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Heritage Neighborhood Marketplace Development (Ladera Dr. / Unser Blvd.)

Traffic Impact Study

Draft – October 30, 2007 Final – February 2, 2009

Presented to:

City of Albuquerque Transportation Development Section & New Mexico Department of Transportation District 3

Prepared for:

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Heritage Neighborhood Marketplace Development (Ladera Dr. / Market Rd.) TRAFFIC IMPACT STUDY

STUDY PURPOSE

This study is being conducted in conjunction with a request for approval of a retail commercial development plan such as the one shown in the Appendix (Page A-2) of this report. The purpose of this study is to identify the impact of the proposed Development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the new development. This study is based on the assumption that the land uses and densities implemented in the development of the proposed site development plan will be similar to those defined in the table on Page A-5 in the Appendix of this report. Should the developer propose a combination of land uses and / or densities that would significantly increase the overall traffic generation for the Heritage Neighborhood Marketplace Development, an update to this study would be required reflecting the proposed new conditions.

STUDY PROCEDURES

A scoping meeting was held on Thursday, September 13, 2007 with City of Albuquerque Transportation Development staff (Tony Loyd and John Hartmann) prior to beginning the study to discuss scope and methodology to be utilized within the report. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation and horizon year definition. Additionally, the proposed scope of the study was reviewed with Tony Abbo, District 3 Traffic Engineer with the New Mexico Department of Transportation. He concurred with the scope of the study defined by the City of Albuquerque at the September 13 scoping meeting.

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

- Calculate the generated trips for this proposed retail commercial development consisting of approximately 212,000 S.F. of floor space as specifically defined in the Trip Generation Table on Page A-9 in the Appendix of this report. The trips generated for the implementation year analysis (2010) will assume that 100% of the development has occurred.
- Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2010 population data within a two (2) mile radius of the project as shown on Page A-22 in the Appendix of this report. The new office trips will be distribution based on the year 2010 population data city wide inversely proportional to the distance of the data subarea from the project location.
- 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.

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- Include the generated trips for the proposed Watershed Residential and Retail Development, Storm Cloud Subdivision, I-40 / Unser Commercial Development, and 98th / Unser Commercial Development in the 2010 NO BUILD Volumes for this project.
- Obtain recent AM Peak Hour and PM Peak Hour Turning Movement Volumes Traffic Counts for the intersections of Tierra Pintada Dr. / Unser Blvd., Ladera Dr. / Unser Blvd., I-40 N. Ramp / Unser Blvd., Los Volcanes Rd. / Unser Blvd., Ladera Dr. / Unser Blvd., I-40 S. Ramp / Unser Blvd., Ladera Dr. / Market Rd., and Ladera Dr. / Laurelwood Parkway.
- Calculate Historic Growth Rates for background traffic volumes based on the Mid-Region Council of Governments' forecast AM and PM Peak Hour period link volumes extracted from the Mid-Region Council of Governments' regional transportation model (2030 data set).
- Calculate background traffic growth from the year of the most recent traffic counts to the implementation year for this analysis (2010).
- Add trips generated from the proposed Watershed Residential and Retail Development, Storm Cloud Subdivision, I-40 / Unser Commercial Development, and 98th / Unser Commercial Developments to the background traffic volumes. The trips from these previously approved developments will be included in the 2010 NO BUILD Volumes for this study.
- Add data from Trip Assignments Maps and Tables to the 2010 NO BUILD Volumes to obtain 2010 BUILD Volumes for this project.
- Provide signalized and / or unsignalized intersection analyses for the following intersections:

-	INTERSECTION	TYPE CONTROL	NO BUILD ANALYSIS	BUILD ANALYSIS
1	Tierra Pintada Dr. / Unser Blvd.	Traffic Signal	2010	2010
2	Ladera Dr. / Unser Blvd.	Traffic Signal	2010	2010
3	I-40 N. Ramp / Unser Blvd.	Traffic Signal	2010	2010
4	Los Volcanes Rd. / Unser Blvd.	Traffic Signal	2010	2010
5	Ladera Dr. / Ouray Rd.	Traffic Signal	2010	2010
6	I-40 S. Ramp / Unser Blvd.	Stop Sign	2010	2010
7	Ladera Dr. / Market Rd.	Stop Sign	2010	2010
8	Ladera Dr. / Laurelwood Parkway	Stop Sign	2010	2010
9	Ladera Dr. / Driveway "A"	Stop Sign	N//A	2010
10	Driveway "B" / Market Rd.	Stop Sign	N/A	2010
11	Hanover Rd. / Driveway "C"	Stop Sign	N/A	2010
12	Driveway "D" / Unser Blvd.*	Stop Sign	N/A	2010

* - Implementation of Driveway "D" will require approval from the Transportation Coordinating Committee at the Mid-Region Council of Governments and the Access Control Committee at the New Mexico Department of Transportation.

GENERAL AREA CHARACTERISTICS

This project is located at the southeast corner of Ladera Dr. / Unser Blvd. behind the existing gasoline station at the hard corner of the intersection. The surrounding area to the south, east, and west is primarily zoned for commercial and industrial park type of development. The property is bound on the north by Interstate 40. The Vicinity Map on Page A-1 of the Appendix shows the zoning of the surrounding properties in the area surrounding this site. The project is located in a mild to moderately active development area.

AREA STREET NETWORK

Access to this new site will be primarily via Unser Blvd., Ladera Dr., Market Rd., and Hanover Rd. There is a proposed full access point into this development from Unser Blvd. The Unser Blvd. access will require approval from the New Mexico Department of Transportation's Access Control Board and the Mid-Region Council of Governments' Transportation Coordinating Committee. Secondary access points are proposed on Ladera Dr., Market St., and Hanover Rd.

Unser Blvd. is classified as a Limited Access Principal Arterial roadway from Arenal Rd. to Montano Rd. on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is a four lane divided paved urban roadway with raised medians from Central Ave. to Montano Rd. The posted speed limit on Unser Blvd. near Ladera Dr. is 45 M.P.H.

Ladera Dr. is classified as a Minor Arterial Street on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. It is generally a four lane divided roadway section constructed to urban standards in the vicinity of Unser Blvd. The posted speed limit on Ladera Dr. near Unser Blvd. is 40 M.P.H.

Los Volcanes Rd. is classified as a Collector Street on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is a paved urban roadway with curbs and gutters on both sides and no medians from Unser Blvd. to Coors Blvd. West of Unser Blvd., it is not classified.

Ouray Rd. is classified as a Collector Street on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is a paved urban roadway with curbs and gutters on both sides and no medians from Unser Blvd. to Coors Blvd. West of Unser Blvd., it is not classified.

Interstate 25 is a major east-west freeway running through the center of the City of Albuquerque. There are currently ramps connecting Interstate 25 with Unser Blvd. and with Coors Blvd.

Market St., Hanover Rd., and Laurelwood Parkway are not classified on the Long Range Roadway Plan for the Albuquerque Metropolitan Area.

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EXISTING TRAFFIC VOLUMES

2006 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-8 in the Appendix.

AM and PM Peak Hour turning movement counts were obtained by field traffic counts taken recently for the following intersections:

98th St. / Unser Blvd. (June 13, 2007) Ladera Dr. / Unser Blvd. (June 12, 2007) I-40 N. Ramp / Unser Blvd. (May 22, 2007) Los Volcanes Rd. / Unser Blvd. (May 23, 2007) Ladera Dr. / Ouray Rd. (September 20, 2007) I-40 S. Ramp / Unser Blvd. (May 21, 2007) Ladera Dr. / Market St. (September 21, 2007) Ladera Dr. / Laurelwood Parkway (September 19, 2007)

The counts are included near the end of the Appendix.

EXISTING (2007) LEVELS OF SERVICE

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

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

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study.

This study performs analysis for the 2010 NO BUILD and 2010 BUILD Conditions associated with the development of the Heritage Neighborhood Marketplace.

EXISTING TRANSIT SERVICE

This area currently is serviced by City Bus Route 162 (Ventana Ranch / Unser Route) which services this area at approximate one hour intervals from 5:30 am to 8:30 am and from 4:45 pm to 6:45 pm on weekdays. No other bus service is available at this time.

PROPOSED DEVELOPMENT

The subject area of land discussed in this report is comprised of approximately 20 acres. See the conceptual site development plan on Page A-2 in the Appendix of this report to acquire more detailed information about the proposed development. This site plan is conceptual at this point in time and is subject to some changes as progress takes place in

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Heritage Neighborhood Marketplace Development Traffic Impact Study the design process. The plan should, however, provide a reliable basis upon which to analyze the impact of the development on the adjacent transportation system and provide guidelines for mitigating the impact and establishing access criteria.

There is one proposed primary access point (driveway) along Unser Blvd. for the new site (See Site Map on Page A-2 of Appendix). The driveway on Unser Blvd. (Driveway "D") is intended to be full access driveway. Secondary access is proposed on Ladera Dr., Market St., and Hanover Rd. All driveways are initially proposed as full access intersections. Implementation of the driveway on Unser Blvd. (Driveway "D") will be required to be approved by the Transportation Coordinating Committee (T.C.C.) at the Mid-Region Council of Governments (M.R.C.O.G.) and the State Access Control Committee of the New Mexico Department of Transportation.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers <u>Trip</u> <u>Generation</u> report (7th Edition, 2003). Trips for the development were determined based on land uses defined on the Preliminary Site Plan on Page A-2 in the Appendix of this report.

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

USE (ITE CODE)		24 HR VOL	A. M. PE	AK HR.	P. M. PE	AK HR.
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet	Units					
Shopping Center (820)	103.10	6,927	97	62	308	333
Supermarket (850)	66.00	5,810	183	117	343	329
Fast Food Restaurant w/ Drive-Thru Window (934)	3.20	1,588	87	83	58	53
Fast Food Restaurant w/ Drive-Thru Window (934)	3.20	1,588	87	83	58	53
Drive-In Bank (912)	4	1,563	45	33	102	102
General Office Building (710)	33.00	568	68	9	20	96
Subtotal		18,044	567	387	889	966
Pass-by Trip Credit	30%				(267)	(290)
Net new Trips to System		18,044	567	387	622	676

Heritage Neighborhood Marketplace (Ladera / Unser) Trip Generation Data

* - All land uses are designated in Units of 1,000 S.F. of building area.

The Implementation Year Analysis (2010) for this study assumed a development of 100% of the project to be implemented. See Appendix Pages A-9 thru A-15 for more detailed information regarding trip generation rates (including Trip Generation Worksheets).

A 30% adjustment was made to the trip generation rates for PM Peak Hour Pass-by Trips for trips generated by this project.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commercial Land Uses

Office Land Uses

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2010 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2004 and 2030 were taken from the <u>2030 Socioeconomic Forecasts by Data Analysis Subzones for the MRCOG Region</u>, S-07-01 (July, 2007), Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2004 and 2030 was interpolated linearly to obtain 2010 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones is shown in the Appendix. The commercial Trip Distribution map can be found in the Appendix on Page A-23.

Primary and diverted linked trips for the office land use development were distributed proportionally to the 2010 projected population of Data Subareas citywide inversely proportional to the distance of the subarea from the project location. Population data for the years 2004 and 2030 were taken from the <u>2030 Socioeconomic Forecasts by Data Analysis</u> <u>Subzones for the MRCOG Region</u>, S-07-01 (July, 2007), Appendix E and Appendix F, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2004 and 2030 was interpolated linearly to obtain 2010 population data to utilize for this analysis. Population Subareas were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones is shown in the Appendix. The office Trip Distribution map can be

TRIP ASSIGNMENTS

Trip assignments for primary and diverted linked trips are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments are shown on Pages A-24 thru A-25 (commercial uses) and on Pages 34 thru 35 (office uses) in the Appendix of this report.

BACKGROUND TRAFFIC GROWTH

found in the Appendix on Page A-33.

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the Mid-Region Council of Governments' Regional Transportation Model (2030 data set). Forecast AM and PM Peak Hour link volumes on major streets were extracted from the 2005 and 2030 volumes and utilized to establish a background traffic growth rate for projecting turning movements at the

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intersections to be analyzed in this project. Since there are existing traffic count volumes at the intersections analyzed in this project, the link volumes based on the recent traffic counts were utilized instead of the MRCOG regional model link volumes. Utilizing the growth rates established in such a manner should result in forecast turning movement volumes that are consistent with the Mid-Region Council of Governments forecast link volumes.

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2010 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts (furnished by the City of Albuquerque and conducted for this study) and the trips from the approved *Southwest Mesa Subdivisions, Ladera Business Park, Vista Oriente Development, Storm Cloud Development, and I-40 / Unser Commercial Development* were added in to establish the 2010 background traffic volumes. To these volumes, the generated trips based on implementation of the proposed Heritage Neighborhood Marketplace Development Site Development Plan (100% development) were added to obtain 2010 BUILD volumes for the intersection analyses. See Appendix Pages A-41 thru A-71 for further information regarding 2010 turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections utilized in the <u>Synchro (Version 6, Build 614)</u> Transportation System analysis software program. Synchro software deviates from the 2000 Highway Capacity Manual methods in several areas, but the results obtained using Synchro software are considered by the New Mexico Department of Transportation to be generally close to those based on the 2000 Highway Capacity Manual in most cases. For signalized intersections, the operational method of analysis was used for both the 2010 NO BUILD and BUILD conditions.

Capacity analyses were performed for the following traffic conditions.

2010 without development of the subject property (NO BUILD)

2010 with development as per the Conceptual Site Development Plan (BUILD)

Queuing analysis at signalized intersections is calculated based on Poisson's arrival method considering cycle length and peak hour volumes to achieve a 95% confidence level of maximum queue for the peak hour periods.

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

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2010)

<u>1. Tierra Pintada Dr. / Unser Blvd. – A-72 thru A-80</u>

The results of the implementation year analysis of the signalized intersection of Tierra Pintada Dr. / Unser Blvd. are summarized in the following tables:

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Tierra Pintada Dr.	1	0	1	0	1
WB Tierra Pintada Dr.	1	0	1	0	1
NB Unser Blvd.	1	0	2	0	1
SB Unser Blvd.	1	0	2	0	1

AM Pea	ak Hour	PM Peak Hour		
NO BUILD	BUILD	NO BUILD	BUILD	
B – 15.2	B - 15.7	C - 22.7	C - 30.4	
	<u>NO BUILD</u> B – 15.2		NO BUILD BUILD NO BUILD B - 15.2 B - 15.7 C - 22.7	

D - **39.7** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

The operation of the signalized intersection has been demonstrated to be acceptable for the projected 2010 BUILD conditions analyzed in this report. The westbound left turn movement during the PM Peak Hour period is "E" during the NO BUILD condition and "F" during the BUILD condition. The NO BUILD condition indicates that a permitted / protected left turn phase would be beneficial. However, analysis of the signalized intersection with the eastbound / westbound permitted / protected left turn yielded no significant improvement. Implementation of permitted / protected left turns in all four directions yields satisfactory results. (See analysis on Pages A-79 and A-80 in the Appendix of this report).

The following table summarizes the existing and calculated queuing at the signalized intersection:

Queueing Analysis Summary Sheet

Project:	
Intersection:	

Heritage Neighborhood Center Tierra Pintada Dr / Unser Blvd

2010 Approach		off Tu	ITRO	These		ments	D		
	_	Left Turns					Right Turns		
Eastbound	# Lanes		Length	# Lanes		Length	# Lanes		Length
Existing Lane Length		34	250	1	3	Cont	1	195	250
AM NO BUILD Queue	1	203	275	1	18	50	1	215	275
AM BUILD Queue	1	203	275	1	18	50	1	249	300
Existing Lane Length	1	31	250	1	2	Cont	1	68	250
PM NO BUILD Queue	1	151	225	1	30	75	1	114	175
PM BUILD Queue	1	151	225	1	30	75	1	154	225
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	14	250	1	0	Cont	1	. 4	250
AM NO BUILD Queue	1	106	150	1	12	50		28	75
AM BUILD Queue	1	112	175	1	12	50	1	28	75
Existing Lane Length	1	65	250	1	1	Cont	1	24	250
PM NO BUILD Queue	1	356	450	1	40	75	1	99	175
PM BUILD Queue	1	362	450	1	40	75	1	99	175
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	28	350	2	631	Cont	1	15	250
AM NO BUILD Queue	1 1	36	75	2	712	450	1	130	175
AM BUILD Queue	1	61	100	2	751	475	1	134	200
Existing Lane Length	1	179	350	2	840	Cont	1	22	250
PM NO BUILD Queue		213	300	2	962	625	1-1-	226	300
PM BUILD Queue	1	253	325	2	1,037	650	1	232	325
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	10	230	2	783	Cont	1	21	250
AM NO BUILD Queue		49	100	2	954	575	-i	50	100
AM BUILD Queue	1	49	100	2	1,016	600		50	100
Existing Lane Length	1	28	230	2	770	Cont	1	47	250
PM NO BUILD Queue	1	97	150	2	882	575	1	132	200
PM BUILD Queue	1	97	150	2	945	600	1	132	200

The westbound left turn lane should be lengthened to a total length of 225 feet plus transition. However, at some time in the future, it appears that dual westbound left turn lanes may be implemented at this intersection, in which case the queue length for the westbound left turn lane will be reduced by almost 50%. Therefore, no recommendation is made.

2. Ladera Dr. /Unser Blvd. – A-81 thru A-87

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

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Ladera Dr.	1	0	1	0	2
WB Ladera Dr.	2	0	0	1	0
NB Unser Blvd.	1	0	2	0	1
SB Unser Blvd.	1	0	1	1	0

* - Right Turn Lane by-passes the signal.

Ladera Dr. / Unser Blvd.	AM Pe	ak Hour	PM Peak Hour		
2010	NO BUILD	BUILD	NO BUILD	BUILD	
Existing Geometry	E - 65.0	E - 76.7	F - 185	F-214	
Mitigated Geometry		D - 43.3		D - 50.1	

D - 39.7 - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

The operation of the signalized intersection has been demonstrated to be unacceptable for all projected conditions analyzed in this report. It is recommended that dual eastbound thru lanes, dual northbound left turn lanes, dual southbound left turn lanes, and a southbound right turn lane be constructed at this intersection to cause it to operate at LOS "D" for the projected 2010 Peak Hour volumes. The City of Albuquerque has plans to construct a westbound thru/right turn lane at the intersection in the near future.

The following table summarizes the existing and calculated queuing at the signalized intersection:

Heritage Neighborhood Marketplace Development Traffic Impact Study

Queueing Analysis Summary Sheet

Project: Intersection: Heritage Neighborhood Center Ladera Dr / Unser Blvd

2010		- 24 191-								
Approach	Left Turns					ments	Right Turns			
Eastbound	# Lanes		Length	# Lanes		Length	# Lanes	Vol.	Lengt	
Existing Lane Length	· · · ·	175	250	1	251	Cont	2	365	250	
AM NO BUILD Queue	1	199	250	1	446	500	2	557	375	
AM BUILD Queue	1	199	250	1	498	550	2	557	375	
Existing Lane Length	1	140	250	1	182	Cont	2	138	250	
PM NO BUILD Queue		192	275	1	319	400	2	322	250	
PM BUILD Queue	1	192	275	1	381	475	2	322	250	
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	2	317	250	1	105	Cont	0	44	0	
AM NO BUILD Queue	2	542	350	1	186	250	0	123	175	
AM BUILD Queue	2	686	425	1	196	250	0	140	200	
Existing Lane Length	2	281	250	1	264	Cont	0	107	0	
PM NO BUILD Queue	2	594	425	1	480	575	0	249	325	
PM BUILD Queue	2	853	550	1	496	575	0	279	375	
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	1	48	250	2	429	Cont	1	224	250	
AM NO BUILD Queue	1	134	200	2	653	425	1 1	376	425	
AM BUILD Queue	1	163	225	2	704	450	1	376	425	
Existing Lane Length	1	288	250	2	860	Cont	1	372	250	
PM NO BUILD Queue	1	560	650	2	1,433	875		708	800	
PM BUILD Queue	1	607	700	2	1,524	1,001 *	1	708	800	
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	1	45	250	2	906	Cont	0	58	0	
AM NO BUILD Queue	1	99	150	2	1,279	725	0	105	150	
AM BUILD Queue	1	201	250	2	1,279	725	0	105	150	
Existing Lane Length	1	94	250	2	547	Cont	0	184	0	
PM NO BUILD Queue	1	263	350	2	1,087	700	0	333	425	
PM BUILD Queue	1	372	450	2	1,087	700	0	333	425	
Cycle Length:	<u>AM</u> 110	<u>PM</u> 120				gths are in	<u>feet.</u> is that the cal	culated		

The dual westbound left turn lane should be extended to a total length of 550 feet plus transition. Implementing this recommendation will require Driveway "A" to be restricted to a right-turn-in, right-turn-out only driveway. The northbound dual left turn lanes should be constructed to a total length of 425 feet plus transition (60% of 700 feet). The southbound dual left turn lanes should be constructed to a length of 275 feet (60% of 450) plus transition. The new southbound right turn lane should be constructed to a total length of 250 feet (50% of 425 feet) plus transition.

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Heritage Neighborhood Marketplace Development Traffic Impact Study

3. I-40 N. Ramp /Unser Blvd. - A-88 thru A-92

The results of the implementation year analysis of the signalized intersection of I-40 N. Ramp / Unser Blvd. are summarized in the following tables:

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
WB I-40 N. Ramp	1	1	0	0	1*
NB Unser Blvd.	1	0	2	0	0
SB Unser Blvd.	0	0	3	0	0

* - Right Turn Lane by-passes the signal.

I-40 N. Ramp / Unser Blvd.	AM Pe	ak Hour	PM Peak Hour		
2010	NO BUILD	BUILD	NO BUILD	BUILD	
Existing Geometry	B-11.4	B – 12.4	B - 13.3	B - 16.2	
D - 39.7 - Bold Italicized Level-of-Service	indicates			vidual turni	

D - 39.7 - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

The operation of the signalized intersection has been demonstrated to be acceptable for all projected conditions analyzed in this report. No recommendation for mitigation is made.

