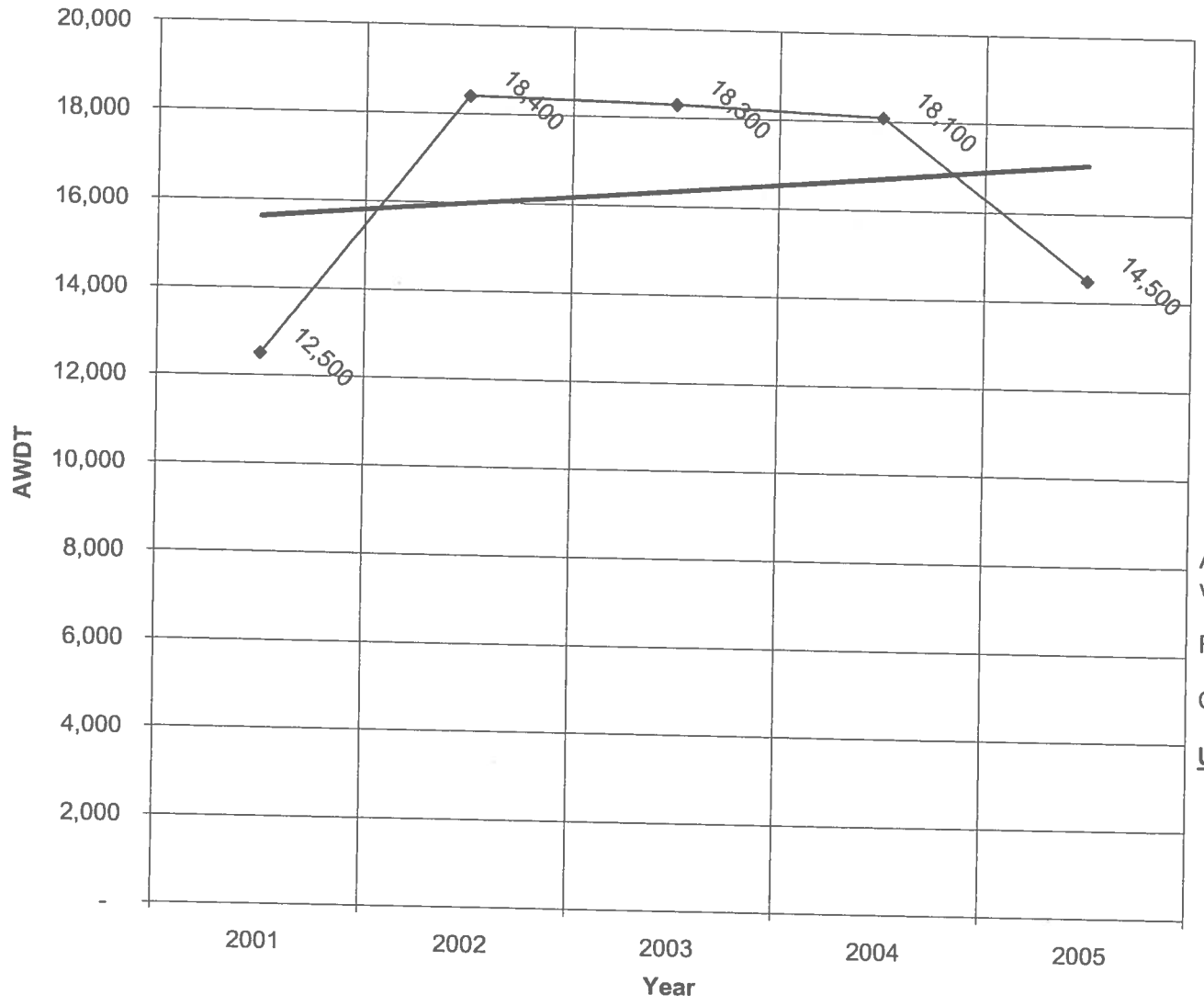


Negative Growth Trendline

$y = -570x + 12970$

$R^2 = 0.321$

Growth Chart for Comanche Rd. West of Carlisle Blvd.



Annual Increase in Volume - 840 veh/day

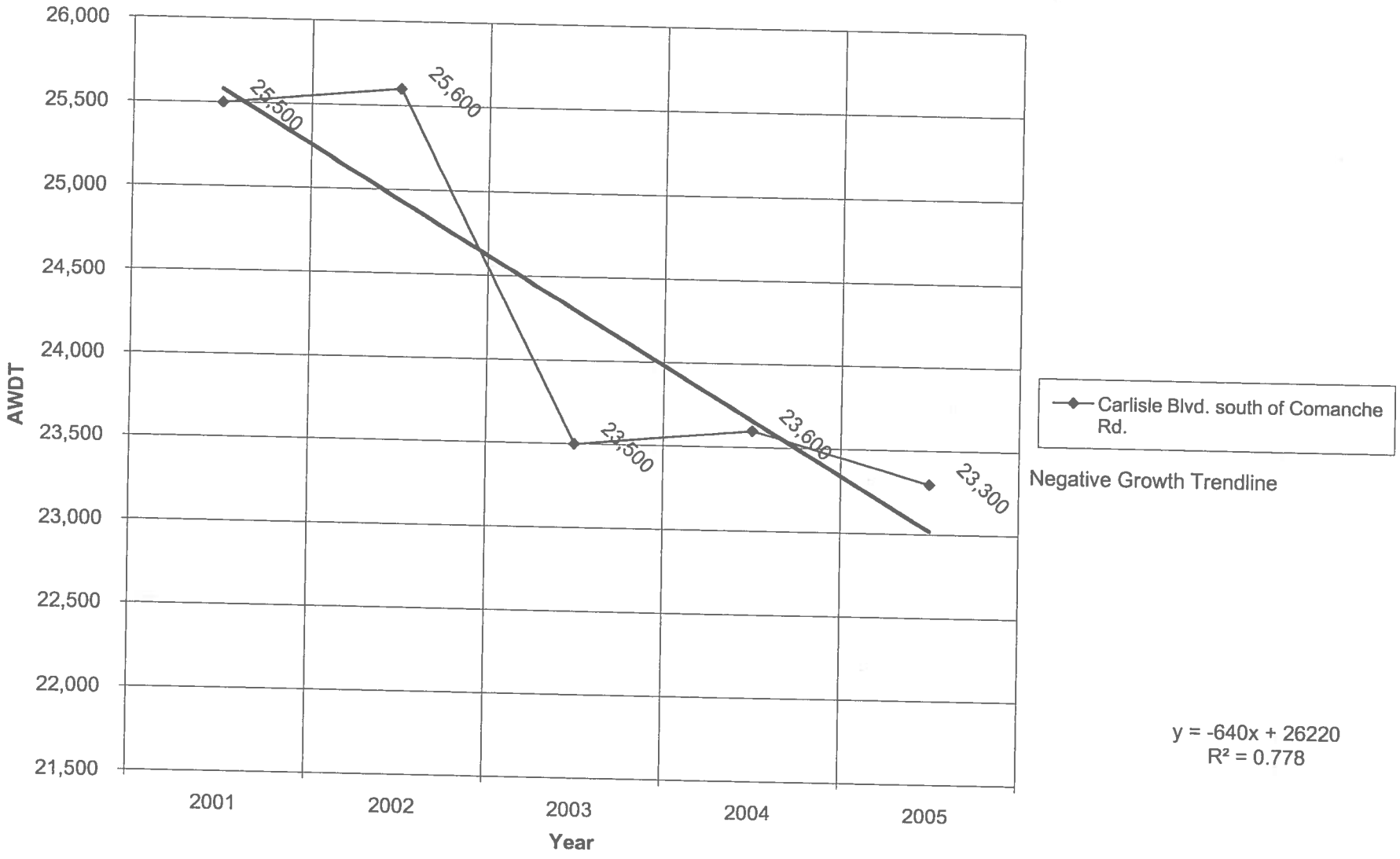
Rate of Increase - 840 / 36,700

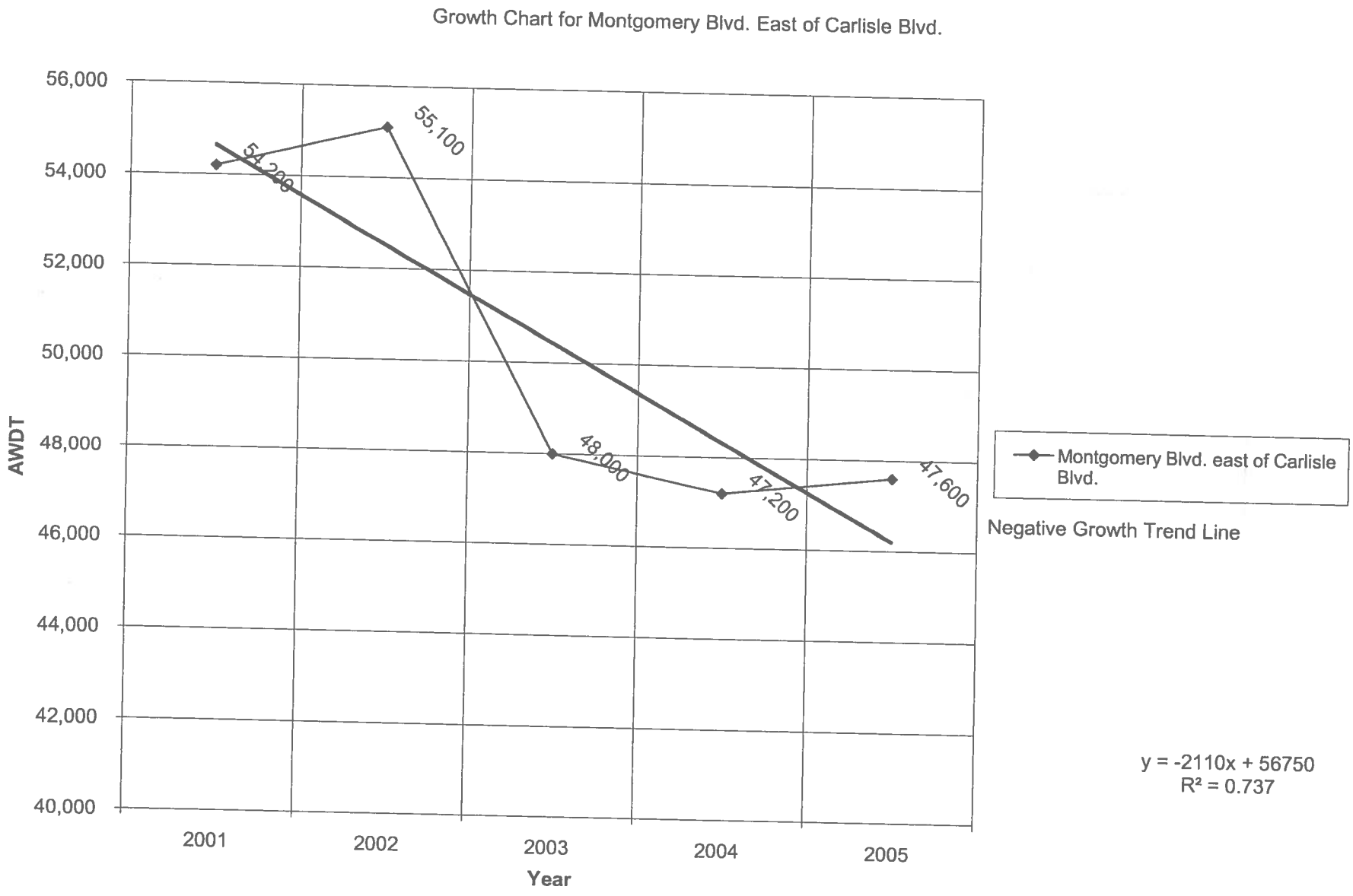
Growth Rate = 2.29%

Use 2.3% Growth Rate

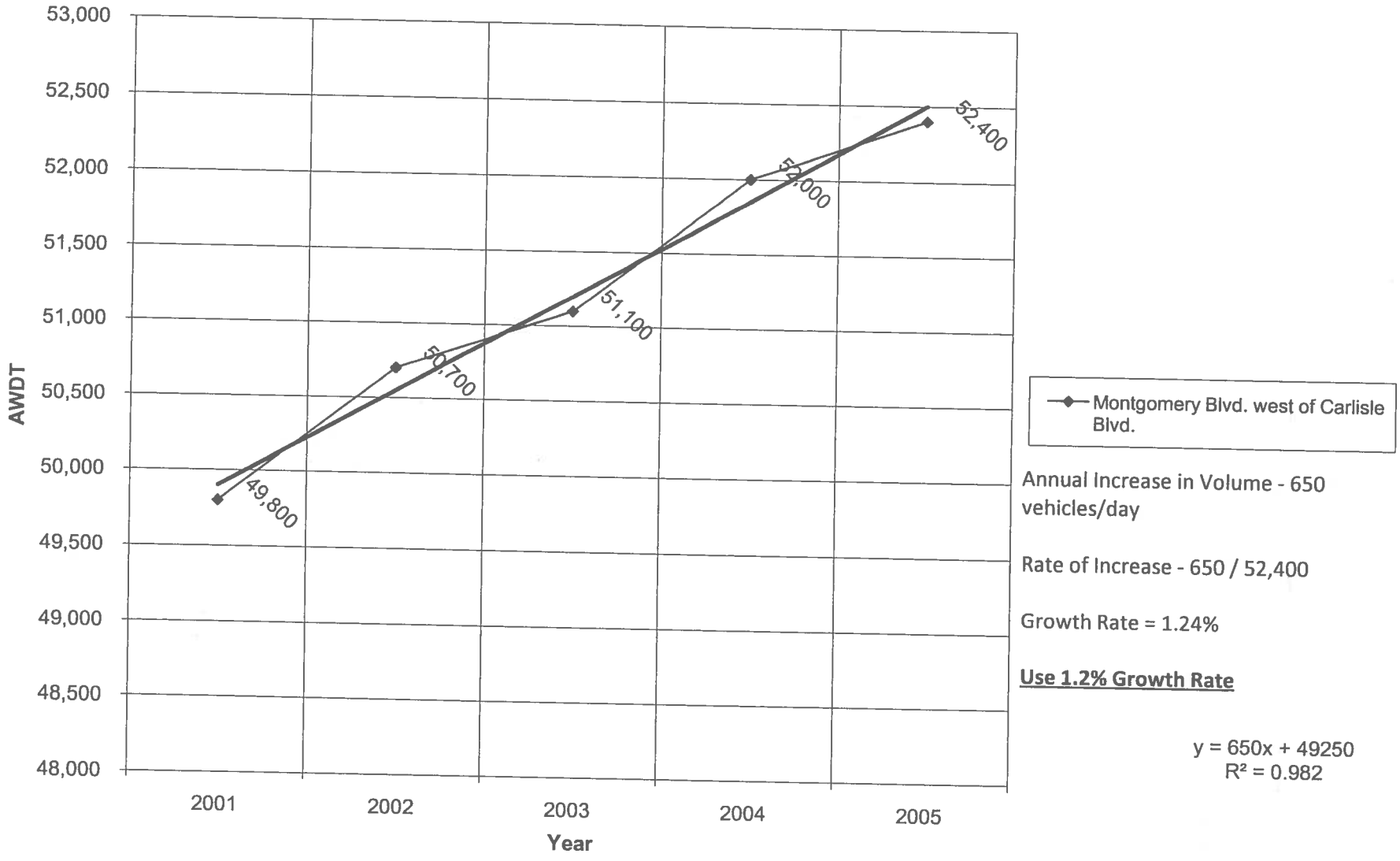
$y = 370x + 15250$
$R^2 = 0.046$

Growth Chart for Carlisle Blvd. South of Comanche Rd.




Growth Chart for Montgomery Blvd. East of Carlisle Blvd.
56,000
54,000
52,000
50,000
48,000
46,000
44,000
42,000
40,000
AWDT
2001
2002
2003
2004
2005
Year
54,200
55,100
48,000
47,200
47,600
Montgomery Blvd. east of Carlisle Blvd.
Negative Growth Trend Line
y = -2110x + 56750
R² = 0.737

Growth Chart for Montgomery Blvd. West of Carlisle Blvd.