The following table summarizes the existing and calculated queuing at the signalized intersection:

Queueing Analysis Summary Sheet

Project: Intersection: Heritage Neighborhood Center I-40 N. ramp / Unser Blvd

2010									
Approach	Left Turns			Thru	<u>I Move</u>	ements	Ri	<u>ght T</u>	urns
Eastbound	# Lanes	Vol.	Length	# Lanes	S Vol.	Length	# Lanes	Vol.	Lengt
Existing Lane Length		0	0	0	0	Cont	0	0	0
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0
AM BUILD Queue	0	0	0	0	0	0	0	0	0
Existing Lane Length	0	0	0	0	0	Cont	0	0	0
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0
PM BUILD Queue	0	0	0	0	0	0	0	0	0
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	343	999	1	3	Cont	1	188	1.000
AM NO BUILD Queue	1	438	500	1	3	0	1	222	275
AM BUILD Queue	1	438	500	1	3	0	1	291	350
Existing Lane Length	1	626	999	1	0	Cont	1	771	1.000
PM NO BUILD Queue	1	770	850	1	0	0	1	840	1,001
PM BUILD Queue	1	770	850	1	0	0	1	905	1,001
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	24	350	2	687	Cont	0	0	
AM NO BUILD Queue	1	46	100	2	992	600	0	0	0
AM BUILD Queue	1	46	100	2	1,138	675	0	0	0
Existing Lane Length	1	24	350	2	725	Cont	0	0	0
PM NO BUILD Queue	1	75	125	2	1,319	825	0	0	0
PM BUILD Queue	1	75	125	2	1,485	900	0	0	0
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	0	0	0	3	1.775	Cont	0	68	0
M NO BUILD Queue	0	0	0	3	2,281	875	0	76	125
M BUILD Queue	0	0	0	3	2,417	1,001 *	0	83	125
Existing Lane Length	0	0	0	3	903	Cont	0	70	0
M NO BUILD Queue	0	0	0	3	1,559	700	0	108	175
M BUILD Queue	0	0	0	3	1,806	775	0	120	200
Cycle Length:	<u>AM</u> 110	<u>PM</u> 120				n gths are in ,001 indicate		culated	queue >

The westbound right turn movement and the southbound right turn movement are free right turns that by-pass the signal. No queuing is anticipated for those right turns.

4. Los Volcanes Rd. /Unser Blvd. – A-93 thru A-97

The results of the implementation year analysis of the signalized intersection of Los Volcanes Rd. / Unser Blvd. are summarized in the following tables:

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Los Volcanes Rd.	2	0	0	1	0
WB Los Volcanes Rd.	1	0	1 1 1 1 1	0	1
NB Unser Blvd.	1	Ō	2	0	
SB Unser Blvd.	1	0	2	0	1

Existing Geometry (Los Volcanes Rd. / Unser Blvd.)

* - Right Turn Lane by-passes the signal.

This analysis assumes that the I-40 / Unser Commercial Development traffic will be generated and that the mitigated geometry will be in place as required by the developer of that project as follows:

I-40/Unser Development Mitigated Geometry (Los Volcanes Rd. / Unser Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Los Volcanes Rd.	2	0	0	1	0
WB Los Volcanes Rd.	2	0	0	1	0
NB Unser Blvd.	2	0	3	0	1
SB Unser Blvd.	2	0	2	0	1

* - Right Turn Lane by-passes the signal.

Los Volcanes Rd. / Unser Blvd.	AM Pe	ak Hour	PM Peak Hour	
2010	NO BUILD	BUILD	NO BUILD	BUILD
I-40/Unser Mitigated Geometry	C - 30.5	C - 31.2	D - 38.1	D-41.7

D - 39.7 - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

The operation of the signalized intersection has been demonstrated to be acceptable for all projected conditions analyzed in this report. No recommendation for mitigation is made.

The following table summarizes the existing and calculated queuing at the signalized intersection:

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Heritage Neighborhood Marketplace Development Traffic Impact Study

Queueing Analysis Summary Sheet

Project: Intersection:

Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Los Volcanes Rd / Unser Blvd

2010					f det somfrör tillskonger att opdat band spo	nis ya manimaan ayamayati garaya miyotigawa yaraya	hante (annella therè van van presanar ann androscogra	an a	nan fel an talah kalèngkan kalèngkan kalèngkan kalèn kal
Approach	L	eft Tu	rns	Thru	Move	ments	Ri	ght T	urns
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	137	95	1	69	Cont	0	7	0
AM NO BUILD Queue	2	137	125		74	125	0	7	25
AM BUILD Queue	2	142	125	1	74	125	0	7	25
Existing Lane Length	2	54	95	1	15	Cont	0	- 4	0
PM NO BUILD Queue	2	82	100	1 1	33	75	0	6	25
PM BUILD Queue	2	87	100	1	33	75	0	6	25
ւ ու որունում անդան ու ու ու որունուն ու ու որունություններ ու որունությունների ու որունու ու որունու հատել հա Հայտնությունները հատել ու որունությունները հատել հատել ու որունությունների ու որունությունների հատել հատել հատել					ri aan ar Gaardan ta ahaay ar g	an a na sa		djerellynndersong men operatorieg Men offisier djerer handrade op off	nghayanna va dhaqaana da aarkaa dhaana ku ah
Westbound	# Lanes		Length	# Lanes		Length	# Lanes	Vol.	Length
Existing Lane Length	2	95	Design	1	27	Cont	0	134	0
AM NO BUILD Queue	2	297	225	1	31	75	0	219	275
AM BUILD Queue	2	297	225	1	31	75	0	255	325
Existing Lane Length	2	73	Design	1	23	Cont	0	132	0
PM NO BUILD Queue	2	736	500	1	33	75	0	459	550
PM BUILD Queue	2	736	500	1	33	75	0	500	600
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	8	600	3	1,101	Cont	1	101	200
AM NO BUILD Queue	2	8	25	3	1,192	500	1	279	350
AM BUILD Queue	2	8	25	3	1,287	550	1	279	350
Existing Lane Length	2	10	600	3	793	Cont	1	120	200
PM NO BUILD Queue	2	12	25	3	1,083	500		463	550
PM BUILD Queue	2	12	25	3	1,190	550	1	463	550
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	260	Design	2	897	Cont	1	69	170
AM NO BUILD Queue	2	490	325	2	976	575	1 1	75	125
AM BUILD Queue	2	516	350	2	1,043	625	1	78	125
Existing Lane Length	2	108	Design	2	1.022	Cont	1	121	170
PM NO BUILD Queue	2	609	425	2	894	575	1	127	200
PM BUILD Queue	2	651	450	2	1,007	650	1	133	200
na antanananan karangan karang Antangan Carangan ang penganan karangan karangan karangan karangan karangan karangan karangan karangan karangan	AM	PM	nanar yara ama amaya waraya da aya aya aya ay	NOTE: Qu	ieue ler	gths are in	feet.	auri Manifesi (Maria II), atraspontation anno 1000 Anno 1000 - Anno 1000 anno 1000 anno 1000 anno 1000 anno 1000	ninantalalappe 19-05 gan 42-12 Madimala Mitalian ingaliki di gan matana dan katik
Cycle Length:	110	120		* - Queue Len				culated	 A manual s

The dual westbound left turn lanes and the dual southbound left turn lanes will be constructed as per the design established by the developer of the I-40 / Unser Commercial Development and approved by the City of Albuquerque and the New Mexico Department of Transportation. The calculated length of the right turn lane can be reduced by 50% to account for right-turns-on-red and overlap phases.

02/02/2009

Heritage Neighborhood Marketplace Development Traffic Impact Study

Queueing Analysis Summary Sheet

Project:
Intersection:

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Ladera Dr / Ouray Rd

Approach	Left Turns			Left Turns Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	20	140	2	365	Cont	0	247	0
AM NO BUILD Queue	1	20	50	2	365	250	0	247	300
AM BUILD Queue	1	24	50	2	414	300	0	287	350
Existing Lane Length	1	19	140	2	271	Cont	0	200	0
PM NO BUILD Queue	1	22	50	2	307	250	0	227	300
PM BUILD Queue	1	27	75	2	400	300	0	292	375
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Lenath
Existing Lane Length	1	3	100	2	145	Cont	1	20	100
AM NO BUILD Queue	1	4	25	2	214	175	1	30	75
AM BUILD Queue	1	4	25	2	291	225	1	30	75
Existing Lane Length	1	20	100	2	379	Cont	1	107	100
PM NO BUILD Queue	1	23	50	2	427	325	1	121	200
PM BUILD Queue	1	23	50	2	506	375	1	121	200
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	98	120	1	77	Cont	0	5	0
AM NO BUILD Queue		101	150	1	79	125	0	5	25
AM BUILD Queue	1	156	225	1	79	125	0	5	25
Existing Lane Length	1	293	120	1	233	Cont	0	16	0
PM NO BUILD Queue	1	293	375	1	233	325	0	16	50
PM BUILD Queue	1	358	450	1	233	325	0	16	50
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	89	100	1	191	Cont	1	13	80
AM NO BUILD Queue	1	99	150	1	212	275	1	14	50
AM BUILD Queue	1	99	150	1	212	275	1	19	50
Existing Lane Length	1	34	100	1	123	Cont	1	13	80
PM NO BUILD Queue	1	36	75	1	131	200	1	14	50
PM BUILD Queue	1	36	75	1	131	200		20	50

Cycle Length: 110

120 NOTE: Queue lengths are in feet.

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

Heritage Neighborhood Marketplace Development **Traffic Impact Study**

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2010)

6. I-40 S. Ramp / Unser Blvd. – A-103 thru A-107

The results of the analysis of the unsignalized intersection of I-40 S. Ramp / Unser Blvd. are summarized in the following table:

		AM Pea	ak Hour	PM Peak Hou	
	2010	NO BUILD	BUILD	NO BUILD	BUILD
I-40 S. Ramp / Unser Blvd.	1000				
Minor Street (I-40 S. Ramp)					
EB Left		F - 93	F - 168	F - 637	F - 999
EB Through		N/A	N/A	N/A	N/A
EB Right		Free	Free	Free	Free
Minor Street (I-40 S. Ramp)					
WB Left		N/A	N/A	N/A	N/A
WB Through		N/A	N/A	N/A	N/A
WB Right		N/A	N/A	N/A	N/A
Major Street (Unser Bivd.)					
NB Left		N/A	N/A	N/A	N/A
SB Left		N/A	N/A	N/A	N/A

The analysis of the unsignalized intersection of the I-40 South Ramp / Unser Blvd. will operate at unacceptable levels-of-service for the forecast 2010 NO BUILD and BUILD Conditions as an unsignalized intersection. The mathematical analysis of the intersection indicated excessively long delays would be encountered by the eastbound left turn traffic off of the ramp. However, the calculations do not take into account the fact that there is an existing traffic signal approximately 1,650 feet to the north of this intersection and approximately 2,100 feet south of the intersection. The two adjacent intersections will create gaps in northbound and southbound traffic on Unser Blvd. at the I-40 South Ramp, thus permitting eastbound side street traffic to turn out onto Unser Blvd. with greater ease than what the calculations seem to indicate. There are no further measures that can be taken at this time to improve the operation of the intersection.

Rectification of the long delays at the intersection of the I-40 S. Ramp / Unser Blvd. may involve construction of a new traffic signal at the ramp. Current volumes indicate that a traffic signal is marginally warranted at the intersection. Following is the Peak Hour Warrant Graph for this intersection considering the projected 2010 AM and PM Peak Hour volumes:

7. Ladera Dr. / Market St. - Pages A-108 thru A-112

The results of the analysis of the unsignalized intersection of Ladera Dr. / Market St. are summarized in the following table:

		AM Pea	ak Hour	PM Peak Hour	
	2010	NO BUILD	BUILD	NO BUILD	BUILD
Ladera Dr. / Market St.					
Minor Street (Market St.)					
NB Left		C - 19	F - 82	D - 26	F - 292
NB Thru		B-11	B – 11	B – 12	B – 15
NB Right		B-11	B – 11	B – 12	B – 15
Minor Street (Market St.)					
SB Left		C - 16	D - 31	C - 18	F - 121
SB Thru		C - 16	D - 31	C - 18	F - 121
SB Right		C - 16	D - 31	C – 18	F - 121
Major Street (Ladera Dr.)					
EB Left		A-1	A-1	A – 1	A – 9
WB Left		A-9	B – 10	A – 10	B - 14

This analysis forecasts that the unsignalized intersection of Ladera Dr. / Market St. will experience long delays on the side street upon implementation of the proposed Heritage Neighborhood Marketplace. The intersection of Ladera Dr. / Market St. is probably too close to Unser Blvd. for consideration for a traffic signal. Market St. is approximately 750 feet east of Unser Blvd. (centerline to centerline).

The fact that there is an existing traffic signals to the west of the intersection of Market St. / Ladera Dr. will aid in creating gaps in the eastbound traffic on Ladera Dr. so as to facilitate the turning movements from the side streets onto the major street to some degree, but this report still forecasts long delays for the Market St. traffic at Ladera Dr. No recommendation for mitigation is made.

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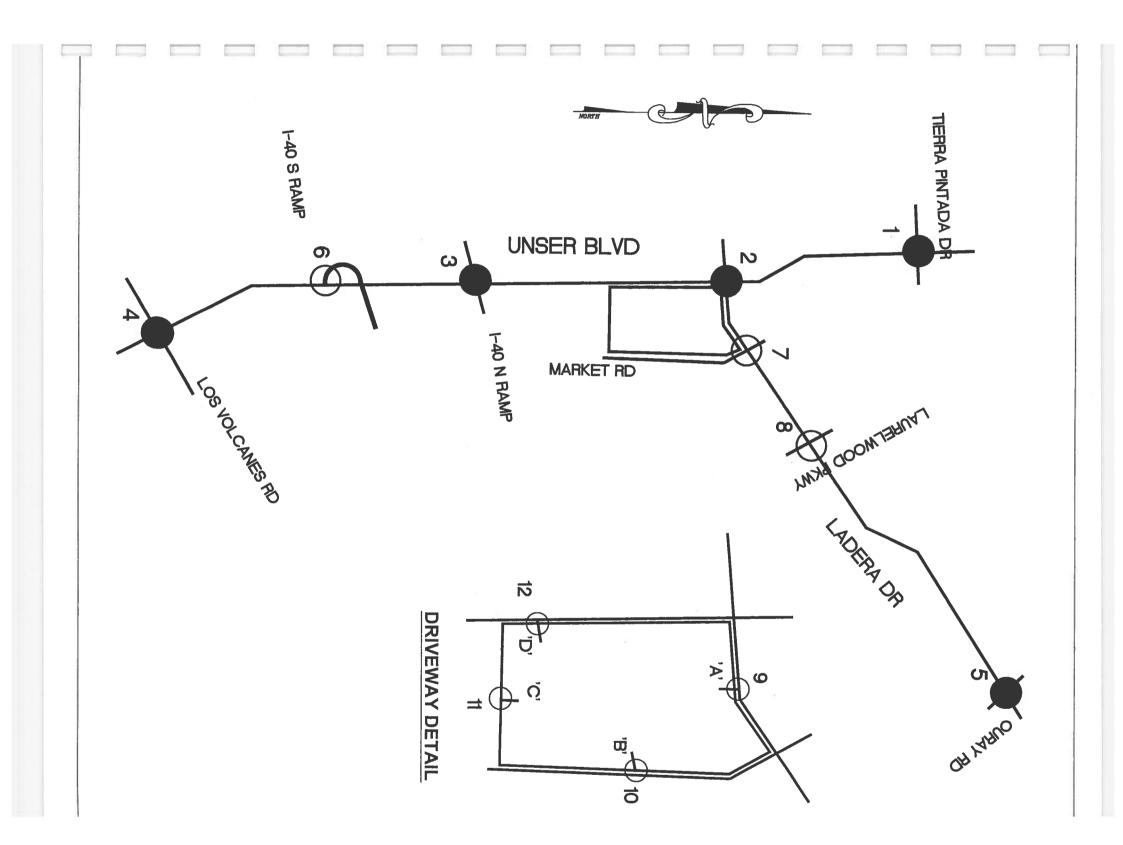
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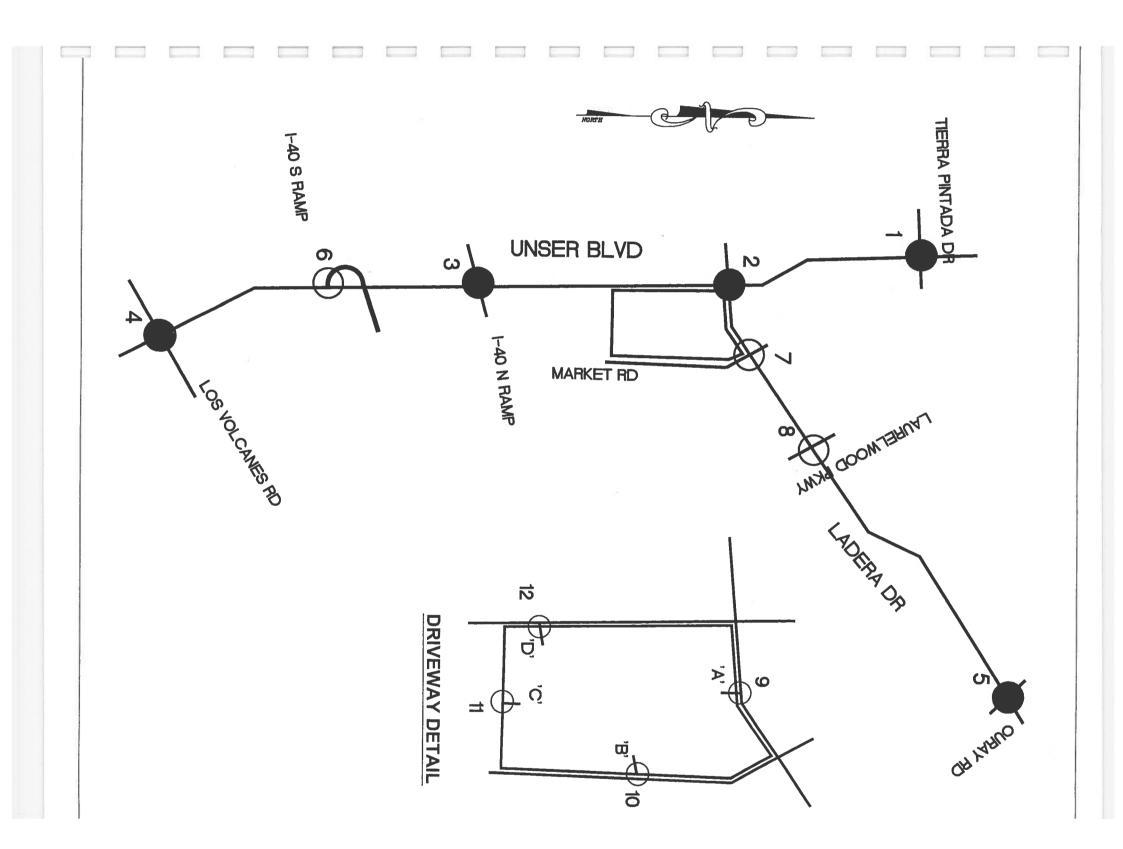
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Heritage Neighborhood Marketplace Development Traffic Impact Study



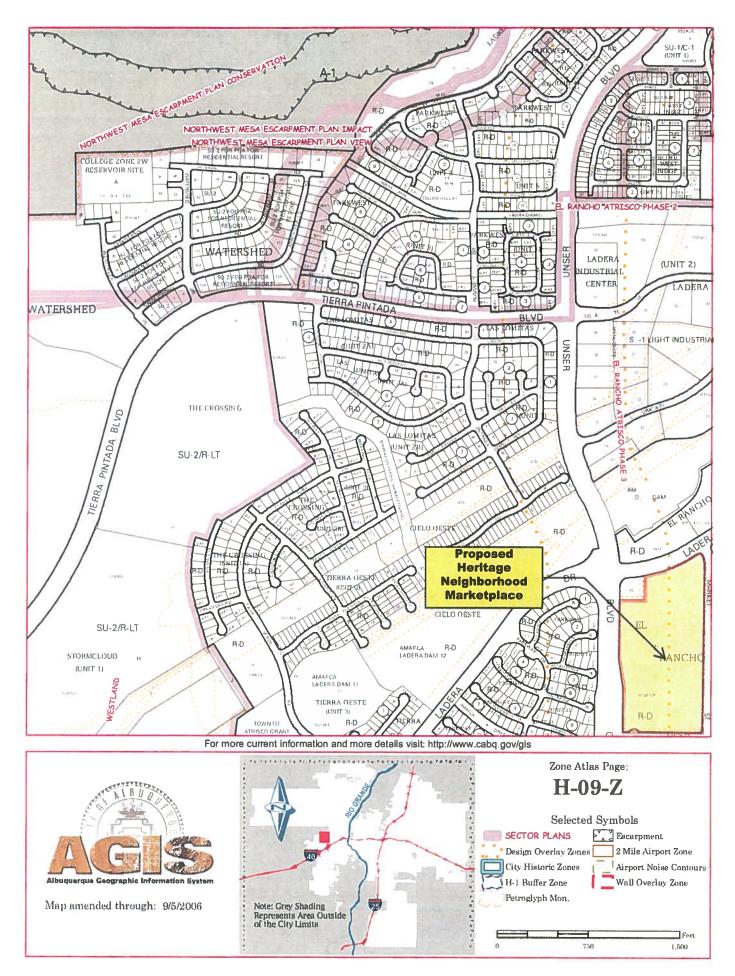


APPENDIX

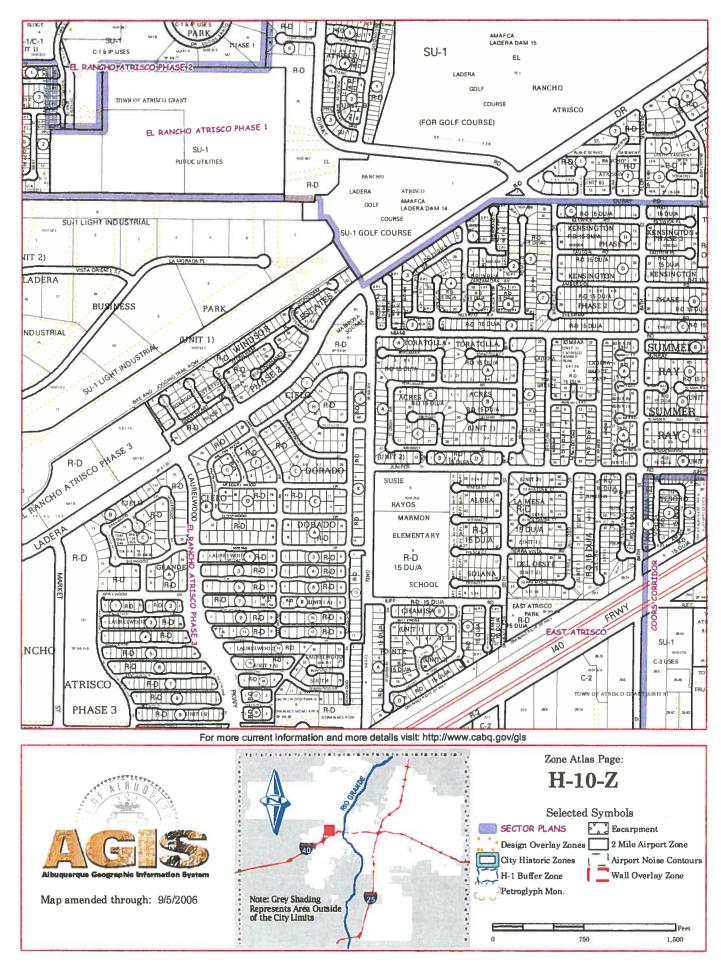
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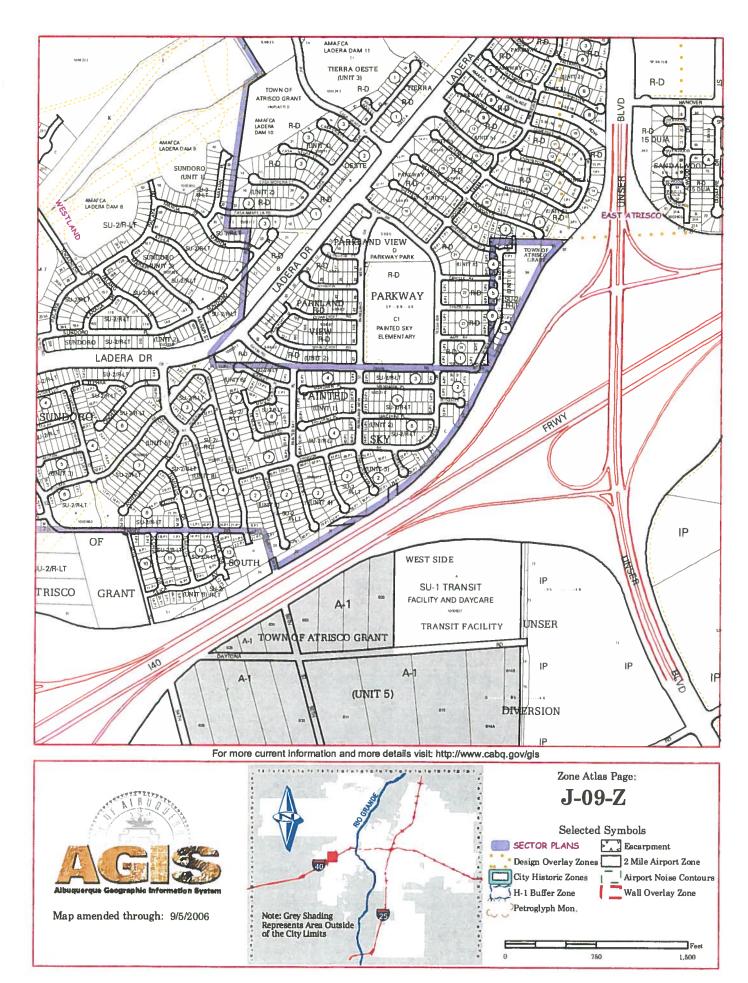
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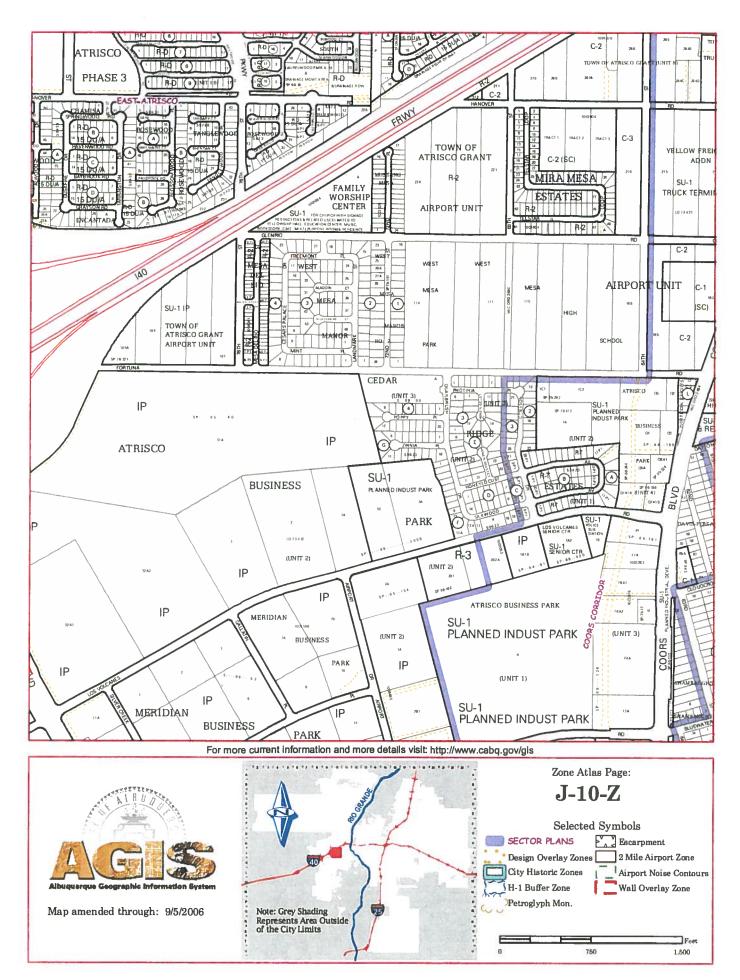
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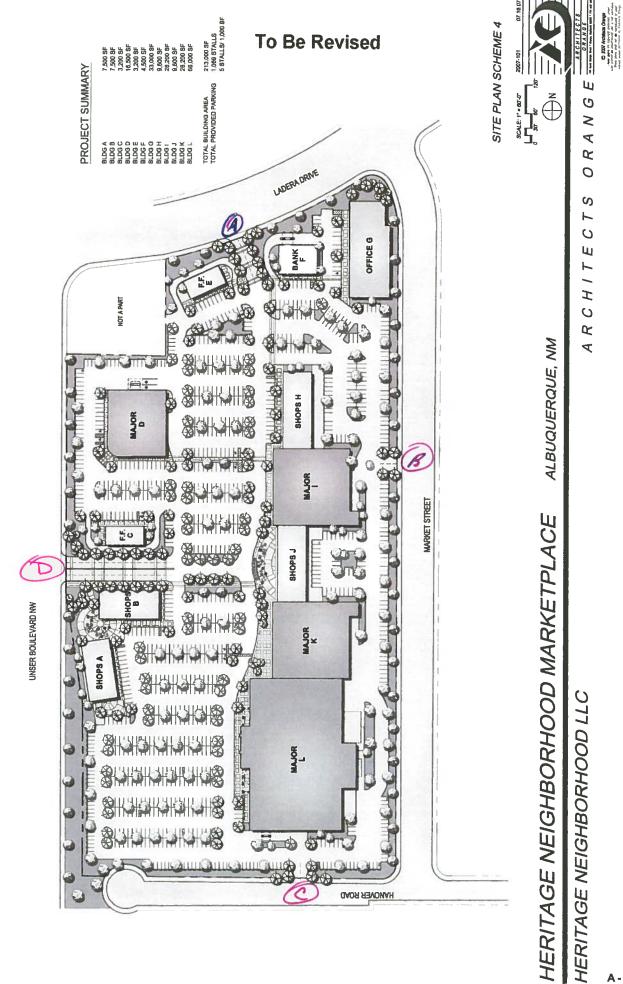
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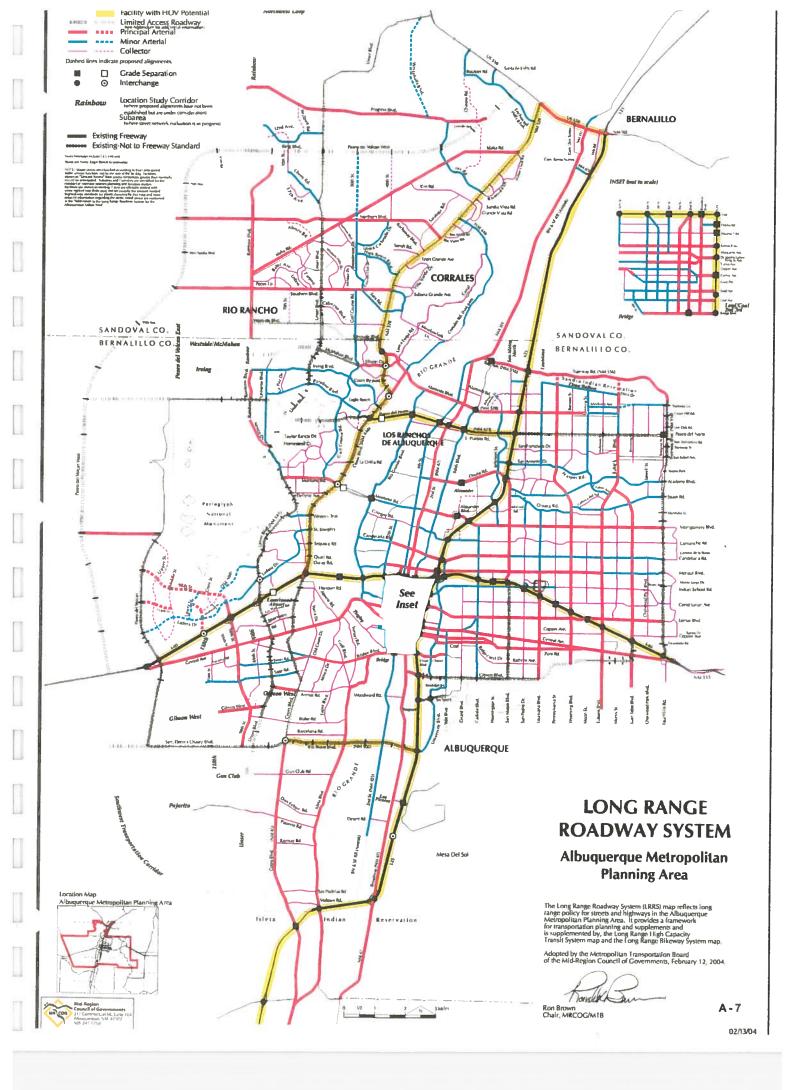
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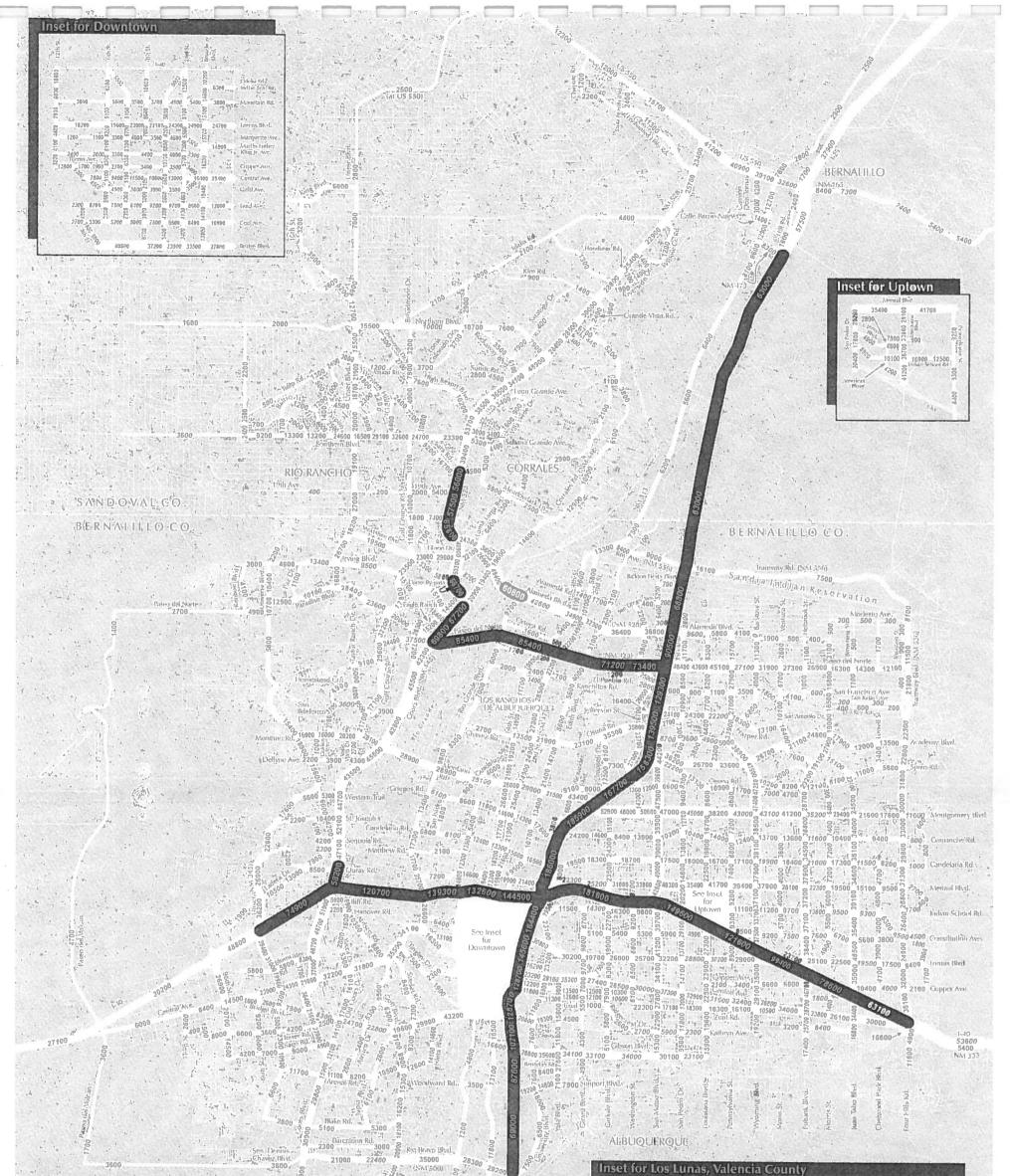


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2300

2014 Stur

Desert Rd 3500

2100

Reservation

400

- Average Weekday Traffic Flows

0 - 900

1000 - 4900

5000 - 14900

15000/- 24900

Lös Lunas is approximately 12 miles south of the 125/NM-47 interchange:

25000 - 34900 35000 - 44900 45000 - 54900

55000 - 194900

Standard Data Link Volume is based on traffic caunt data 9500 - as reported by the NATDepartment of thereportation: Traffic Monitoring System (TMS) as atondard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).

Non-Standard Link Volume is based either on traffic sound datanot in compliants with the NMSTMS or on a professional judgement. NMDOT recommends the 9500 nonstandard data be used with caution.

Map prepared by the Mid-Region Council of Covernments in cooperation with the New Mexico Department of Transponation, the local governments in the Albuquergue Metropolitan Planning Area, and the USS. Department of Transportation, Federal Highway Administration.

Mile

Cun Club Rd. .

3900

g

153

MULLINNE NIN

1300

6900

lishe a Sinto

800.

STOMFeline, Rds

Paparilo Rif.

5200

Cir.

5400

2100

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460

1900

8500

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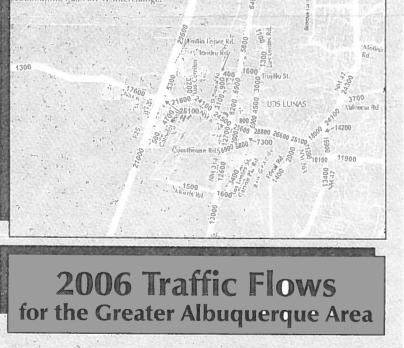
Dis Padillas Rd

35400

in dija.n

EMalpais Rd

6200



8/29/2007

Heritage Neighborhood Marketplace (Ladera / Unser) Trip Generation Data

	USE (ITE CODE)					
COMBACNT		24 HR VOL		A. M. PEAK HR.	P. M. PEAK HR.	AK HR.
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
	Summary Sheet	1				
Building I	Snopping Center (820)	0 6,927	7 97	62	308	333
		0 5,810	0 183	117	343	329
Building E	Fast Food Restaurant w/ Drive-Thru Window (934) 3.20	0 1,588	8 87	83	58	53
	Print Provid Restaurant W/ Drive-Thru Window (934) 3.20	0 1,588	87	83	58	53
Building G		4 1,563	3 45	33	102	102
		0 568	3 68	6	20	96
	Subtotal	18,044	4 567	387	889	996
	Pass-by Trip Credit 30%	10			(267)	(290)
	the second system	18,044	4 567	387	622	676

Heritage_TR!PS7.xls - Summary

10/30/2007

L

Heritage Neighborhood Marketplace (Ladera / Unser) Tríp Generation Data

USE (ITE CODE)		VOLUME 74 HOUR 3MU-WAY	.M.A	PEAK PLAK	.М. [.] Ч	PEAK
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
outphing center (ozu)	103.10	6,927	67	62	308	333
1,00	I,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 0.66 Ln(X) + 3.403

52% Exit

48% Enter,

Ln(T)=

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

Comments: BLDGS A, B, D, H, I, J, K Based on ITE Trip Generation Manual - 7th Edition

Heritage_TRIPS7.xls - LandUse (1)

10/30/2007

Heritage Neighborhood Marketplace (Ladera / Unser) Tríp Generation Data

USE (ITE CODE)	AUOH 42 AW-OWT YAW-OWT	OWE	A. M. PEAK HOUR	.M.ª	PEAK
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Supermarket (830)	66.00 5,810	183	117	343	329
1,000 S.F.					

ITE Trip Generation Equations:

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

T = 66.95 (X) + 1391.56 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)

R) Ln(T) = 1.7 Ln(X) + -1.42 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)

+ 3.2 49% Exit 0.79 Ln(X) + 51% Enter, Ln(T) = Comments: Building L

Based on ITE Trip Generation Manual - 7th Edition

10/30/2007

Heritage Neighborhood Marketplace (Ladera / Unser) Trip Generation Data

USE (ITE CODE)	VOLUME 74 HOUR 24 HOUR		A. M. PEAK HOUR	.M4	PEAK
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
rast rood Restaurant w/ Drive-Thru Window (934) 3.20	0 1,588	87	83	58	53
1,000 S.F.					
ITE Trip Generation Equations:					

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

0 50% Exit 496.12 (X) + Enter, n H 50%

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

53.11 (X) + n H

0 49% Exit 51% Enter,

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

48% Exit 0 34.64 (X) + 52% Enter, " Comments: Building C

10/30/2007

Heritage Neighborhood Marketplace (Ladera / Unser) Trip Generation Data

USE (ITE CODE)	VOLUME TWO-WAY 24 HOUR		A. M. PEAK HOUR	.M. 4	PEAK
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
rast rood Kestaurant w/ Drive-Thru Window (934) 3.20	1,588	87	83	58	53
1,000 S.F.					

ITE Trip Generation Equations:

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

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

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

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

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

48% Exit 0 34.64 (X) + 52% Enter, =

Comments: Building E

10/30/200/

Heritage Neighborhood Marketplace (Ladera / Unser) Trip Generation Data

USE (ITE CODE)	VOLUME TWO-WAY 24 HOUR	.M. A.	PEAK HOUR	.W.9	PEAK HOUR
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Drive-in Bank (912)	1,563	45	33	102	102
Drive-In Winde	NS				

ITE Trip Generation Equations:

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

Ln(T) = 1.326 Ln(X) + 5.516 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 = 19.38 (X) + 0 58% Enter, 42% Exit

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

50% Exit 0 51.08 (X) + 50% Enter, " | Comments: Building F

10/30/2007

Heritage Neighborhood Marketplace (Ladera / Unser) Trip Generation Data

USE (ITE CODE)	VOLUME TWO-WAY 24 HOUR		A.M. Peak Hour	.M.ª	HOUR PEAK	
	GROSS	ENTER	EXIT	ENTER	EXIT	
Units						
General Office Building (110)	0 568	68	σ	20	96	
1,000 S.F.						

ITE Trip Generation Equations:

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

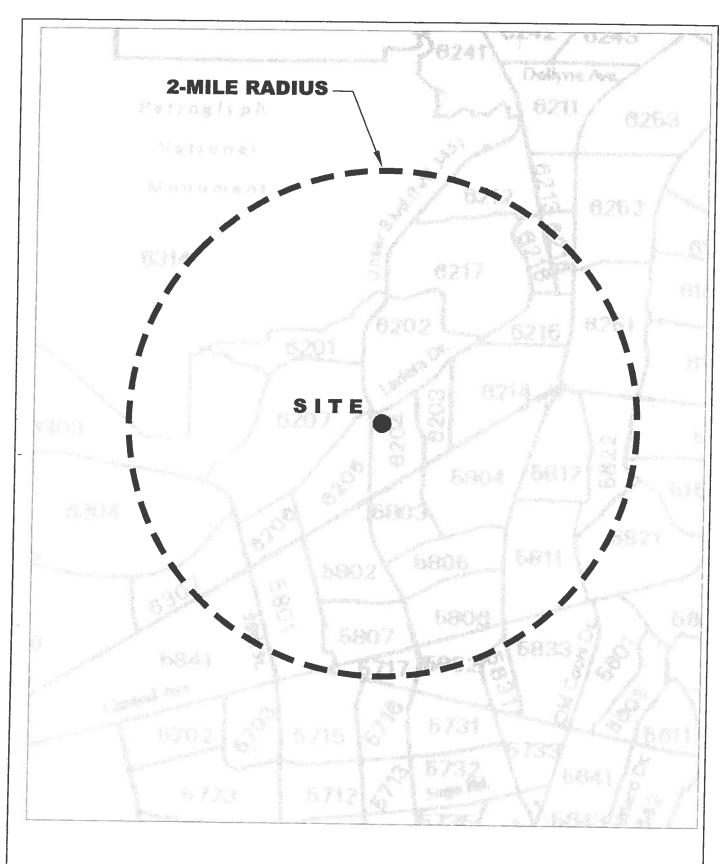
Ln(T) = 0.77 Ln(X) + 3.65 50% Enter, 50% Exit

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) = 0.8 Ln(X) + 1.55 88% Enter, 12% Exit

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

78.81 83% Exit 1.12 (X) + 17% Enter, Comments: Building G



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DATA ANALYSIS SUBZONE (DASZ) MAP Heritage Neighborhood Center (Ladera Dr / Unser Blvd)

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Trip Distribution Table Heritage Neighborhocd Center (Ladera Dr / Unser Blvd)