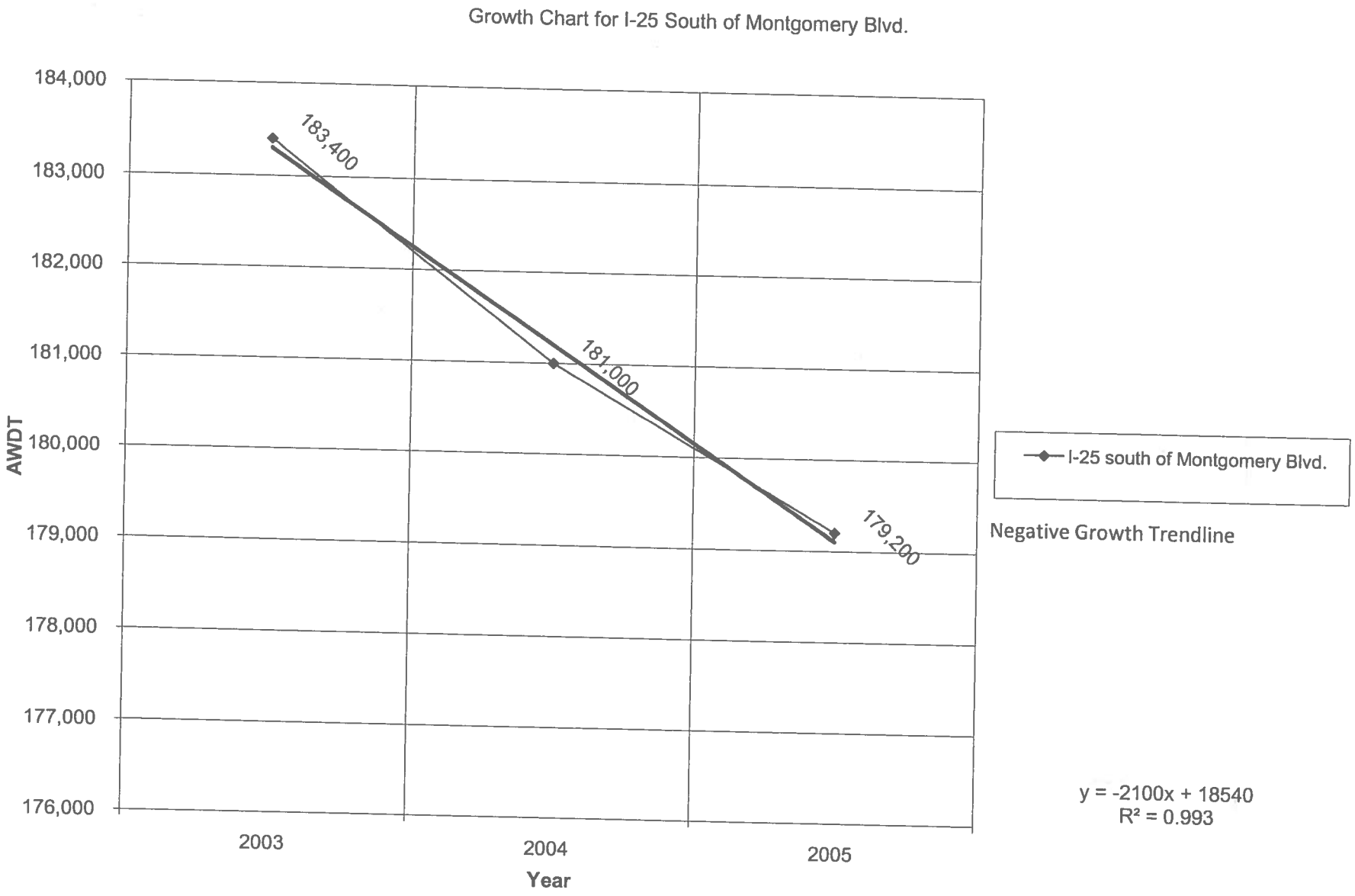
Annual Increase in Volume - 650 vehicles/day

Rate of Increase - 650 / 52,400

Growth Rate = 1.24%

Use 1.2% Growth Rate

$y = 650x + 49250$
$R^2 = 0.982$


Growth Chart for I-25 South of Montgomery Blvd.
184,000
183,000
182,000
181,000
180,000
179,000
178,000
177,000
176,000
AWDT
183,400
181,000
179,200
2003
2004
2005
Year
I-25 south of Montgomery Blvd.
Negative Growth Trendline
y = -2100x + 18540
R² = 0.993