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

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

			Population				0	0	0	C	C	C	C					C	0	0	0	0	53	0	C	0	C		C	C	0	C	C	C	C					0	53 0.15%
(MN)	Market Rd North	% Population	Utilizing				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	70000		2000	2000	8000	0.00%	0.00%	%00.0	0.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.004	R POO	%00°0	
	N	% Itilizino	_				0,0	%0	9%,0	%0	%0	0%0	W0	0%0	0%0	%0	140	1017	200	0%.D	N.0	0%1	5%	%0	0'%	0%0	0%0	0%0	50	0%0	%0	0%0	%0	%0	%0	0%	750	0%	700	20	
and the property of solid and the second	ast	Population						5	0	0	0	0	0	0	0	0	0	C					015	0	0	0	0	0	ō	0	0	0	0	0	0	0	0	0	C	246	0.83%
(TE)	LIEITO FINIAGO East	% Population	Buiztan			0.00%	2000	8000	%0000	%000	0.00%	0.00%	%00.n	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	200 U	2000	2000	Rooo	80000	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%		
Ť		% Utilizing				120	Se U	0.07	200	0/0	200	0.20	02.0	0%0	0%1	0%0	0/0	%0	0.%	0.0	760	30%	0.42	80	9707	07.0	e 0	200	2.0	200	8 A	%0	12.0	0.0	020	90	%0	2.0	0%0		
4		Population				0	0	C									0	0	0	0	320	315	C	C								0 704	1				5	0	-	3,368	9.87%
(UN) Unser Blvd, North		% Population Utilizing				0.00%	%00.0	0.00%	96000	%00.0	%000.0	0.00%	%000	20000	20000	2000	%0000	*00°0	%00.0	0.00%	0.94%	0.93%	0.00%	0.00%	0.00%	0.00%	%0000	76000	0.00%	0.00%						0.000	2000	2000	%nnn		
5		% Utilizing				0.20	0%	0%0	960	%.0	0,0	040	0%	170U	720	04.1	200	800	0.76	950	25%	30%	%0	%0 %0	%0	0.0	00%	%0	0%	%0	920	100%	0%0	%0	0%0	057	760	10001	N 001		
	1	Population			A 9001	N.22.0	1./6%	1.35%	%00.0	6.12%	0.24%	1.81%	2.63%	10.96%	6.73%	1.12%	2.94%	4 8487	Q 101	0.14%	0.11.0	3.09%	2.53%	3.66%	3.90%	0.58%	7.71%	2.31%	9.97%	5.14%	0.56%	8.00%	5.32%	3.30%	0.91%	0.87%	0.54%	7-00.0	100.004	R00.001	
	Domistion in	Study			75	2003	ARC	408	0	2,082	83	615	898	3,730	2,289	381	1.000	815	47	1001	1071	1,001	202	1,243	1,327	197	2,624	787	3,393	1,747	191	2,721	1,811	1,121	310	295	185	-	34.018		
Taken all all a	_	d.	2010		83	R31	460	RON		2,082	83	615	898	3,926	2,289	1,904	1,000	1.230	470	1 281	1 081		200	1,243	1,32/	197	2,624	1,967	3,393	1,747	348	2,721	1,811	1,869	619	983	337	2	40.050		
		_	2030		350	926	432		2412	7147	18 00E	020	14241	3816	2177	1916	1006	1283	438	1691	1520	835	1267	1240	2101	804	80/4	0777	3331	10/3	904	5007	IARA	1/88	7084	4201	1460	0			
	2000 Boundarian		2004		3	542	467	C	1983	202	RUD RUD	102	2050	2000	2322	LORI	866	1214	479	1158	910	870	1200	1331	-	1009	1880	2444	1780	2011	0140	1750	1000	0001	> 0		0	2			
		in Study		5717 COMPANY SPECIFIED ON DASZ Map	20.20	95%	100%	100%	100%	100%	100%	100%	95%	100%	0/ 001	10001	2001	%.DC	10%	100%	100%	100%	100%	100%	100%	100%	40%	100%	100%	55%	100%	100%	R0%	50%	7002	2022	200	94.07			
	DASZ #			COUNTRALY Spec		5801	5802	5803	5804	5805	5806	5807	5811	5812	5821	5822	2022	1000	1400	6201	6202	6203	6204	6205	6206	6207	6212	6214	6215	6216	6217	6218	6251	6303	6304	6307	8344	1 22			

HeritageNC_TD_Comm.xls

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Trip Distribution Table Heritage Neighborhood Centor (Ladera Dr / Unser Blvd)

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

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

Population for Population in Percent the Year Study Population	or Study
2010	2010
83 75 0.22%	75
459 459	
0	
2,082 2,082	
615 615	
896 896	
3,926 3.730	
1,904 381	
1.000 1.000	
1 230 815	
-	
862 862	
1,327 1.327	
2,624 2,624	
-	-
983 295	
	2
	2 1 40,050 34,018

0

Trip Distribution Table Heritage Neighborhood Center (Ladera Dr / Unser Blvd)

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

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

	£	Population				C			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	622	0	0	0	0	0	0	0	0	0	0	G				622
(WS)	Market Rd South	% Population	Burzino			70000	2000	8000	200.0	%00.0	0.00%	0.00%	%00.0	%00.0	%00°%	0.00%	0.00%	0.00%	0.00%	\$00.0	0.00%	0.00%	%00.0	1.83%	0.00%	%00.0	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	
:	V	% Utilizing				U ⁰	00/	0.01		0.00	0.40	12.0	%0	%.0	%.O	%n	960	0.%	N.0	220	%0	0%0	%0	20%	%0	%0	960	%0	%0	9:00	1%0	1%0	%0	%0	1%0	%0	%0	%0	
4		Population				0	o	C				b							50		0	0	862	622	S	0	0	0	0	0	0	0	0	0	0	õ	0	0	1,484
(CS) faireimood Dhu Couth	W Deminister	76 Propulation				0.00%	0.00%	%0000	0 00%	0.00%	2000	0.00%	0.00%	0.00%	2000	Rooo		2000	0.00%	70000	20000	ROOO	4.00%	1.83%	800.0	8,00.0	800.0	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	
and 1	Laur	% Utilizing				0%0	0%0	1/40	900	0%0	%U	1920	0%	1%0	10%	200	0%	200	00%	'/oU	700	100%	0/ nn+	%/nc	2.10	20	80	82.0	%.0	9.70	% 0	5.0	%,D	1%0	W.O	%0	0 %	020	
		Population				0	0	0	0	0	0	0	0	0	0	C	500	0	0	0	PC							1 203	/A0'1	10	50			6		-	0	-	3,631
Ouray Rd South	% Population	Utilizing				%00.0	%00.0	%00.0	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	%00.0	1.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	76000	4 00%	2 5794	20000	8000	2000	1 050/0	2000	2000	8000	%00.0 20000	%nn'n	
0		% Utilizing				0%0	0%0	%0	9%0	0%0	0%0	0.55	%0	0%0	0%	0%0	50%	1%0	%0	%0	0%0	%0	9%0	%0	%0	%0	0"%"	50%	50%	2.7	10%	200	20%	00%	007	800	200	7/ 7	
	Percent	Population			10000	2 77.0	1./0%	1.30%	%00.0	6.12%	0.24%	1.81%	2.63%	10.96%	6.73%	1.12%	2.94%	1.81%	0.14%	3.77%	3.09%	2.53%	3.65%	3.90%	0.58%	7.71%	2.31%	9.97%	5.14%	0.56%	8.00%	5.32%	3.30%	0.91%	0.87%	0 KAN	0.00%	100 000	R 00.001
	Population In	Study			75	2 4	ANC	404		2,082	83	615	896	3,730	2,289	381	1,000	615	47	1,281	1,051	862	1,243	1,327	197	2,624	787	3,393	1,747	191	2.721	1.811	1.121	310	285	185	-	34 018	200
	Population for	the Year	2010		83	R31	220	001		200'2	200	010		3,928	R97'Z	1,904	1,000	1,230	4/0	107'1	1,051	862	1,243	1,327	197	2,624	1,967	3,393	1,747	348	2,721	1,811	1,869	619	983	337	2	40.050	
			2030		350	928	132		2440	2412	18	1400	4741	20100	1117	DLAL	1006	1203	1001	1001	1520	659	1357	1312	854	4709	2225	3331	1673	400	2653	1989	1788	2684	4261	1460	0		
	2004 Population 2030 Population		2004	Aap	e	542	467	c	1083	2021	8U0	737	3050	2222	1001	INRI	2244	4171	1158	010	018	0/0	R07L	1331	2	1998	1889	3411	1769	333	2742	1758	1893	0	0	0	2		
	% Sub Area 2			Boundary Specified on DASZ Map	%06	95%	100%	100%	100%	100%	100%	100%	95%	100%	20%	10000	500%	1002	100%	100%	100%	10001	100%	100%	8,001	8/001	40.76	%001	100%	%00	100%	100%	60%	50%	30%	55%	25%		
	# ZSY			oundary Speci	5717	5801	5802	5803	5804	5805	5806	5807	5811	5812	5821	5822	5832	5841	6201	6202	6203	6204	8205	0700	0202	6243	4142	4170	0710	0170	/179	8129	1020	0303	6304	6307	6314		

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Trip Distribution Table Heritage Neighborhood Center (Ladera Dr / Unser Blvd)

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

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

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DASZ # % Sub Area in Study 2004 Boundary Specified on DASZ Map 201 5801 95% 95% 100% 5803 100% 5804 100% 5805 100% 5805 100% 5811 95% 5812 100% 5812 100% 5812 100% 5812 100% 5812 100% 5812 5821 100% 5812 5821 100% 5821 5821 100% 5821 5821 100% 5821 5822 5822 5822 5822 5822 5822 5822 5822 5822 5822 5822 5824 5824 5824 5824 5824 5822 5824	ea 2004 Population ASZ Map 3 542 542 600 0 0	2004 Population 2030 Population 2004 2004 2030 Map 3350 542 432	Interpolated Population for the Veer	Population in	1			5	LU5	LUS VOICARES KO F. 351	C.3SI		Unser Blvd South	4
Boundary Specified on DA 5717 90% 5601 95% 5602 100% 5803 100% 5804 100% 5806 100% 5807 100% 5811 95% 5812 100% 5813 100% 5811 95% 5812 100% 5813 100% 5813 100% 5813 100% 5824 100% 5821 100% 5821 100% 5821 100% 5821 100% 5821 100% 5821 100%	5004	2030		Study	Population	% Utilizing	% Population	Population	% Utilizing	% Population	Population	% Utilizina	% Population	Donudation action
Boundary Specified on DA 5717 Bow 5717 90% 5801 95% 5803 100% 5804 100% 5805 100% 5806 100% 5807 100% 5807 100% 5811 95% 5812 100% 5813 100% 5811 95% 5812 100% 5813 100% 5813 100% 5813 100% 5813 100% 5813 100% 5813 100% 5822 100%			2010		•					Calizing	-	R	Utilizing	Lobuston
5717 90% 5801 95% 5803 100% 5804 100% 5805 100% 5806 100% 5807 100% 5811 95% 5812 100% 5813 100% 5814 100% 5821 100% 5811 95% 5812 100% 5812 100% 5812 100% 5812 100% 5822 100%														
	542 467 1983 79 609		83	75	7866 U	Aur								
	467 0 1983 79 609			202	4 700/ 4	0.0		0	900	0.00%	0	100%	0.22%	75
	1983			150	1.1078	20		0	0%	0.00%	0	760	0.00%	
	1983			2	1.00%	1.2		0	72.0	%00.0	0	35%	0.4704	
	609 62	0440			%00°%	0%0	%00.0	0	100%	200.00	C	100	2 2000	0
	609		7,80,2	2,082	6.12%	35%	2.14%	729	%0	0.00%		0.70	%00°0	0
				59	0.24%	120	0.00%	0	Dec	70000		8/ 00	0.00%	1,353
				615	1.81%	9%0	0.00%	C		2000		%001	0.24%	83
	131			898	2.63%	04/2	%0000		202	R 0000		100%	1.81%	615
	3828	3816		3,730	10.96%	1240	76000		2 /0V2	8.00.0 	0	100%	2.63%	898
	2322			2.289	6.73%	80%	200.0	0 100 1	%.06	5.48%	1,865	50%	5.48%	1.865
_	1901			381	4 1 202	2/00	20000	1,031	20%	1.35%	458	0.16	%00.0	C
	986			1 000	1010 0	20.70	345°.0	114	%0	0.00%	0	20%	0.78%	287
	1214			1,000	V 40'V	%nc	1.47%	200	950	0.00%	0	760	70000	107
	479				1.01%	202	%00.0	0	0%0	0.00%	C	100%	1 0400	0
6201 100%	1158	1891		14 004	0.14%	140	%00.0	0	0%0	0.00%	C	200	R 10.0	010
	910			107	2.11%	0%0	0.00%	0	9%0	0.00%	C	700	20000	
-	870			100,1	3.09%	%0	0.00%	0	v%0	0.00%		8,0	20000	D
	12/0			200	2.53%	%.0	%00.0	0	%0	0.00%		200	800 o	2
6205 10002				1,243	3.65%	r%0	0.00%	0	()07.	2000		20	0.00%	0
6206 100 M	1001	1312		1,327	3.90%	0.05	0.00%	0	2%D	2000		12 O	0.00%	0
8000 LOCA	5			197	0.58%	5.0	%0000		200	20000	2	0%	0.00%	0
	1998		2,624	2,624	7.71%	0%	2000		8.0	1%00.0	0	%0	0.00%	0
0212 40%	1889		1,967	787	2.31%	20	2000		P	00.00%	0	9,50	0.00%	0
6214 100%	3411	3331	3,383	3.393	9.97%	2.00	8000	0	0.20	0.00%	0	%0	0.00%	0
	1769		1,747	1.747	5.14%	WD VIII	Raco		0.5	0.00%	0	"a0	0.00%	0
	333		348	191	0.58%	140	8000		0.20	0.00%	0	7%0	0.00%	0
6217 100%	2742	2653	2,721	2.721	8,00%	200	2000	5	%0	0.00%	0	20%	0.00%	0
	1758		1.811	1.811	70009	800	R0000		0%0	0.00%	0	20	0.00%	0
	1893		1.869	1121	7802 6	200	800 0	5	0.0	0.00%	0	0.0	0.00%	C
6303 50%	0		619	310	0.01%	9/0	%0000	0	1%0	%00.0	0	0%	0.00%	C
	0	4261	983	295	0 87%	100	8000	5	20	0.00%	0	9.70	0.00%	
6307 55%	0	1460	337	185	0.0487	1000	2000	o	0%0	0.00%	0	0	0.00%	
6314 25%	2			3	R 40'0	100%	0.24%	185	0%	%00.0	0	\$10	0.00%	
			40.050	34 010	400.004	° 10	0.00%	0	9:0	0.00%	0	0 %	0.00%	
			000		& CO. OOL			3,359			2.323		2000	2000
								9.87%			8 83%			0,830

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Trip Distribution Table Heritage Neighborhood Center (Ladera Dr / Unser Blvd)

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

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

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				1-1-1-1-1			Lcs	Les Volcanes Rd West	West	ul.	Interstate 40 Macr	- Incl	-	(LVV)	
DASZ #	% Sub Area in Study		2004 Population 2030 Population	Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population	Population	% Utilizina	% Population	Population
		2004	2030	2010							Auron			Utilizing	ionendo -
oundary Spe	Boundary Specified on DASZ Map	Map													
5717	%06	e	350	83	75	0 29er	00								
5801	95%	542		631	500	4 700/	0.0		0	W-0	%00.0	0	1/20	76000	
5802	100%	467	432	459	AFD	N 020 P	0%0			÷	1.78%	509	1%0	%000 U	
5803	100%	0		2	000	8402.1	%09		298		%00.0	O	140	2000	
5804	100%	1983	2412			%00.0	940			0%0	0.00%		500	2000	
5805	100%	79		70017	2,082	6.12%	0%0	0.00%	0	0%	0.00%		0.0	80000	
5806	100%	200	,	20	63	0.24%	0%0	%00.0		0.0	2000		80	8000	
5807	10002	200		615	615	1.81%	9.0	%00.0	C	750	2000		0.40	0.00%	
5044		101	1424	898	896	2.63%	%0			100	8000			0.00%	0
100	8.CA	ACAP	3816	3,926	3,730	10.96%	0%			0/0	%00'n		0%0	%00.0	0
7100	%001	2322	2177	2,289	2.289	6.73%	20	20000		8.0	%00.0			%00'0	
1790	20%	1901	1916	1.904	381	11202	110	2000		0.5				%00.0	C
5822	100%	966	1006	1.000	1 000	2 0487	200	%0000	0	1%.0				0.00%	
5832	50%	1214	1283	1 230	815	4 040/	80	%.00.0		0.20				70000	
5841	10%	479	438	024		0/10/1	00	0.00%		0%0	0.00%			0.004	
6201	100%	1158	1601	1 2014	74 007	0.14%	%0	%00.0		100%	0.14%	47	1/20	Rooro	
6202	100%	010	1601	107'1	107'1	3.17%	20	0.00%		0%0	%00.0			2000	
6203	100%	010	1070	LCN'I	1,00,1	3.09%	0%0	0.00%		"/eU	78000		800	%00.0	0
6204	100%	10001	000	209	862	2.53%	0%0	0.00%		D*%.	2000		0.20	0.00%	0
6205	10001	2021	1/001	1,243	1,243	3.65%	560	0.00%		Day.	2000		1%-0	0.00%	0
6206	100%	1331	1312	1,327	1,327	3.90%	970	0.00%		0.0	2000		120	%00.0	
2000	2001	2	854	197	197	0.58%	1750	0.00%		100	830		100%	3.80%	1,327
1070	%001	1998	4709	2,624	2,624	7.71%	120	2000		0./0	%00.0	0	100%	0.58%	197
7170	40%	1889	2225	1,967	787	2.31%	120	2000		0.0	0.00%	0	20%	3.86%	1,312
5214	100%	3411	3331	3,393	3.393	9.97%	010	2000		0%0	0.00%	0	0%0	0.00%	
6270	100%	1769	1673	1,747	1.747	5.14%	000	8000	50	%0	0.00%	0	1/1/0	0.00%	0
6216	55%	333	400	348	191	D 5.6%	Can	Rooo		-%-O	0.00%	0	9%0	0.00%	
6217	100%	2742	2653	2.721	2.721	A One.	200	8000	5	%0	0.00%	0	%.0	0.00%	
6218	100%	1758	1989	1.811	1.811	7905 2	2/20	R.00.0	0	0%0	%00.0	0	9%0	0.00%	
6251	60%	1893	1788	1.869	1.121	3 2042	200	R0000	5	0.21	%00.0	0	19/60	0.00%	
6303	50%	0	2684	619	310	0.01%	800	20000		%0	0.00%	0	9%0	0.00%	
6304	30%	0	4261	983	295	0.01%	220	20000	0	000	%00.0	0	100%	0.91%	310
6307	55%	0	1460	337	185	0 FAW	2 20	2000	5	0%	0.00%	0	100%	0.87%	295
6314	25%	2	0	0	2		\$ 0	850°0	0	0.60	%00.0	0	50	0.00%	
				40.050	34.018	100.00%	0.0	0.00%	0	0.26	0.00%	0	0.%	0.00%	
					0.01.0	a/ 00'001			288			646			3 441
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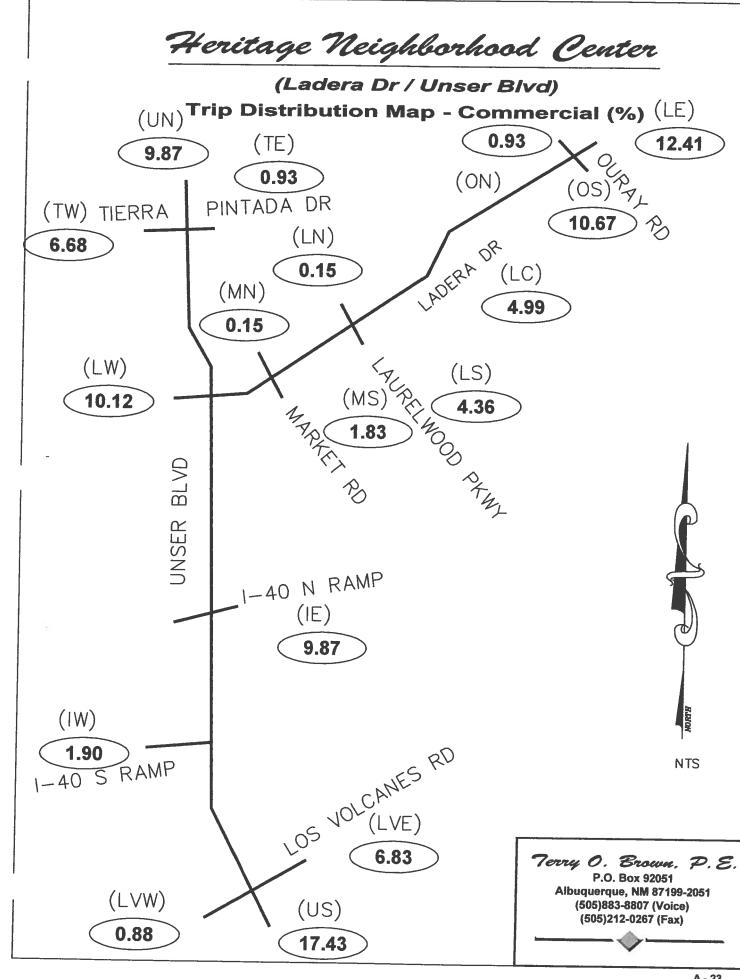
Trip Distribution Table Heritage Neighborhood Center (Ladera Dr / Unser Blvd)

Data Analysis Sutzone Population Data for detarmination of Local Trip Distribution for Proposed Retail Commercial Trips

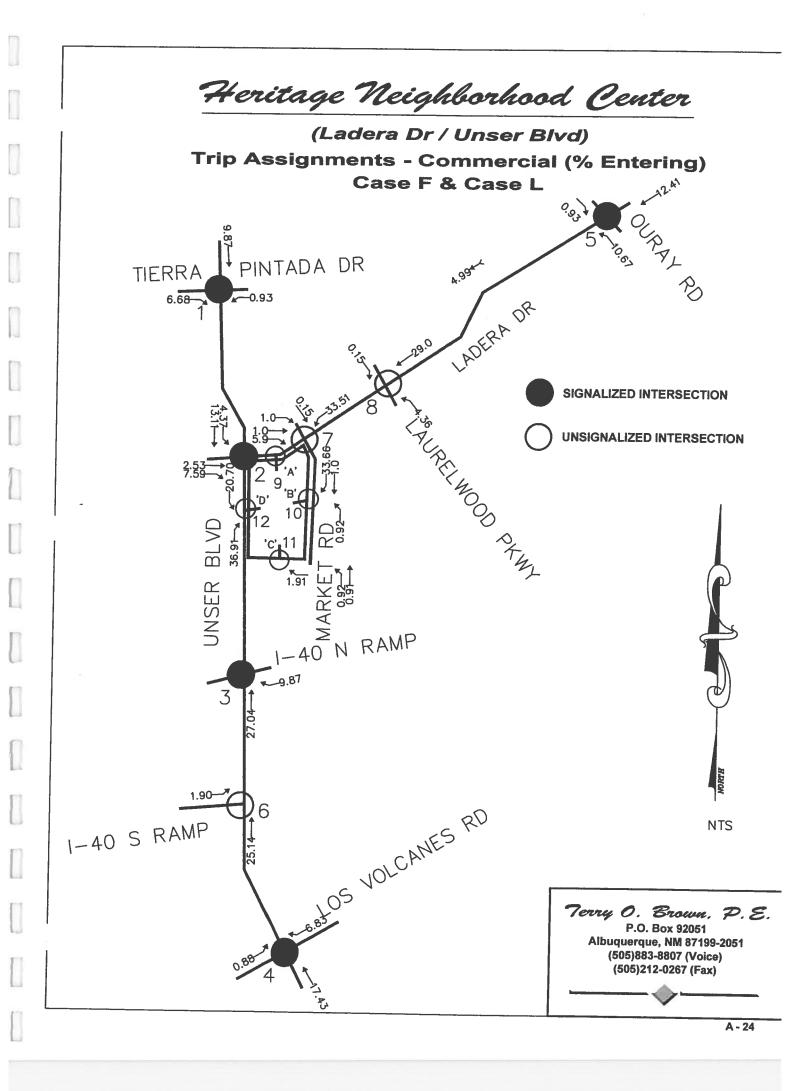
2004 and 2030 Data Taken from Miku-Repion Council of Governments' 2030. <u>Socioeconomic</u> 2030 Socioeconomic Forecasts by Data Anahrsis Subzones for the Mid-Repion of New Mexico

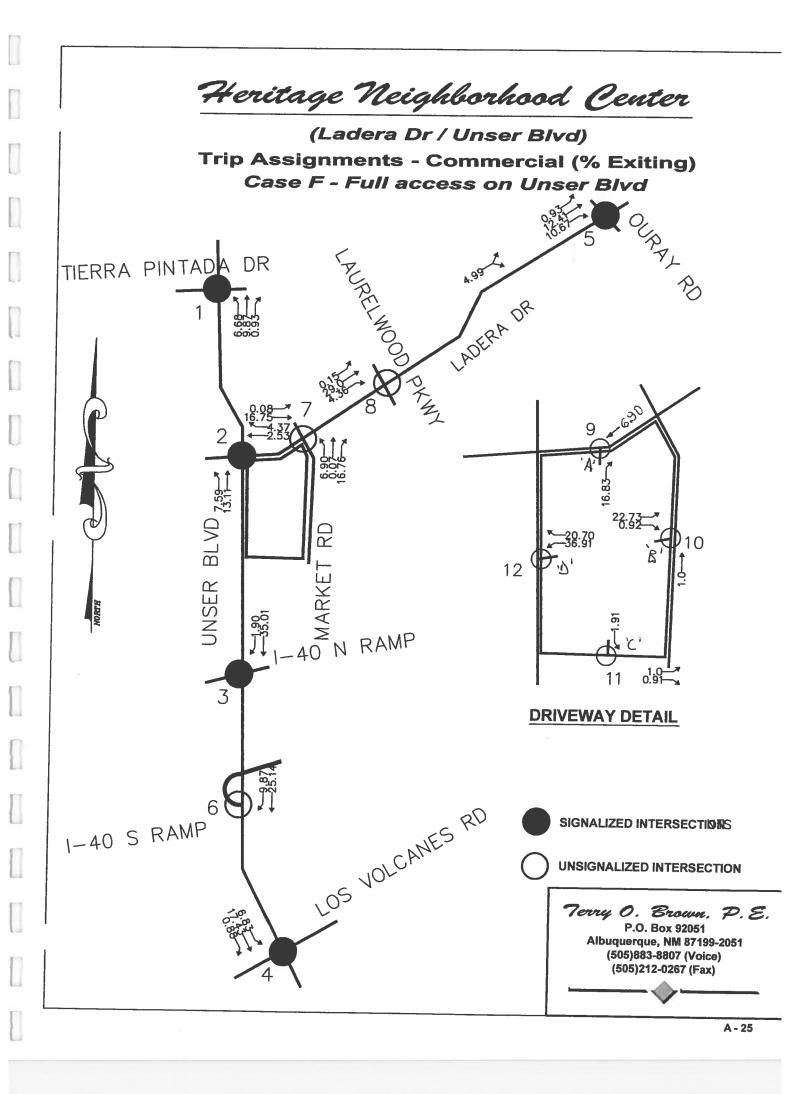
0 0 0 0 0 0 0 0 0 0 0 0 0 0		2,088 8,12 8,12 8,12 8,12 8,12 8,12 1,0000 1,0000 1,0000 1,0000 1,000000	fb (bear auruy 2010 7 2011 63 83 7 631 59 631 59 631 59 631 59 631 59 631 59 632 208 8386 815 8396 815 8396 3730 333 3615 1,000 1,000 1,230 615 470 47 1,231 1,051 1,231 1,051 1,051 1,051 1,051 1,051	file Year aurol 2010 2010 2011 83 83 83 84 83 85 83 86 3 93 83 94	file Year aurus 2010 2010 2010 2010 2010 83 926 631 927 469 0 0 97 83 835 815 97 83 812 2,082 97 83 815 83 816 3,926 816 1,904 1,177 2,289 816 1,200 1,1,201 1,230 1,1,230 1,1,231 1,1,231 1,231 35 813 35 816 1,1,001 1,1,1,1 35 8,10 1,001 1,1,1,2 35 8,10
6 0.00% 6 0.00% 6 0.00% 0 0.00%	0.222 0.009 0.009 0.009 0.24% 0.24% 0.24% 0.24% 1.12% 1.12% 2.94% 0.147% 0.147% 3.00% 3.66% 3.80%	75 569 569 459 0 2,082 833 833 1,000 615 1,000 615 833 833 1,000 615 833 882 882	21 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	83 631 631 631 631 631 631 83 83 83 83 83 83 83 83 83 83 83 83 83	Map 3 350 83 542 926 631 67 457 456 467 422 659 73 97 93 97 97 83 79 97 83 737 1424 896 737 1424 896 737 1424 896 737 1424 896 737 1424 896 737 1424 896 737 1424 896 737 1424 896 1901 1426 3,926 1201 1426 3,926 1201 1426 3,926 1201 1,006 1,000 1214 1281 1,230 1156 1,006 1,000 1158 1,000 1,1 1158 1,000 1,1 11691 1,000 1,1 110
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U 0.00% U 0.00% 0 0.00%		599 599 615 0 0 0 0 0 0 0 0 0 0 0 0 0		831 831 456 456 2.082 2 83 83 815 83 83 83 83 83 846 3,926 1,804 2,3 2,288 2,3 1,804 2,3 1,200 1,0 1,201 1,0 1,201 1,0 1,051 1,2	926 831 422 456 0 0 0 0 97 83 87 83 87 83 835 816 816 3,926 8316 3,926 1424 836 8316 3,926 1916 1,904 1283 1,230 1691 1,291 1550 1,051 1551 1,051 1553 835
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0"> 0.00% 0"> 0.00% 0" 0.00%		2,082 853 855 855 855 855 856 856 865 1,000 1,000 1,000 1,005 1,00		0 2,082 83 83 845 845 896 1,004 1,004 1,200 1,2289 2,289 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 2,200 2,0000 2,0000 2,00000000	0 0 0 2412 2,082 2, 871 8,35 815 835 815 815 8316 3,826 3, 2177 2,299 2, 2177 2,299 2, 1916 1,000 1,0 1928 1,229 0,0 1283 1,230 0,0 1283 1,230 1,1 835 835 835
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0% 0.00% 0% 0.00%		889 896 8373(0 815 815 815 41 1,0511		815 815 815 815 815 896 2,289 1,904 1,000 4,70 1,281 1,281 1,051	97 83 855 815 835 816 1424 896 1424 896 1424 896 1424 896 1424 896 1424 896 1424 896 1916 1,904 1916 1,904 1006 1,000 1283 1,230 1283 1,230 1520 1,281 835 8,70
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0% 0.00% 0% 0.00%		038730 3,730 2,288 381 1,000 615 1,000 1,051 1,051 1,051 1,051 1,051 1,051 1,051		3,926 2,289 1,904 1,000 1,230 470 1,281	3816 3.926 2177 2.289 1916 1,904 1006 1,000 1283 1,230 438 470 1691 1,261 1520 1,051 835 8470
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0 ^m 0.00%		2,289 381 615 615 47 47 47 1,000 1,051 1,051 862		1,200 1,000 1,230 1,230 1,231 1,231 1,251	1916 1,200 1916 1,200 1006 1,000 1283 1,230 438 4,70 1691 1,281 1520 1,051 835 847
0 ¹⁰ 0.00%		381 1,000 615 47 47 1,281 1,281 1,051 862		1,804 1,000 1,2330 1,281 1,281 1,281	1004 1006 1283 1280 438 470 1520 1520 835 847 1051 1521 1051
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0 0		615 47 1,281 1,051 862		1,230 470 1,281	1283 1.230 438 4.70 1891 1.281 1520 1.251 835 887
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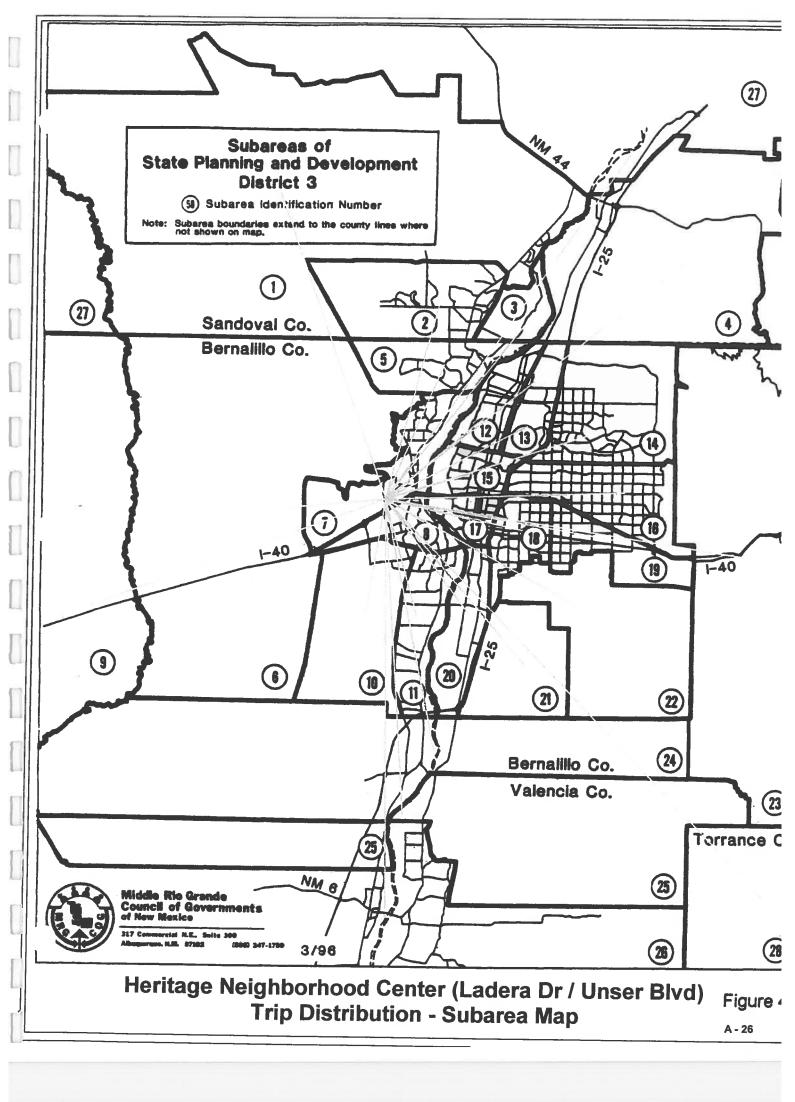
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Trip Distribution Table Heritage Neighborhood Center

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

2004 and 2030 Data Taken Kom Miri Reyen Control of Governments "2030 <u>Sociosportur</u> Ereatasts by Data Analysis Subzones for the Miri Reyerou of New Meyons

Mail Population Distance Vertualization Kerpatiation	Sub Ama	% Sub	1000		Interpolated						01 201 0240 124 10	-	<u>-</u>	Tierra Pintada East	ise.	-	Market Rd Monh	4
2004 2001 <th< th=""><th></th><th></th><th>Population</th><th></th><th>Population for the Year</th><th>Population in Study</th><th>Dist. (Mi.)</th><th></th><th>% Population</th><th></th><th>% Population / Dist. Utilizing</th><th>Population</th><th>% Utilizing</th><th>% Population /</th><th>Population</th><th></th><th>% Population /</th><th></th></th<>			Population		Population for the Year	Population in Study	Dist. (Mi.)		% Population		% Population / Dist. Utilizing	Population	% Utilizing	% Population /	Population		% Population /	
301/36 266/16 2010 2017 90 0.00% 10 0.00% 0<			2004		20						0				•	D	Dist. Utilizing	ionamdo -
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9.128 8.064 6.064 6.064 0.064 <th< td=""><td>-</td><td>100%</td><td>39,348</td><td></td><td></td><td>29.918</td><td></td><td></td><td></td><td></td><td></td><td></td><td>0%0</td><td></td><td></td><td></td><td>76000</td><td></td></th<>	-	100%	39,348			29.918							0%0				76000	
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	-	100%	25 080	44 200	1000 20	44/ ·21	04.02						7.0					
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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		100%	48,565	59,615		51,115	1.01	50					%0					
1 1 1 2 1		100%	27,546	28,553		27.778	2 88	0000				18	3%					
4.822 31,522 7.44 4.239 3.63% 0.00% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0 0% 0 0% 0 0 0 <		100%	1,678	1,888		1 728	10 07	2010					%0					
33.202 2.3.17 7.61 4.088 3.60% 0.00% 0 0% 0 0% 0 0% 0 0% 0.00% 0 0%	_	100%	39,532	4.822		31 522	7 44	000 1					%,0				2000	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		100%	32.051	33,202		20.044	107	4,23					0%0				800 o	
10.146 0.046 0.046 0.148 0.148 0.148 0.148 0.078 0.078 0.078 0.006 0<		100%	16.144	18 148		10,011	18.7	4,088					0%0				%00.0	
Holicity Biology 0.76% 0.38% 0.76% 0.38% 444 0% 0.00% 0 0% 0		100%	8 715	10 146	0.045	10,144	80.8					38	0%			%.0	0.00%	0
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		100%	100 000	202'02		24,823	5.83	4,258				-	12.0	%00.0		%0	%00.0	0
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		12.001	106,882	108,353	-	108,760	15.28	7.120					1.0	%00.0		0.%	0.00%	
41,870 41,864 41,964 6,81 $\frac{4,711}{11}$ 4.03% 0.00% 0		100%	20,920	21,196	20,984	20.984	5.70	3 885					0.0	0.00%		920	2000	
58,888 58,866 58,866 56,46 1.54 3.735 0.076 0.006 0 0.006 0 0.006 0 0.006 0 0.006 0 0.006 0.006 0 0.006 0		100%	42,078	41,670	41,984	41.984	8.91	A 744				0	0%	%00.0		V/0	1000	
θ <td>_</td> <td>100%</td> <td>59,027</td> <td>58,888</td> <td>58.995</td> <td>58.995</td> <td>15.54</td> <td>101 6</td> <td></td> <td></td> <td></td> <td>0</td> <td>%0</td> <td>0.00%</td> <td></td> <td>0'%'</td> <td>0.00%</td> <td></td>	_	100%	59,027	58,888	58.995	58.995	15.54	101 6				0	%0	0.00%		0'%'	0.00%	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	_	100%	9,482	9.699	9.632	0 530	10.0	01/00				0	01%	0.00%		Ury I	2000	
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2,554 2,430 2,310 2,510 2,430 2,510 0.00% 0.0 0.00% 0		100%	18,140	20.390	18.659	18 850	01 00	107				0	0'%	%00.0	C	001	Rono	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		100%	2,393	2.554	2.430	9.430	10.10	200		50		0	0%0	0.00%	C	240	8000	
85.654 77.948 77.948 77.948 77.948 20.00% 0.0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0<	_	100%	1.009	1.062	1 021	1 004	00.00	141	0.13%	0%		0	%0	0.00%	C	00/07	2000	
22.275 21.260 21.260 26.24 0.54% 0.56% 0.00% 0 0.00% 0 0.00% 0.00	-	100%	75.508	85.854	77 940	170'1	20.23	8	0.04%	S0	0.00%	0	0%0	70000		100	8000	
21.800 21.400 19.91 1,065 0.81% 0.81 0.00% 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		100%	20.955	22 27A	040'11	040'11	79.20	2,972		<u></u> 0	0.00%	0	0%0	0.004		2.0	%00.0	
-1.020 24).024 25.18 568 0.49% 0.10% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0 0 0% 0	-	100%	19 524	21 800	20.004	1,200	18.8/	1,085		30	0.00%	0	0%	0.000	20	1.00	0.00%	0
U-3/11 11,916 48.90 254 0.22% R 0.00% 0 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0 0% 0 0 0% 0 0 0 0% 0	-	1000	11 280	12 774	470'05	20'UZ4	35.18	699	0.49%	0.0	0.00%	a	1.2.0	0.002	2	1.12	%00.0	0
356,916 817,844 780,015 116,879 100.00% 18.98% 22,185 1.28% 1,511 0.00% 0.04%	-	1 10 101	200	10,111	101A'11	11,916	46.90	254	0.22%	340	1000 U		100	R 20'0	2	0.20	0.00%	0
22,00 22,00 1,29% 1,611 0,04%			011,000	836,916	817,644	780,015		116,879	100.00%		18 08%	20 40K	11.00	0.00%	D	122.0	0.00%	0
											R 00'01	C01'77		1.29%	1,511		0.04%	54

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Trip Distribution Table Heritage Neighborhood Center

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

2004 and 2030 Data Fisten Post Mid-Region Cours: et Governments 2030 <u>Socioeconomic</u> Eorietastis his Data Analyzis Surtizores do the Mid-Region of <u>New Astron</u>o

	Population			0	1.169	540	0	2.019	0	19 083	C	0	C		800	AAA			1,405	0	0	0				0	0	0	0	0	0			25,538 21.85%
-	1			.0																														
(FE)	Reputation /	DIST UTITING		0.00%	1.00%	0.46%	0.00%	1.73%	0.00%	16.31%	%00.0	0.00%	0.00%	0.00%	0.77%	738% U	0.004	P oc v	202.1	8000 C	0.00%	%00.0	0.00%	0.00%	2000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	000%	21.85%
	% Utilizing			Û"Ya	50%	100%	4.0	50%	VZ-0	37%	9%0	960	0%0	\$.0	50%	20%	%0	2305	Vor.	80	2.5	200	1V.0	0.0		0.00	n.va	0%0	20	20%	0//0	050	10.0	
1	Population			0	0	0	0	0	0	300	0	0	0	0	0	0	0		C								5	0	0	0	0	0	0	300 0.26%
(NO)	% Population /	Rumino ano		0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.26%	0.00%	%00.0	0.00%	0.00%	9600.0	%00.0	0.00%	%00.0	%00.0	0.00%	2000 2000	0.00%	0.00%	%000	75000	0.00%	2000	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.26%
2	% Utilizing			0%0	6.0	%0	560	0%	20	1 7,0	0%0	%0	5:0	0%0	970	12.0	0.%	0.75	%0	1,2,0	ⁿ c0	0%	0.72	0%0	(15%	0.9	D(9/	0.10	0.0	0.0	0%0	0%	0%°	
	Population			0	0	0	0	0		6	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0				5	5	0	0	51 0.04%
(LN)	% Population / Dist. Utilizing		2000	*00.0	%00.0	8000	%00.0	%00.0	%000	2450 O	%.000 0	%00.0	%.nn.n	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0 00%	2000	8 00 0	2000	8000	%00.0	0.00%	0.04%
	% Utilizing				0.0	200	200	W/D	9 D D	9/10	01.0	6.0	200	U/D	200	8.0	0%0	0.0	0%0	¹ X.0	0%	0%0	0%0	0%)	0.7 ₀	VáU	0.2	005	20	0.0v.	100	2.0	10	
	Population / Distance		07	2 338	540	202	A 027	348	50 R61	0 843	100	4 230	0000	1000	00/1	0000	0,000	4,208	7,120	3,686	4,711	3,795	1,046	0	231	805	147	20	2.972	1 086	580	254	402	8/0'0LL
	Dist. (MI.)		20.77	12.80	14 94	25.48	0.38	8.78	1.01	2 88	10 07	7 44	7 01	R OR	10.00	100	8 in	0.00	13.28	5.70	8.91	15.54	9.11	13.87	17.69	23.18	16.48	20.23	26.20	19.97	35.18	AR DO	00.04	
	Population in Study		2.010	29.918	8.084	13.744	37,868	3.053	51.115	27.778	1.728	31.522	32.317	18 144	9 045	03.375	0000	070'47	100/001	20,984	41,984	28,895	9,532	0	4,082	18,659	2,430	1,021	77,848	21.280	20.024	11.918	780.015	~~~~
	Interpolated Population for the Year	2010	29,918	39,639	8,064	13.744	37.868	3,053	51,115	27.778	1.726	31,522	32.317	16.144	9.045	83.375	24 823	100 700	100/001	40A'07	41,984	CAA'OC	200'A	2 000	70.02	18,659	2,430	1,021	77,848	21,260	20.024	11.916	817 AAA	
	2030 Population	2030	39,738	40,610	8,728	14,936	44,203	3,950	59,615	28,553	1,888	4,822	33,202	16,148	10.148	84.279	25.282	108 353	21 108	44 070	41,0/0	000'00	8,088	0000	000000	0A0'07	4,004	1,062	85,654	22,276	21,690	13,771	838,916	d.
	2004 Population	2004	26,972	39,348	7,865	13,387	35,968	2,784	48,565	27,546	1,678	39,532	32,051	16,144	8,715	83,104	24,691	108 885	20,920	40.070	42,U/0	0 400	0,704	1 224	10 4 40	0,140	×,080	1,009	75,506	20,955	19,524	11,300	811.863	* - Subarea in which the site it located.
	% Sub Area in Study		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	%001	100%	100%	100%	100	100%	100%	10001	10.5%	100%	100%	12 001	100%	100%	%001	100%	100%		in which the
	Sub Area I.D.#		-	2	e	4	ß	9	ř.	8	8	ę	1	12	13	14	15	16	17	18	0	20	24	22	23	24		52	38	27	28	29		* - Subarea

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Trip Distribution Table Heritage Neighborhood Center

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

2004 and 2030 Cata Taken Irom Mid Region Council of Governments" 2030 <u>Seconeconomic</u> F<u>orecasts by Data Analises Stateoner for the Mid Region of New Marico</u>

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Sub Area I.D.#	Area In Study	5	E C	See.	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Poputation / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population /	Population
		2004	2030	2010								D			Dist Utilizing	
-	100%	26,972	38,738	29,918	2,010	20.77	87	0%	78000	C						
-	100%	39,348	40,610	39,639	29.918		23				0.29	0.00%	0	0.77	0.00%	0
	100%	7,865	8,728	8.064	8 084	1				C	0,%"	%00.0	0	%0	0.00%	
	100%	13,387	14,936	13.744	13.744	-		960		0	20%	%00.0	0	%0	0.00%	
	100%	35,968	44.203	37,868	37 848			2.0		0	50	0.00%	0	950	76000	
	100%	2.784	3.950	3 053	3 052		đ	0.22		0	0.%	0.00%	0	020	000%	
~	100%	48.565	59.615	51 115	51 115			3.0		0	020	0.00%	0	960	2000	
80	100%	27,546	28.553	27.778	27 778		100'00			3,316	3%	1.20%	1,404	10%	0.50%	200
6	100%	1.678	1.888	1 728	1 720	10.00	240'A			0	0%0	0.00%	0	120	79000	
9	100%	39.532	4 822	31 500	04 500	10.01	20	0.0		0	0%0	0.00%	0	047	2000	
1	100%	32.051	33,202	32 317	270'10	1	4,238	%0		0	9%.0	0.00%	0	120	2000	
12	100%	16.144	16 146	18 144	10,20	190 0	4,088	9.20		0	0%	0.00%	0	00%	2000	
13	100%	8.715	10 146	10,048		0.80	26/ ¹	1%.0		0	9%0	0.00%	C	200	2000	
14	100%	93.104	04 270	02 275	040'0	10.18	888	%0		0	%0	0.00%	G	Unit.		
15	100%	24.691	25 282	24 823	010,070	14.00	6,668	0.%		0	9%0	0.00%		Ony.	R.000	
	100%	108.882	108 353	100 700	100 100	20.0	4,208	0,%	%00.0	0	%U	%00.0		047	R DOO	
17	100%	20,920	21 108	20.001	100,/001	10.28	7,120	120	0.00%	0	1%-0	9600.0		200	2000	
18	100%	42.070	44 070	+02'07	20'864	0.0	3,685	:50	0.00%	0	540	1000 U		200	2000	0
-	100%	201024	41,0/0	41,984	41,984	8.81	4,711	750	0.00%	0	001	%0000		50	%000.0	0
+	100%	0 402	000'00	CRA'90	58,885	15.54	3,785	W.0	0.00%	0	12.0	0.00%		20	800.0	0
	1000	204'0	RAD'A	A,032	9,532	9.11	1,046	120	0.00%	C	700	20000		37.0	%00'n	0
	14.001	0		8	9	13.87	0	%0	0.00%		2.0	8000		%0	0.00%	0
	%.nn1	4,231	3,629	4,092	4,092	17.69	231	7.0	0.00%	ō	200	800	2	6 ¹⁰	0.00%	0
_	100%	18,140	20,390	18,659	18,659	23.18	805	03%	0.00%		% O	0.00%	0	°60	0.00%	0
24	100%	2,393	2,554	2,430	2.430	16.48	147	007	2000		ey.n	0.00%	0	50	0.00%	0
	100%	1,009	1,082	1,021	1.021	20.23	202	0.0	2000	5	8.0	0.00%	0	12.0	0.00%	
	100%	75,506	85,654	77,848	77.848	28.20	2 972	700	%0000	5	20	0.00%	0	6%	0.00%	
	100%	20,955	22,276	21.260	21,260	19 97	1 001	10/0	8000 O	c	5.0	0.00%	0	550	0.00%	
-	100%	19,524	21,690	20.024	20.024	35.18		2.0	%00'0	0	%,0	%00.0	0	0%	0.00%	
28	100%	11,360	13,771	11.916	11 918	ABON	1960	0.0	%00.0	0	0%0	%00.0	0	"%.C	0.00%	
		811,863	836.916	817,644	7R0 015	2007	440 010	4.1	%00.D	0	540	0.00%	0	0.5	0.00%	
							110,013		2.84%	3,316		1.20%	1 404		O EAN	
															1200 D	54

HeritageNC_TD_Off2030.xts - DAZ_Pop

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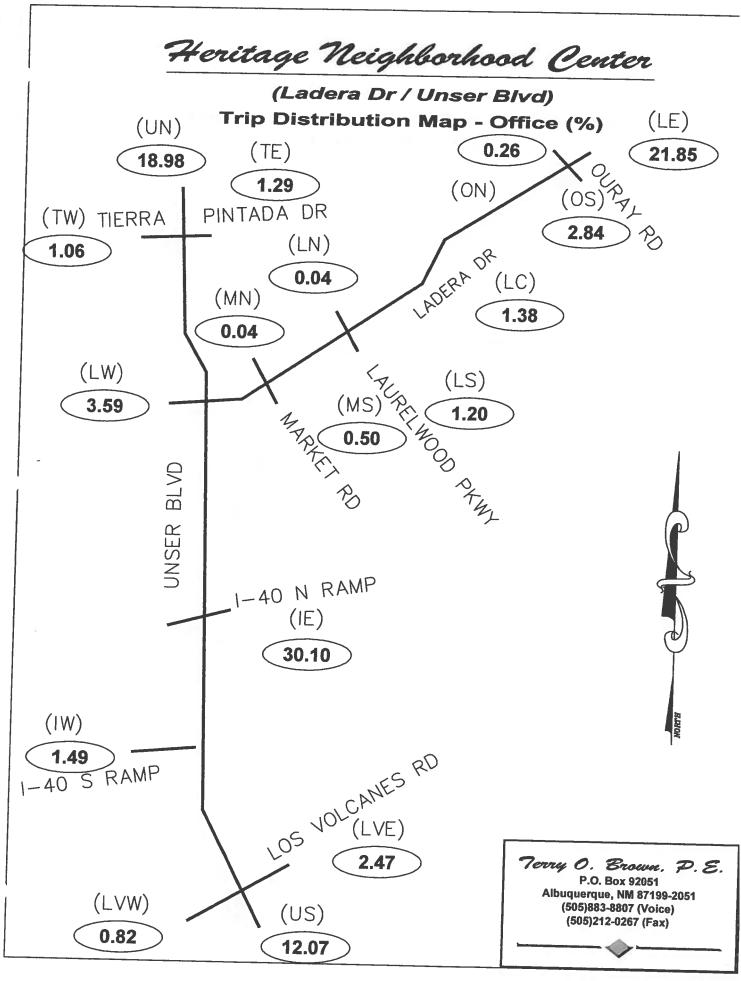
Trip Distribution Table Heritage Neighborhood Center

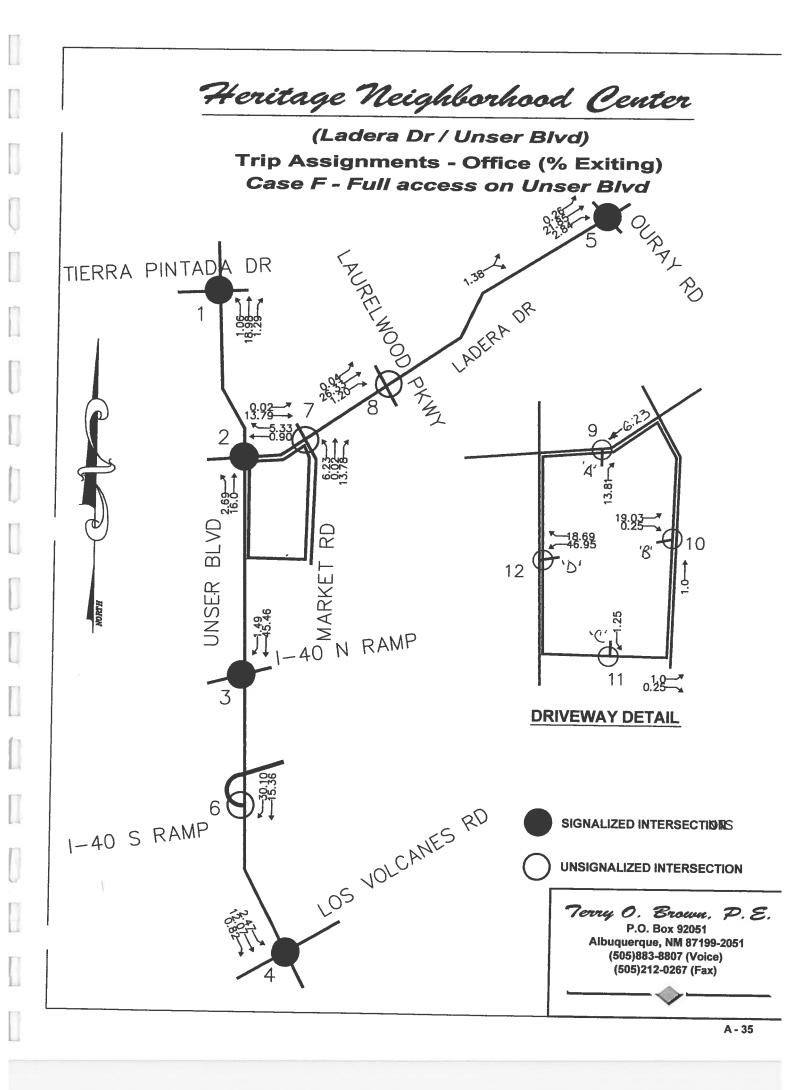
Sub Area Population Data: For determination of Trip Distribution for Proposed **Office Development Trips**

2004 and 2030 Data Taken Iron Mid Region Council of Governments" 2030 <u>Socioeconcenio</u> Forecasts by Data Analysis Subzunes for the Mid-Region of New Mewico

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Population / % Utilizing % Population / Population % Utilizing % Population / Population % Utilizing % Population % Utilizing
97 30% 0.07% 77 03% 0.00%
0%0 0.00% 0 0%0
0.00%
100% 0.46% 540 0% 0.00%
C% 0.00% 0 C% 0.00%
0.00%
0.00% 0
30%
0 0%
0.00% 0 0.00%
0 0%
0.00% 0
0 0%
102 0.00% 0.668 0.% 0.00%
100% B 00% 7 1,448 0.00%
0.00% 0.00% 0.00%
%00'0 %0 G89'S %C0'T /400'
100% 4.03% 4,711 0% 0.00%
100%. 0.00% 1.04B 0.00%
100% 0.20% 231 0% 0.00%
805 0.00%
100% 0.13% 147 0% 0.042
100% 0.04% 50 0% 0.04%
100% 2.54% 2.072 0% 0.00%
100% 0.04% 4.00% 2%
0.48% 569 0%
1 i00% 0.22% 254 0% 0.00%
35,185 2.47% 2,893





Heritage Neighborhood Center (Ladera Dr / Unser Blvd) **Passby Trips** Case F - Full access on Unser Blvd 9 18% 18% -28% -28% 36**%**+18% 10 'B' 12 12 2895 'C' 11 **DRIVEWAY DETAIL** SIGNALIZED INTERSECTIONS UNSIGNALIZED INTERSECTION Terry O. Brown, P.E. P.O. Box 92051 Albuquerque, NM 87199-2051 (505)883-8807 (Voice) (505)212-0267 (Fax) A - 36

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements SUMMARY <u>PROPOSED DEVELOPMENT (2010) - 100% Development</u>

Case F - full access at Intersection 12

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INTERSECTION:	<u> </u>	mma		,ase = - Tuli ,	access at	Intersection	12					
<u>Tierra Pintada Dr / Unser E</u>	Blvd	0.81			0.75							
(1)		d (Tierra Pi	ntada:Dr)	Weethou	Ind (Tierra I	Dintade Del	Mont	0.97			0.94	PHF
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	hbound (Uns			bound (Uns	
Existing (2007)	34	3							Right	Left	Thru	Right
2010 (NO BUILD - A.M.)	203	18	215	106				8 631				
								6 712	130	49	954	50
2010 (BUILD - A.M.)	203	18	249	112	12	28	6	1 751	134	49	1,016	50
		0.90			0.75			0.94			0.88	PHF
		d (Tierra Pi			nd (Tierra P			hbound (Uns		Southt	ound (Uns	er Blvd)
Existing (2007)	Left		Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	31	2	68	65				9 840	22	28	770	47
2010 (NO BUILD - P.M.)	151	30	114	356	40	99	21:	3 962	226	97	882	132
2010 (BUILD - P.M.)	151	30	154	362	40	99	253	3 1,037	232	97	945	132
<u>Ladera Dr / Unser Blvd</u> (2)		0.87			0.79			0.85	·		0.89	PHF
3.0% Truck		und (Lader			ound (Lade			bound (Unse	er Blvd)	Southb	ound (Unse	er Blvd)
Existing (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	175	251	365	317	105	44	48	3 429	224	45	906	58
2010 (NO BUILD - A.M.)	199	446	557	542	186	123	134	653	376	99	1,279	105
2010 (BUILD - A.M.)	199	460	597	542	196	140	163	704	376	125	1,355	105
-		0.93			0.93			0.95			0.96	PHF
		und (Laden			ound (Lade		North	bound (Unse	r Blvd)	Southb	ound (Unse	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	140	182	138	281	264	107	288	860	372	94	547	184
2010 (NO BUILD - P.M.)	192	319	322	594	480	249	560	1,433	708	263	1,087	333
2010 (BUILD - P.M.)	192	334	369	594	496	279	607		708	290	1,169	333
I-40 N. ramp / Unser Blvd		0.05				1					.,	000
(3)	Feetbour	0.85		101 11	0.91			0.97			0.89	PHF
3.0% Truck	Left	nd (I-40 N. r Thru			und (I-40 N.			bound (Unse		Southbo	und (Unsei	Blvd)
Existing (2007)	0		Right	Left	Thru	Right	Left	Thru	Right	Left	Thru i	Right
2010 (NO BUILD - A.M.)		0	0	343	3	188	24	687	0	0	1,775	68
	0	0	0	438	3	222	46	992	0	0	2,281	76
2010 (BUILD - A.M.)	0	0	0	438	3	291	46	1,138	0	0	2,417	83
5 ²		0.85			0.94			0.87			0.92	PHF
		d (I-40 N. r			und (I-40 N.			ound (Unser	Blvd)	Southbo	und (Unser	
Existing (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	626	0	771	24	725	0	0]	903	70
2010 (NO BUILD - P.M.)	0	0	0	770	0	840	75	1,319	0	0	1,559	108
2010 (BUILD - P.M.)	0	0	0	770	0	905	75	1,485	0	0	1,806	120
Los Voicanes Rd / Unser Bive	=	0.75			0.75			0.91			0.82	PHF
(4)	Eastbound (es Rd)	Westbound	l (Los Volca	nes Rd)	Northb	ound (Unser	Blvd)	Southbo	und (Unser	
3.0% Truck	and the second se	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left j	Thru	Right
Existing (2007)	137	69	7	95	27	134	8	1,101	101	260	8971	69
2010 (NO BUILD - A.M.)	137	74	7	297	31	219	8	1,192	279	490	976	75
2010 (BUILD - A.M.)	142	74	7	297	31	255	8	1,287	279	516	1,043	78
		0.83	1		0.92			0.85		0101	0.89	
	Eastbound (I	os Volcan	es Rd)	Westbound	(Los Volca	nes Rd)	Northbo	ound (Unser	Blvd)	Southbor	Ind (Unser	PHF
	and the second se	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	54	15	4	73	23	132	10	793	120	108	1,022	121
2010 (NO BUILD - P.M.)	82	33	6	736	33	459	12	1,083	463	609	894	127
2010 (BUILD - P.M.)	87	33	6	736	33	500	12	1,190	463	651		
· L							14	1,130	403	001	1,007	133

Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements SUMMARY <u>PROPOSED DEVELOPMENT (2010) - 100% Development</u>

Case F - full access at Intersection 12

Summary

INTERSECTION:

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Ladera Dr / Ouray Rd		0.91			0.89			0.79			0.89	PHF
(5)	East	ound (Lade	ra Dr)	West	bound (Lad	era Dr)	North	bound (Our	av Rd)	South	bound (Oura	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	20	365	247	3	145		98		5	1	191	
2010 (NO BUILD - A.M.)	20	365	247	4	214	30	101	79	5	99	212	<u>13</u> 14
2010 (BUILD - A.M.)	24	414	287	4	291	30	156	79	5	99	212	19
		0.90			0.87			0.94			0.89	
		ound (Lade	a Dr)	Westl	ound (Lade	ra Dr)	North	bound (Our	av Rd)	South	bound (Oura	PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	19	271	200	20	379	107	293	233	16	34	123	13
2010 (NO BUILD - P.M.)	22	307	227	23	427	121	293	233	16	36	131	14
2010 (BUILD - P.M.)	27	400	292	23	506	121	358	233	16	36	131	20
-											1011	20
I-40 S. ramp / Unser Blvd		0.75			0.85			0.80			0.88	-
(6)	Eastbo	und (I-40 S.	ramp)	Westbo	und (I-40 S.	ramo)	Northb	ound (Unse	r Rhyd)	Southh	ound (Unser	PHF
3.0% Truck	Left I	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Existing (2007)	31	01	9	01	01	0	3	535	580	4		Right
2010 (NO BUILD - A.M.)	50	0	41	0	0	0	3	804	660	5	821	740
2010 (BUILD - A.M.)	60	0	41	0	0	0	3	939	660	45	1,329	883
		0.90			0.85			0.92	000	43	1,425	883
	Eastbo	und (I-40 S. I	amp)	Westbo	und (1-40 S.	ramn)	Northb	ound (Unser	Rhyd)	Southhe	0.97 Dund (Unser	PHF
	Left	Thru I	Right	Left	Thru I		Left	Thru			ouna (unser	
	Leit	iniu j	right 1	Leit		Riani I			Right I	loft I	Thru	Diabt
Existing (2007)	69	0				Right			Right 264	Left	Thru	Right
Existing (2007) 2010 (NO BUILD - P.M.)			21 77	0	0	0	0	641	364	0	1,162	308
	69	0	21	0	0	0	0	641 1,335	364 576	0 0	1,162 1,908	308 344
2010 (NO BUILD - P.M.)	69 94	0	21 77	0	0	0	0	641	364	0	1,162	308
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd	69 94	0	21 77	0	0	0	0	641 1,335 1,489	364 576	0 0	1,162 1,908 2,069	308 344 344
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7)	69 94 105	0 0 0	21 77 77	0 0 0	0 0 0 0.79	0 0 0	0 0 0	641 1,335 1,489 0.86	364 576 576	0 0 86	1,162 1,908 2,069 0.85	308 344 344 PHF
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck	69 94 105	0 0 0	21 77 77	0 0 0	0 0 0	0 0 0 a Dr)	0 0 0	641 1,335 1,489 0.86 Dund (Marke	364 576 576	0 0 86 Southbo	1,162 1,908 2,069 0.85 Dund (Market	308 344 344 <i>PHF</i> Rd)
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007)	69 94 105 Eastbo	0 0 0 0.88 und (Ladera	21 77 77 Dr)	0 0 0 Westbo	0 0 0 0.79 0.79	0 0 0	0 0 0 Northb	641 1,335 1,489 0.86 Dund (Marke Thru	364 576 576 t Rd) Right	0 0 86 Southbo	1,162 1,908 2,069 0.85 Dund (Market Thru	308 344 344 PHF Rd) Right
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.)	69 94 105 Eastbo	0 0 0 0.88 und (Ladera Thru	21 77 77 77 Dr) Right	0 0 0 Westbo	0 0 0 0.79 0.79 0.10 0.79 0.10 0.10 0.10 0.10 0 0.10 0 0	0 0 0 a Dr) Right	0 0 0 Northbu Left	641 1,335 1,489 0.86 Dund (Marke Thru 0	364 576 576 576 t Rd) Right 72	0 0 86 Southbo Left 0	1,162 1,908 2,069 0.85 Dund (Market Thru 0	308 344 344 PHF Rd) Right
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007)	69 94 105 Eastbo Left 0	0 0 0 0 0.88 und (Ladera Thru 425	21 77 77 77 Dr) Right 28	0 0 0 0 Ueft 14	0 0 0 0.79 0 0.79 0 0.79 0 0.79 0 0.79 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 8 Dr) Right 0	0 0 0 0 Northbu Left 113	641 1,335 1,489 0.86 Dund (Marke Thru	364 576 576 576 t Rd) Right 72 72	0 0 86 Left 0 0	1,162 1,908 2,069 0.85 Dund (Market Thru 0 0	308 344 344 PHF Rd) Right 0 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.)	69 94 105 Left 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 2 0.88 0.88	21 77 77 Right 28 28 28 34	0 0 0 Uestbo Left 14 15	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 Right 0 0	0 0 0 0 Left 113 113	641 1,335 1,489 0.86 0.00 Thru 0 0 0	364 576 576 576 t Rd) Right 72	0 0 86 Southbo Left 0	1,162 1,908 2,069 0.85 Dund (Market Thru 0 0 0 1	308 344 344 Right 0 0 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.)	69 94 105 Eastbo Left 0 0 0 0 Eastbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 9 0 9 0	21 77 77 Right 28 28 34 Dr)	0 0 0 Left 14 15 201	0 0 0 0 0.79 0 0.79 0 0.79 0 0.79 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 Left 113 113 113 140	641 1,335 1,489 0.86 Dund (Marke Thru 0 0 0 0 0 0 0 0 0 0 0 0	364 576 576 Right 72 72 136	0 0 86 Left 0 0 0	1,162 1,908 2,069 0.85 0000 (Market Thru 0 0 0 1 0.85	308 344 344 PHF Rd) Right 0 0 0 0 PHF
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	69 94 105 Left 0 0 0 0 Eastboo Left	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0	21 77 77 Right 28 28 28 34 Dr) Right	0 0 0 Left 14 15 201	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 Left 113 113 113 140	641 1,335 1,489 0.86 Dund (Marke Thru 0 0 0 0	364 576 576 Right 72 72 136	0 0 86 Left 0 0 0	1,162 1,908 2,069 0.85 0000 (Market Thru 0 0 0 1 0.85 000 1 0.85 000 1 0.85	308 344 344 PHF Rd) Right 0 0 0 PHF Rd)
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	69 94 105 Left 0 0 0 0 Eastboo Left 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 77 77 Right 28 28 34 Dr)	0 0 0 Left 14 15 201 Westbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 113 113 113 140 Northbc	641 1,335 1,489 0.86 0und (Marke Thru 0 0 0 0 0 0 0 0 0	364 576 576 8 Rd) Right 72 72 136 t Rd)	0 0 86 Left 0 0 0 0 Southbo	1,162 1,908 2,069 0.85 0000 (Market Thru 0 0 0 1 0.85 000 1 0.85 000 1 0.85 000 1 0.85	308 344 344 PHF Rd) Right 0 0 0 PHF Rd) Right
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.) Existing (2007) 2010 (NO BUILD - P.M.)	69 94 105 Left 0 0 0 0 Eastboo Left	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0	21 77 77 Right 28 28 28 34 Dr) Right	0 0 0 Left 14 15 201 Westbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	a Dr) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	641 1,335 1,489 0.86 0und (Marke Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	364 576 576 8 Right 72 72 136 8 Rd) Right	0 0 86 Left 0 0 0 0 Southbo	1,162 1,908 2,069 0.85 Dund (Market Thru 0 0 1 0.85 und (Market Thru 0 0 0 1 0.85 UN 0 0 0 0 0 0 0 0 0 0 0 0 0	308 344 344 PHF Rd) Right 0 0 0 PHF Rd) Right 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Ladera Dr / Market Rd (7) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	69 94 105 Left 0 0 0 0 Eastboo Left 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 77 77 Right 28 28 28 34 Dr) Right 156	0 0 0 Left 1 14 15 201 Westbo Left 1 48	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	a Dr) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	641 1,335 1,489 0.86 0.86 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	364 576 576 8 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 86 Left 0 0 0 0 Southbo Left 0	1,162 1,908 2,069 0.85 0000 (Market Thru 0 0 0 1 0.85 000 1 0.85 000 1 0.85 000 1 0.85	308 344 344 PHF Rd) Right 0 0 0 PHF Rd) Right

Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements SUMMARY <u>PROPOSED DEVELOPMENT (2010) - 100% Development</u>

Case F - full access at Intersection 12 S u m m a r y

INTERSECTION:

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Ladera Dr / Laurelwood Pkw	vy	0.90			0.75			0.89				
(8)	Eastb	ound (Lade	ra Dr)	West	ound (Lad	era Dr)	Northbou	nd (Laurelw	ood Dlawy	Cauthhau	0.75	PHF
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	nd (Laureiwo Thru	Right
Existing (2007)	1	490	28	5	255		78				0	- <u>Right</u> 81
2010 (NO BUILD - A.M.)	1	490	28	7	363	0	78	0	65	5	0	8
2010 (BUILD - A.M.)	2	602	44	7	526	0	101	0	65	5	0	9
		0.89			0.91			0.85			0.75	PHF
		ound (Lader		Westb	ound (Lade	era Dr)	Northbou	nd (Laurelwo	od Pkwv)	Southbour	nd (Laurelwo	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	9	422	86	76	546	9	37	0	34	1	0	3
2010 (NO BUILD - P.M.)	10	481	98	82	589	10	37	0	34	1	0	3
2010 (BUILD - P.M.)	11	674	124	82	769	10	63	0	34	1	0	4
- Ladera Dr / Driveway 'A'		0.79			0.79							
(9)	Fastbo	ound (Ladera	Dr	Weeth	ound (Lade	m Dal		0.85			0.85	PHF
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru			und (Drivew	
Existing (2007)	0	5201	0	0	466	O	01	01	Right	Left	Thru	Right
2010 (NO BUILD - A.M.)	0	520	0	0	466	0	0	0	0	0	0	0
2010 (BUILD - A.M.)	0	526	33	0	493	0	0	0	65	0	0	0
L.					,			- V I	001	U }		01
_		0.93			0.93			0.85			0.95	
		und (Ladera		Westbo	0.93 ound (Lade	ra Dr)	Northbo	0.85 und (Drivew	av.'A')	Southbo	0.85 und (Drivew	PHF
	Left	und (Ladera Thru	Right	Westbo Left		ra Dr) Right	Northbo Left	0.85 und (Drivew Thru	ay 'A') Right	Southbo Left	0.85 und (Drivew Thru	ay 'A')
Existing (2007)	Left 0	Thru 648	Right 0	Left 0	ound (Lade			und (Drivew			und (Drivew	
2010 (NO BUILD - P.M.)	Left	und (Ladera Thru	Right	Left	ound (Lade Thru	Right	Left	und (Drivew Thru	Right	Left	und (Drivew) Thru	ay 'A') Right 0
	Left 0	Thru 648	Right 0	Left 0	Thru 652	Right 0	Left 0	und (Drivew Thru 0	Right 0	Left 0	Und (Drivew Thru 0	ay 'A') Right
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	Left 0 0	und (Ladera Thru 648 706 664	Right 0 0	Left 0 0	Thru 652 711	Right 0 0	Left 0 0	und (Drivew Thru 0 0	Right 0 0	Left 0 0	Und (Drivew Thru 0	ay 'A') Right 0 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd	Left 0 0 0 0	und (Ladera Thru 648 706 664	Right 0 0 85	Left 0 0 0	0.85	Right 0 0	Left 0 0	und (Drivew Thru 0 0	Right 0 0	Left 0 0	Und (Drivew Thru 0	ay 'A') Right 0 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10)	Left 0 0 0 0 Eastbour	und (Ladera Thru 648 706 664 0.85 nd (Drivewa	Right 0 0 85 y 'B')	Left 0 0 0 Westbou	0.85 0.85 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.1	Right 0 0 0	Left 0 0 0 0	Und (Drivew Thru 0 0 0 0 0 0.86 0 0.86	Right 0 0 163	Left 0 0 0	Und (Drivew) Thru 0 0 0	ay 'A') Right 0 0 0 0 PHF
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck	Left 0 0 0 Eastbour	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru	Right 0 0 85 y 'B') Right	Left 0 0 0 Westbou Left	0.85 0.85 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.1	Right 0 0 0 0 ay 'B') Right	Left 0 0 0 Vorthbo Left	Und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 163	Left 0 0 0	Und (Drivew, Thru 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 0 PHF
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007)	Left 0 0 Eastbour Left 0	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0	Right 0 0 85 y 'B') Right 0	Left 0 0 0 Westbou Left 0	0und (Lade Thru 652 711 709 0.85 nd (Drivew Thru 0	Right 0 0 0 0 ay 'B') Right 0	Left 0 0 0 0 Northbo Left 0	und (Drivew Thru 0 0 0 0 0 0 0 0 1 0 1 85	Right 0 0 0 163 1 t Rd) Right 0 0	Left 0 0 0 Southbo	Und (Drivew, Thru O O O O O O O O O O O O O O O O O O O	ay 'A') Right 0 0 0 0 PHF t Rd)
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) <u>Driveway 'B' / Market Rd</u> (10) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.)	Left 0 0 Eastboun Left 0 0	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0	Right 0 0 0 85 0 y 'B') 0 Right 0 0 0	Left 0 0 0 Westbou Left 0 0 0	0und (Lade Thru 652 711 709 0.85 0.85 0.85 0.0 Thru 0 0 0	Right 0 0 0 0 ay 'B') Right	Left 0 0 0 Vorthbo Left	Und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 163 1 t Rd) Right	Left 0 0 0 0 Southbo	und (Drivew Thru 0 0 0 0.86 0.86 0 0.86 0 0.86 0 0.87	ay 'A') Right 0 0 0 0 0 0 0 1 0 1 0 1 0 1 1 1 1 1 1
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007)	Left 0 0 Eastbour Left 0	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0 0 0	Right 0 0 85 y 'B') Right 0	Left 0 0 0 Westbou Left 0	00000000000000000000000000000000000000	Right 0 0 0 0 ay 'B') Right 0	Left 0 0 0 0 Northbo Left 0	und (Drivew Thru 0 0 0 0 0 0 0 0 1 0 1 85	Right 0 0 0 163 1 t Rd) Right 0 0	Left 0 0 0 0 Southbo Left 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 PHF t Rd) Right 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.)	Left 0 0 0 Eastbour Left 0 0 88	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0 0 0 0 0.85	Right 0 0 0 85 0 reight 0 0 3	Left 0 0 0 0 0 Uestbou Left 0 0 0 0	0und (Lade Thru 652 711 709 0.85 0 0 0.85	Right 0 0 0 0 0 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Left 0 0 0 0 Left 0 0 5	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 163 163 t Rd) Right 0 0 0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 0 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 0 0 0 0 187 PHF
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.)	Left 0 0 0 Left 0 0 88 Eastbour	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 85 Right 0 0 3 ('B')	Left 0 0 0 0 0 Uestbou Left 0 0 0 0 0 0 0 0 0 0 0 0 0	0und (Lade Thru 652 711 709 0.85 0 0 0 0.85 nd (Driveward of the second of the	Right 0 0 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 0 1 0 0 0 5 Northbo	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 163 163 t Rd) Right 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 0 0 0 0 Left 0 0 0 0 0 0 0 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 0 0 0 0 187 PHF Rd)
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	Left 0 0 0 Left 0 0 88 Eastbour Left	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 85 85 y 'B') Right 0 0 3 7 'B') Right Right	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0und (Lade Thru 652 711 709 0.85 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 ay 'B') Right 0 0 0 0 ay 'B') Right	Left 0 0 0 0 Left 0 0 5 Northbo Left	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 185 185 185 185 189 0.88 0.88 0.88 0.48 189	Right 0 0 0 163 1 k Rd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 0 0 0 0 187 PHF Rd) Right Right
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	Left 0 0 0 Eastbour Left 0 88 Eastbour Left 0 0 0 0 0 0 0 0	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 85 0 Right 0 0 3 /'B') Right Right 0	Left 0 0 0 0 0 0 0 0 0 0 0 0 0	0und (Lade Thru 652 711 709 0.85 Ind (Drivew Thru 0 0.85 nd (Drivew Thru 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 ay 'B') Right 0 0 0 0 ay 'B') Right 0 0 0 0	Left 0 0 0 0 10 0 0 5 Northbo Left 0 0 0 0 0 0 0 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 86 0 0.86 Thru 1 185 185 189 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.	Right 0 0 0 163 1 k Rd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 0 0 0 187 PHF Rd) Right Rd) Right 0 0 0 187 0 0 0 0 0 0 0 0 0 0 0 0 0
2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.) Driveway 'B' / Market Rd (10) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	Left 0 0 0 Left 0 0 88 Eastbour Left	und (Ladera Thru 648 706 664 0.85 nd (Drivewa Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 85 85 y 'B') Right 0 0 3 7 'B') Right Right	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0und (Lade Thru 652 711 709 0.85 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 ay 'B') Right 0 0 0 0 ay 'B') Right	Left 0 0 0 0 Left 0 0 5 Northbo Left	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 185 185 185 185 189 0.88 0.88 0.88 0.48 189	Right 0 0 0 163 1 k Rd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und (Drivew Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ay 'A') Right 0 0 0 0 0 0 0 187 PHF Rd) Right Right

Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements SUMMARY <u>PROPOSED DEVELOPMENT (2010) - 100% Development</u> Case F - full access at Intersection 12

INTERSECTION:

Summary

Hanover Rd / Driveway 'C'												
(11)	E	0.85			0.85			0.85			0.85	PHF
3.0% Truck	Left	und (Hanov			ound (Hano			ound (Drive			ound (Drive	way 'C')
Existing (2007)		Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0			0	Ő	0	0
2010 (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	0	0
2010 (BUILD - A.M.)	0	0	0	0	0	11	0	0	0	7	0	0
-		0.85			0.85			0.85		·	0.85	PHF
		und (Hanov			ound (Hano	ver Rd)	Northb	ound (Drivey	vay 'C')	Southbo	ound (Drive	
Fullett (Coort)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	0	0	0	0	0
2010 (NO BUILD - P.M.)	0	0	0	0	0	0	0	0	0	0	0	0
2010 (BUILD - P.M.)	0	0	0	0	0	11	0	0	0	12	0	0
Driveway 'D' / Unser Blvd		0.85	_		0.85			0.85			0.85	PHF
(12)		Ind (Drivew		Westbo	und (Drivey	/ay 'D')	Northb	ound (Unser	Blvd)	Southb	ound (Unse	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	701	0	0	1,588	0
2010 (NO BUILD - A.M.)	0	0	0	0	0	0	0	797	0	0	1,806	0
2010 (BUILD - A.M.)	0	0	0	144	0	80	0	797	216	116	1,806	0
		0.85			0.85			0.95			0.95	PHF
		nd (Drivewa	- Annothe -		und (Drivew		Northb	ound (Unser	Blvd)	Southbo	und (Unsei	Blvd)
Existing (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	1,520	0	0	· 966	0
2010 (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,709	0	0	1,086	0
2010 (BUILD - P.M.)	0	0	0	340	0	295	0	1,613	327	204	1,011	

10/29/2007

Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements SUMMARY <u>PROPOSED DEVELOPMENT (2010) - 100% Development</u>

Case F - full access at Intersection 12

INTERSECTION:

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Hanover Rd / Driveway 'C'		0.85			0.85			0.85			0.85	PHF
(11)		und (Hanov	ver Rd)	Westbo	und (Hanov	ver Rd)	Northb	ound (Drive	way 'C')	Southb	ound (Drive	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	0	0	0	0	
2010 (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	0	0
2010 (BUILD - A.M.)	0	0	0	0	0	11	0	0	0	7	0	0
-		0.85			0.85			0.85			0.85	PHF
		ind (Hanov			und (Hanov	ver Rd)	Northb	ound (Drivey	vay 'C')	Southbo	und (Drive	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	0	0	0	0	0
2010 (NO BUILD - P.M.)	0	0	0	0	0	0	0	0	0	0	0	0
2010 (BUILD - P.M.)	0	0	0	0	0	11	0	0	0	12	0	0
Driveway 'D' / Unser Blvd		0.85			0.85			0.85			0.85	PHF
(12)	Eastbou	nd (Drivew	ay 'D')	Westbo	Ind (Drivew	ay 'D')	Northb	ound (Unser	Blvd)	Southbu	ound (Unsei	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	01	0]	0	701	0	0	1.588	0
2010 (NO BUILD - A.M.)	0	0	0	0	0	0	0	797	0	0	1,806	0
2010 (BUILD - A.M.)	0	0	0	144	0	80	0	797	216	116	1.806	0
55		0.85			0.85			0.95			0.95	PHF
		nd (Drivewa			nd (Drivew	ay 'D')	Northbo	ound (Unser	Blvd)	Southbo	und (Unser	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	1,520	0	0	966	0
2010 (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,709	0	0	1,086	0
2010 (BUILD - P.M.)	0	0	0	340	0	295	0	1,613	327	204	1,011	0

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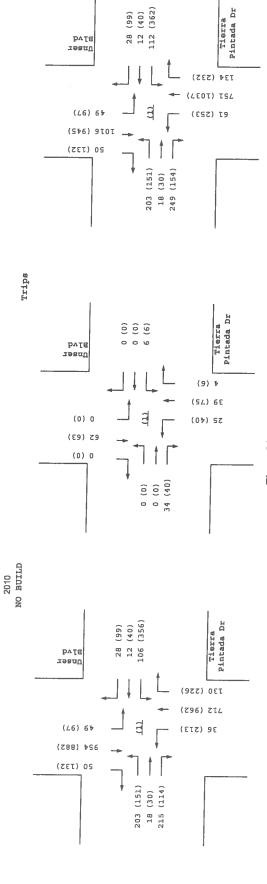
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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet **Tierra Pintada Dr / Unser Blvd**

										-				
	INTERSECTION:	E-W Street:	Tione Die	ade De										
	INTERSECTION:		Tierra Pin			(1)								
	Vess of Existing Counts	N-S Street:	Unser Blv	d										
	Year of Existing Counts Implementation Year	2007 2010												
	implementation real	Growth Rates		0.47%										
		GIOWIII Rates	Fasthou	1d (Tierra P	intada Drì	Wasthou	0.00% Ind (Tierra P		Marth	2.79% bound (Unse	a Ph all	C-uthi	7.29%	
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	ound (Unse Thru	Right
	Existing Volumes		34	3	195	14								21
	Background Traffic Growth		<u>0</u>	<u>0</u>	3	0					1	2	171	5
	Subtotal		34	3							16	12	954	26
	Watershed Residential & Retail		78	0	17	0	0	0			0		0	24
	Storm Cloud		87	0	0	0	0	0			0		0	0
	98th / Unser Development		4	15	0	92	12	24		<u>28</u>	114	37	0	
	Subtotal (NO BUILD - A.	M.)	203	18	215	106	12	28	36	712	130	<u>31</u> 49	<u>954</u>	0
	Percent Commercial Trips Generate		0.00%	0.00%	6.68%	0.93%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	934	50
	Percent Commercial Trips Generate	ed(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.68%	9.87%	0.93%	0.00%	0.00%	0.00%
	Percent Office Trips Generated(E		0.00%	0.00%	1.06%	1.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.98%	0.00%
	Percent Office Trips Generated(E Total Trips Generated	Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.06%	18.98%	1.29%	0.00%	0.00%	0.00%
	Total AM Peak Hour BL	III D Volumor	203	0	34 249	6	0	0	25	39	4	0	62	0
	Total Am Feat float Du	DIED VOIDINES	203	10	249	.112	· 12	28	61	751	134	49	1,016	50
				16.44%										
		ſ	Fasthoun	d (Tierra Pi	ntada Dr)	Wasthou	0.00% nd (Tierra Pi	stada Del	1 Monthle	2.82% ound (Unser	- DL	C	4.83%	2011 41 I
		ľ	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	ound (Unser Thru	Right
	Existing Volumes		31	2	68	65	1	24	179	8401	22	28]	770	47
	Background Traffic Growth		<u>15</u>	1	<u>34</u>	Q	<u>0</u>	Q	15	71	2	4	112	7
	Subtotal	1	46	3	102	65	1	24	194	911	24	32	882	54
-	Watershed Residential & Retail	ľ	44	0	12	0	0	0	19	0	0	0	0	78
	Storm Cloud	[54	0	0	0	0	0	0	0	0	0	0	0
	98th / Unser Development	ŀ	7	27	0	291	39	75	0	51	202	65		
	Subtotal (NO BUILD - P.M	И.)	151	30	114	356	40	99	213	962 i	202	97	0	0
	Percent Commercial Trips Generated	' L	0.00%	0.00%	6.68%	0.93%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	882 9.87%	132
	Percent Commercial Trips Generated		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.68%	9.87%	0.93%	0.00%	0.00%	0.00%
	Percent Office Trips Generated(Er		0.00%	0.00%	1.06%	1.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.98%	0.00%
	Percent Office Trips Generated(E. Total Trips Generated	cxiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.06%	18.98%	1.29%	0.00%	0.00%	0.00%
	Total PM Peak Hour BU	III D Volumor	151	30	40	6	0	0	40	75	6	0	63	0
		ILD Volumes	1911	301	154	362	40	99	253	1,037	232	97	945	132
			Entering	Eviting										
	Number of Commercial Trips Gener		499	Exiting 378 /	A.M.	100% Com	mercial De	veloomen	*					
			602		P.M.	100 /0 0011	mercial De	evelopmen	it.					
	Number of Office Trips Generated		68		A.M.	100% Offic	e Develop	ment						
			20	96 F	P.M.									
		Г	Eastbound	(Tierra Dia	ada Dr\	Woothour	d (Tierra Pin	And Dat	. M	2.41				
	2007 AM Peak H	r. Volumes	34	3	195	14		(ada Dr)	28	und (Unser 631	15	Southbo 10	und (Unser 783	
	2007 PM Peak H	r. Volumes	31	2	68	65	1	24	179	840	22	28	770	21
	MBCOC Francisk Victoria State													
	MRCOG Forecast Volumes Works	sneet												
	Based on 2007 Traffic Count													
	2007 AM Link Vo	olume		232			18			674			814	
	2007 PM Link Vo			101		1.1	90			1,041			845	
	Based on MRCOG Model (2030 Da 2005 AM Link Vo													
	2005 AM LINK VO 2005 PM Link Vo			46 41			0			368			1545	
							. 0			1447			1218	
	2030 AM Link Vo	olume		257			0			1106			2179	
	2030 PM Link Vo	lume		483			0			1715			1784	
	Growth Rate to Apply to Evisting Co.	unio in Maista	2020											
	Growth Rate to Apply to Existing Col 2007-2030 AM Growth Rates	unts to Match :	2030 Fore	0.47%			4 25%			0.70%				
	2007-2030 PM Growth Rates			16.44%			-4.35% -4.35%			2.79% 2.82%			7.29%	
							110070			2.02/0			4.83%	
	Growth Rate to Apply to 2005 Model	Volumes to M												
	2005-2030 AM Growth Rates 2005-2030 PM Growth Rates			18.35% 13.12%			DIV/0!			8.02%			1.64%	
	2000 F in Crowin Nates		· · · ·	•J. I∠70		7	DIV/0!			0.74%			1.86%	





2010 BUILD

Tierra Pintada Dr / Unser Blvd

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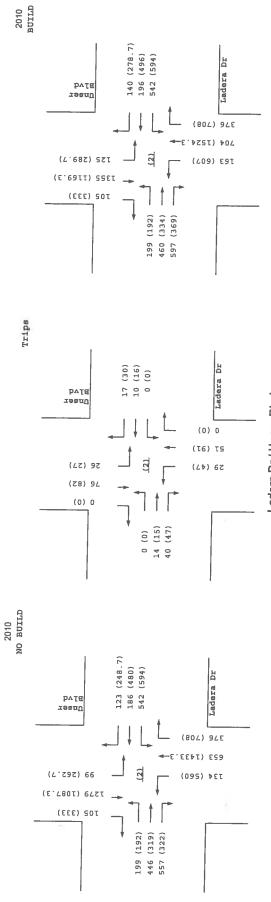
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	ý	leritag	e Neigh	borhood	Center (Ladera	Dr/U	nser Blv	d)			
			Proje	cted Turni	ng Mover Dr / Un							
				Forcis	bi / On	ser pivi		-				
INTERSECTION: E-W Street	Ladera Dr			(2)								
N-S Street	Unser Blvr	d										
Year of Existing Counts 200 Implementation Year 201												
Growth Rate		0.68%			6.77%			4.58%			2.000	
		ound (Lad			bound (Lad	ena Dr)	North	bound (Uns		South	3.86% bound (Uns	or Blvd)
Existing Volumes	Left		Right 365	Left 317	Thru 105	Right	Left	1 Thru	Right	Left	Thru	and the second se
Background Traffic Growth	4	5	_	64	21					45		<u>58</u>
Subtotal	179	256	372	381	126	53				50		64
I-40 / Unser Development	0	0			0	0		32	121	0		0
Ladera Business Park Previous Development from below	0	0			0	3				5	47	0
Subtotal (NO BUILD - A.M.)	<u>20</u> 199	<u>190</u> 446	<u>142</u> 557	<u>0</u> 542	<u>60</u>	67	47	d fair sector range			<u>184</u>	41
Percent Commercial Trips Generated(Entering)	0.00%	2.53%	7.59%	0.00%	186	0.00%	0.00%	653 0.00%	0.00%	99 	1,279	105 0.00%
Percent Commercial Trips Generated(Exiting) Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	2.53%	4.37%	7.59%	13.11%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.90%	2.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.33% 0.00%	16.00%	0.00%
Total Trips Generated	0	14	40	0	10	17	29		0.00%	26	76	0.00%
Total AM Peak Hour BUILD Volumes	199	460	597	542	196	140	163	704	376	125	1,355	105
		3.98%			2.50%							
		und (Lade		Westb	ound (Lade	ra Dr)	North	4.15% ound (Unse	r Blvd)	Southb	3.12% ound (Unse	Blvd)
Existing Volumes	Left 140	Thru 182	Right	Left	Thru	Right	Left	Thru i	Right	Left I	Thru	Right
Background Traffic Growth	17	22	<u>138</u>	281	264	<u>107</u>	288	860	372	94	547	184
Sublotal	157	204	154	302	284	115	324	967	418	103	<u>51</u> 598	<u>17</u> 201
I-40 / Unser Development	0	0	78	292	0	Ō	77	77	290	0	77	0
Ladera Business Park	0	0	0	0	0	14	0	123	0	23	204	0
Previous Development from below Subtotal (NO BUILD - P.M.)	<u>35</u> 192	<u>115</u>	90	0	<u>196</u>	<u>120</u>	<u>159</u>	<u>266</u>	Q	137	208	<u>132</u>
Percent Commercial Trips Generated(Entering)	0.00%	319	322 7.59%	594 0.00%	480	249	560 0.00%	1,433	708	263	1,087	333
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	2.53%	4.37%	7.59%	13.11%	0.00%	4.37%	13.11%	0.00%
Percent Office Trips Generated(Entering) Percent Office Trips Generated(Exiting)		0.90%	2.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.33%	16.00%	0.00%
Total Trips Generated	01	15	47	0	16	30	47	16.00% 91	0.00%	0.00%	0.00%	0.00%
Total PM Peak Hour BUILD Volumes	192	334	369	594	496	279	607	1,524	708	290	1,169	333
	Entering 8	Exiting										
Number of Commercial Trips Generated	499	378 /	N.M. 1	00% Com	mercial De	velopmen	nt					
Number of Office Trips Generated	602 68		P.M. N.M. 1	00% Office	Develop	ment						
	20		P.M.	0070 0110		1161 IL						
-			- 14I -									
	Eastbou			Westion	und (Leder	Del 1	Northhe	und filmen	Blueb	0		
2007 AM Peak Hr. Volumes	175	nd (Ladera 251	Dr) 365	317	und (Ladera 105	44	Northbo 48	und (Unser 429	Blvd) 224	Southbo 45	und (Unser 906)	
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes		nd (Laden	Dr)									Blvd) 58 184
2007 PM Peak Hr. Volumes	175 140	nd (Ladera 251	Dr) 365	317	105	44	48	429	224	45	906	58
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu	175! 140!	nd (Ladera 251 182	Dr) 365 138	317 281	105 264	44	48 288	429 860	224 372	45 94	906 547	<u>58</u> 184
2007 PM Peak Hr. Volumes	175 140 mes Essbour Left	nd (Ladera 251	Dr) 365 138	317 281	105 264	44	48 288	429	224 372	45 94	906	<u>58</u> 184
2007 PM Peak Hr. Volumes	175 140 mes Esstbour Left	nd (Ladena 251 182 nd (Ladena Thru 78	Dr) 365 138 Dr) Right 0	317 281 Westbou Left	105 264 Ind (Ladera Thru 24	44 107 Dr) Right 0	48 288 Northbo Left	429 860 und (Unser Thru 6	224 372 Blvd) Right	45 94 Southbol	906 547	58 184
2007 PM Peak Hr. Volumes	175 140 Eastbour Left 0	nd (Ladera 251 182 nd (Ladera Thru 78 112	Dr) 365 138 Dr) Right 0 142	317 281 Westboo Left 0 0	105 264 Ind (Ladera Thru 24 36	44 107 Dr) Right 0 0	48 288 Northbo Left 0 47	429 860 und (Unser Thru 6 44	224 372 Blvd) Right 0 0	45 94 Southboi Left 0 0	906 547 und (Unser Thru 17 131	58 184 3Ivd) Right 0 28
2007 PM Peak Hr. Volumes	1751 1401 Eastbour Left 0 0 20	nd (Ladera 251 182 nd (Ladera Thru 78 112 0	Dr) 365 138 Dr) Right 0 142 0	317 281 Westboo Left 0 0 0	105 264 Ind (Ladem Thru 24 36 Q	44 107 Dr) Right 0 0 67	48 288 Northbo Left 0 47 0	429 860 Thru 6 44 55	224 372 Blvd) Right 0 0 0	45 94 Southboo Left 0 0 44	906; 547 und (Unser 1 Thru 17 131 36	58 184 Blvd) Right 0 28 13
2007 PM Peak Hr. Volumes	175 140 Eastbour Left 0 0 20 20	nd (Ladera 251 182 nd (Ladera Thru 78 112	Dr) 365 138 Dr) Right 0 142	317 281 Westboo Left 0 0	105 264 Ind (Ladera Thru 24 36	44 107 Dr) Right 0 0	48 288 Northbo Left 0 47	429 860 und (Unser Thru 6 44	224 372 Blvd) Right 0 0	45 94 Southboi Left 0 0	906 547 und (Unser Thru 17 131	58 184 3Ivd) Right 0 28
2007 PM Peak Hr. Volumes	1751 1401 Eastbour Left 0 0 0 20 20 20 20	nd (Laden 251 182 nd (Ladera Thru 78 112 0 190	Dr) 365 138 Dr) Right 0 142 0 142	317 281 Westbor Left 0 0 0 0	105 264 Ind (Ladera Thru 24 36 0 60	44 107 Dr) Right 0 0 0 67 67	48 288 Northbo Left 0 47 0 47 0 47	429 860 Thru 6 44 55 105	224 372 Blvd) Right 0 0 0 0	45 94 Southboo Left 0 0 44 44	906) 547 Thru 17 131 <u>36</u> 184	58 184 31vd) Right 0 28 <u>13</u> 41
2007 PM Peak Hr. Volumes	1751 1401 Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 nd (Ladera Thru 78 112 0	Dr) 365 138 Dr) Right 0 142 0 142	317 281 Westbou Left 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru) 24 36 0 60	44 107 Dr) Right 0 0 0 67 67 Dr)	48 288 Northbo Left 0 47 0 47 0 47	429 860 Thru 6 44 55 105 und (Unser E	224 372 8lvd) Right 0 0 0 0 0	45 94 Southbor Left 0 0 44 44 Southbor	906; 547 Thru 17 131 36 184 md (Unser E	58 184 184 184 0 28 13 41
2007 PM Peak Hr. Volumes	1751 1401 Eastbour Left 0 0 0 20 20 20 20 20 20 20 20 20 20 20 2	nd (Ladera 251 182 nd (Ladera Thru 78 112 0 190 4 (Ladera Thru 44	br) 365 138 Dr) Right 0 142 0 142 0 142 Dr) 142 Dr)	317 281 Westbou Left 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru) 24 36 0 60	44 107 Dr) Right 0 0 0 67 67	48 288 Northbo Left 0 47 0 47 0 47	429 860 Thru 6 44 55 105 und (Unser E	224 372 Blvd) Right 0 0 0 0	45 94 Southboo Left 0 0 44 44	906; 547 Thru 17 131 36 184 Ind (Unser E Thru	58 184 Biyd) Right 0 28 13 41
2007 PM Peak Hr. Volumes	1751 1401 Estbour Left 0 0 200 200 200 200 200 200 200 200 200	nd (Ladera 251 182 182 182 182 78 112 0 190 190 4 (Ladera Thru 44 71	8 Dr) 365) 138 Dr) Right 0 142 0 142 Dr) Right 0 0 90	317 281 Vestbou 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Thru 1 24 36 0 60 md (Ledera Thru 1 78 118	44 107 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	48 288 Left 0 47 0 47 47 47 159	429 860 Thru 6 44 55 105 Thru 105 Thru 19 149	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southbor Left 0 0 44 44 44 Southbor Left 1	906; 547 Thru 17 131 36 184 md (Unser E	58 184 184 184 0 28 13 41
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 182 nd (Ladera 78 112 0 190 d (Ladera fhru 44 71 0	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Thru 1 24 36 Q 60 md (Ledere Thru 1 78 118 Q	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 17 20 159 0	429 860 Thru 6 44 55 105 Thru 19 149 98	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 Thru 17 131 36 184 Ind (Unser E Thru I 12 83 113	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 Estbour Left 0 0 200 200 200 200 200 200 200 200 200	nd (Ladera 251 182 182 182 182 78 112 0 190 190 4 (Ladera Thru 44 71	8 Dr) 365) 138 Dr) Right 0 142 0 142 Dr) Right 0 0 90	317 281 Vestbou 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Thru 1 24 36 0 60 md (Ledera Thru 1 78 118	44 107 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	48 288 Left 0 47 0 47 47 47 159	429 860 Thru 6 44 55 105 Thru 105 Thru 19 149	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southbor Left 0 0 44 44 44 Southbor Left 0 0	906; 547 Thru 17 131 36 184 ind (Unser E Thru 12 83	58 184 Right 0 28 13 41 Ivd) Right 0 91
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 182 nd (Ladera 78 112 0 190 d (Ladera fhru 44 71 0	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Thru 1 24 36 Q 60 md (Ledere Thru 1 78 118 Q	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 44 55 105 Thru 19 149 98	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 Thru 17 131 36 184 Ind (Unser E Thru I 12 83 113	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 nd (Ladera Thru 78 112 0 190 d (Ladera Thru 44 71 0	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Thru 1 24 36 Q 60 md (Ledere Thru 1 78 118 Q	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 44 55 105 Thru 19 149 98	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 Thru 17 131 36 184 Ind (Unser E Thru I 12 83 113	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 nd (Ladera Thru 78 112 0 190 d (Ladera Thru 44 71 0	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Thru 1 24 36 Q 60 md (Ledere Thru 1 78 118 Q	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 44 55 105 Thru 19 149 98 266	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 und (Unser I Thru 17 131 184 184 12 83 <u>113</u> 208	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 182 182 78 112 0 190 4 (Ladera fhru 44 71 0 115	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 9 60 60 118 118 9 196	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 44 55 105 Thru 19 149 98	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 Thru 17 131 36 184 Ind (Unser E Thru I 12 83 113	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 182 Thru 78 112 0 190 190 4 (Ladera 79 115 115	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 9 60 10 60 118 196 196 466 652	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 44 55 105 Thru 19 149 98 266 701 1,520	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 und (Unser I Thru 17 131 36 184 184 12 83 113 208 1,009 825	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume Based on MRCOG Model (2030 Data Set)	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 2511 182 182 78 112 0 190 190 44 71 115 115 791 460	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 Q 60 0 105 105 105 105 105 105 105	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 105 105 105 105 105 105 105 105 105 105	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 und (Unser I Thru 17 131 36 184 164 164 12 83 113 208 1,009	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2007 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2003 AM Link Volume 2030 AM Link Volume 2030 AM Link Volume	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 251 182 182 182 182 182 182 182 182 182 182	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 ind (Ladera Thru 24 36 0 60 0 10 60 118 0 196 118 0 196 52 355 261	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 44 555 105 105 105 105 105 105 105 105 105	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 und (Unser I Thru 17 131 164 184 184 12 83 113 208 1,009 825 1526 1163	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 00es Eastbour Left 0 0 20 20 20 20 20 20 20 20 20	nd (Ladera 2511 182 182 182 78 112 0 190 190 190 190 190 190 190 190 190 1	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 0 0 0 0 0 118 0 196 466 652 355	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Thru 6 105 105 105 105 105 105 105 105 105 105	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 und (Unser I Thru 17 131 36 184 184 184 184 184 184 184 184	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2030 PM Lin	1751 1401 Eastbour Left 0 0 200 200 200 200 200 200 200 200 200	nd (Ladera 251 182 Thru 78 112 0 190 190 4 (Ladera Thru 44 71 115 791 460 299 270 914 881	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 281 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 0 0 0 0 0 0 0 0 0 0 0 0 0	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 0 47 47 20 147 0 159 0	429 860 Und (Unser I Thru 6 105 105 105 105 105 105 105 105	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 Eeft 0 0 0 137	906; 547 und (Unser I Thru 17 131 36 184 184 184 184 184 184 184 184 184 113 208 1,009 825 1526 1163 1859	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Unser Development 2007 PM Link Volume 2007 PM Link Volume 2005 AM Link Volume 2030 AM Link Volume 2030 PM Link Volume 2030 PM Link Volume 2030 PM Link Volume 2030 PM Link Volume 2030 AM Convit Rates	1751 1401 Eastbour Left 0 0 200 200 200 200 200 200 200 200 200	nd (Ladera 2511 182 182 182 182 182 182 182 190 190 190 190 190 190 190 190 190 190	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 Westbou 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 0 60 10 10 196 196 466 652 355 261 1192 1027 3.77%	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Left 0 47 47 47 1 59 159 159	429 860 Und (Unser I Thru 6 105 105 105 105 105 105 105 105	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	451 94 Southbor Left 0 0 0 44 44 2 0 0 0 0 137 137	906; 547 und (Unser I Thru 17 131 36 184 184 184 184 184 184 184 184 184 113 208 1,009 825 1526 1163 1859	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Subtotal Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet. Based on 2007 Traffic Count 2007 PM Link Volume 2007 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2030 PM Link Volume	1751 1401 0005 Eastbour Left 0 0 200 200 200 200 200 200 200	nd (Ladera 2511 182 182 182 182 0 190 190 190 190 190 190 190 190 190 1	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 Westbou 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Laders Thru) 24 36 0 60 0 118 118 196 466 652 355 261 1192 1027	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Northbo Left 0 47 47 47 47 159	429 860 Thru 6 305 105 105 105 105 105 105 105 105 105 1	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	451 94 Southboo Left 0 0 0 44 44 44 2 0 0 137 137	906; 547 Inru 17 131 36 184 Ind (Unser E Thru 131 134 184 Ind (Unser E 131 208 1,009 825 1526 1163 1859 1417	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Watershed Residential & Retail Storm Cloud Dev. w/ others 98th / Unser Development Unser Development Unser Development Unser Development 2007 AM Link Volume 2005 AM Link Volume 2030 AM Link Volume 2030 AM Link Volume Comvth Rate to Apply to Existing Counts to Match 2007-2030 PM Growth Rates Growth Rate to Apply to 2005 Model Volumes to M	1751 1401 Eastbour Left 0 0 200 200 200 200 7085 Eastbour Left 0 0 0 355 351 351 351 2030 Foreca 0 	nd (Ladera 2511 182 182 182 182 182 0 190 190 190 190 190 190 190 190 190 1	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 Westbou 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 264 Thru 1 24 36 0 60 0 108 118 196 196 466 652 355 261 1192 1027 5.77%	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Northbo Left 0 47 47 47 0 159 159	429 860 Thru 6 44 455 105 105 105 205 205 205 205 1440 2970 4.58%	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	451 94 Southboo Left 0 0 0 44 44 44 2 0 0 137 137	906; 547 Innu 17 131 36 184 Ind (Unser E Thru 12 133 184 184 104 104 104 105 105 11526 1163 1859 1417 3.66%	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41
2007 PM Peak Hr. Volumes	1751 1401 Eastbour Left 0 0 200 200 200 200 200 200 200 200 200	nd (Ladera 2511 182 182 182 182 182 0 182 190 190 190 190 190 190 190 190 190 190	2 Dr) 365 138 138 0 142 0 142 0 142 0 142 0 142 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0	317 281 Westbou Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	105 264 Ind (Ladera Thru 24 36 0 60 10 196 196 466 652 355 261 1192 1027 3.77%	44 107 Right 0 0 57 67 Dr) Right 0 0 0 120	48 288 Northbo Left 0 47 47 0 159 0 159	429 860 Thru 6 44 55 105 701 1,520 266 701 1,520 2016 1440 2970 4.58%	224 372 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	45 94 Southboo Left 0 0 44 44 0 0 0 0 0 137 137	906; 547 Innu 17 131 36 184 Ind (Unser E Thru 12 133 184 184 104 104 104 105 105 11526 1163 1859 1417 3.66%	58 184 Right 0 28 13 41 Ivd) 1 Right 0 91 91 41

Heritage Neighborhood Center (Ladera Dr / Unser Blvd)

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10/29/2007

Ladera Dr / Unser Blvd

HeritageNC_TURNSCaseF.xls - Int_2

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Tuming Movements Worksheet

			I-40 N. r								
INTERSECTION: E-W Stree							-				
N-S Street			(3)								
	07										
Implementation Year 20 Growth Rat	10 tes 0,00%										
CI CI VI I LE	Eastbound (1-40)		Westb	0.00% ound (I-40 M		North	3.23% bound (Unse	r Blvd)	South	3.69% wund (Unsi	er Allvel)
Existing Volumes	Left Thru 0 0	Right	Left	Thru	Right	Left	i Thru	Right	Left	Thru	Right
Background Traffic Growth	Q Q			<u>3</u>		<u>24</u>		0			68
Subtotal	0 0			3		26	" ARRAY TO AND ADDRESS OF	e 0	-management of the survey of t	1,972	<u>8</u> 76
I-40 / Unser Development	0 0			0	0	20	186	0	0	246	0
Southwest Mesa Subdivisions Previous Development from below	0 0			0		0		Ő		10	0
Subtotal (NO BUILD - A.M.)			A DESCRIPTION OF A DESC	0		0	<u>26</u>	<u>0</u>	<u>0</u>	<u>53</u>	Q
Percent Commercial Trips Generated(Entering)	0.00% 0.00%	0.00%	438 0.00%	0.00%	222 9.87%	46	992 27.04%	0.00%	0.00%	2,281	0.00%
Percent Commercial Trips Generated(Exiting) 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%	35.01%	1.90%
Percent Office Trips Generated(Exiting)	0.00% 0.00%	0.00%	0.00%	0.00%	30.10%	0.00%	16.85% 0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated Total AM Peak Hour BUILD Volume	0 0		0	0	69	0	146	0.0078	0	136	7.4876
Total Am Peak Hour Build Volume	es 0 0	0	438	3	291	45	1,138	0	0	2,417	83
	0.00%			0.00%			3.00%			3.00%	
	Eastbound (I-40 N			und (I-40 N.			ound (Unsei			ound (Unse	Bivd)
Existing Volumes	Left Thru 0 0	Right 0	Left 626	Thru 0	Right 771	Left 24	Thru 7251	Right 0	Left	Thru	Right
Background Traffic Growth	<u>0</u>	<u>0</u>	Q	Q	0	24	65	0	0	903 <u>81</u>	70
Subtotal	0 0	0	626	0	771	26	790	0	0	984	76
I-40 / Unser Development Southwest Mesa Subdivisions	0 0	0	51	0	0	49	445	0	0	447	0
Previous Development from below	<u>0</u> 0	<u>0</u>	93 0	0	0	0	38	0	0	6	31
Subtotal (NO BUILD - P.M.)	0 0	<u>v</u>	770	0 0	<u>69</u> 840	<u>0</u> 75	<u>46</u> 1,319	<u>0</u>	<u>0</u>	<u>122</u> 1,559	1
Percent Commercial Trips Generated(Entering)	0.00% 0.00%	0.00%	0.00%	0.00%	9.87%	0.00%	27.04%	0.00%	0.00%	0.00%	108 0.00%
Percent Commercial Trips Generated(Exiting) 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%	35.01%	1.90%
Percent Office Trips Generated(Exiting) Total Trips Generated	0.00% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total PM Peak Hour BUILD Volume:	0 0 s 0 0	0	770	0	65 905	75	166	0	01	247	12
	·				303	731	1,485	0	01	1,806	120
Number of Commercial Trips Generated	Entering Exiting 499 378	۹.M.	1008 0								
	602 580	⊃.M.	100% Com								
Number of Office Trips Generated		А.М. ⊃.М.	100% Offic	e Develop	ment						
2007 AM Peak Hr. Volumes	Eastbound (I-40 N. r	amp) 0	Westbou 343	nd (1-40 N. r 3	amp) 188	Northbo 24	und (Unser I 687	livd) · · ·	Southbo 0	und (Unser 1,775	Blvd) 68
2007 PM Peak Hr. Volumes	01 01	0	626	0	771	24	725	ől	0	903	70
Previous Developments - AM Peak Hour Vol	umes Eastbound (I-40 N. r		187-44	-10.40.11							
	Left Thru	Right	Left	nd (1-40 N. n Thru	amp) Right	Left	Ind (Unser E Thru	llvd) .	Left	Ind (Unser Thru	Blvd) Right
Watershed Residential	0 0	0	0	0	5	0	0	0	0	17	0
98th / Unser Development	<u>0</u> 0	Q	0	Q	<u>29</u>	Q	<u>26</u>	0	Q	36	Q
Subtotal	0 0	0	0	0	34	0	26	0	0	53	0
Previous Developments - PM Peak Hour Vol											
	Left Thru	imp) Right		nd (I-40 N. m Thru	Right		ind (Unser B			nd (Unser E	
Watershed Residential	0 0	0	0	0	17	Left	Thru 0	Right 0	Left 0	Thru 10	Right 0
98th / Unser Development	<u>0</u>	Q	0	0	52	0	46	0	0	112	
Subtotal	0 0	0	0	0	69	0	46	0	0	122	1
MRCOG Forecast Volumes Worksheet											
Based on 2007 Traffic Count 2007 AM Link Volume	0						¥.				
2007 PM Link Volume	0			· 534 1,397			711 749			1,843	
Based on MRCOG Model (2030 Data Set) 2005 AM Link Volume	. 0									313	
2005 PM Link Volume	. 0			494 1405			392 1026			2230 1599	
2030 AM Link Volume	0										
2030 PM Link Volume	0			528 1290			1240			3408 2582	
Growth Rate to Apply to Existing Counts to Matc	h 2030 Enrecente										
2007-2030 AM Growth Rates	#DIV/01		·	0.05%			3.23%			3.69%	
2007-2030 PM Growth Rates	#DIV/0!).33%			8.17%			7.19%	
Conside Date to Asia a page as a sure of											
Growin Rate to Apply to 2005 Model Volumes to											
Growth Rate to Apply to 2005 Model Volumes to 2005-2030 AM Growth Rates 2005-2030 PM Growth Rates	Match 2025 Forecasts #DIV/0! #DIV/0!).28%).33%			8.65% 4.41%			2.11% 2.46%	

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Los Volcanes Rd / Unser Blvd

INTERSECTION:	E-W Street:	Los Volca	nes Pd		(4)								
	N-S Street:	Unser Biv			(4)								
Year of Existing Counts	2007		Q										
Implementation Year	2007												
inpononation real	Growth Rates		0.008/										
	Growin Kates	Eacthou	0.00% nd (Los Vole	Dance Dall	Martha	0.00% Ind (Los Vola	.		0.07%			2.95%	
		Left	Thru	Right	Left	Thru			bound (Unse	and the second		ound (Unse	
Existing Volumes		137		The second s	and the second se		134	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth		Q	<u>0</u>		2 0		0	8		101	260	897	69
Subtotal		137	<u>-</u>			State State of American State of State of State		0		<u>0</u>	<u>23</u>	<u>79</u>	<u>6</u>
I-40 / Unser Commercial Trips		0	5	(134	8			283	976	75
Subtotal (NO BUILD - A.						4	85	0		178	207	0	0
Percent Commercial Trips Generated		137	74	7		31	219	8	1,192	279	490	976	75
Percent Commercial Trips Generate	u(Entening) ad/Exitina)	0.88%	0.00%	0.00%	0.00%	0.00%	6.83%	0.00%	17.43%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(E		0.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.83%	17.43%	0.88%
Percent Office Trips Generaled(E	Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	2.47% 0.00%	0.00%	12.07% 0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated		5	0	0.0070		0.00%	36	0.00%		0.00%	2.47%	12.07% 67	0.82%
Total AM Peak Hour BL	JILD Volumes	142	74	7		31	255	8		279	516	1,043	3
			1				2001		1,201	213	510	1,043	78
			17.03%			0.00%			6 384			4	
		Eastboun	d (Los Volc	anes Rd)	Westbour	1d (Los Volc	anes Rd)	Northb	5.38% ound (Unse	r Blyd)	South	1.68% ound (Unser	Divel
	ĺ	Left !	Thru !	Right	Left	Thru	Right	Left	Thru	Right	Left i	Thru	Right
Existing Volumes		54	15	4	73	23	132	101	793	120	108	1,022	121
Background Traffic Growth		28	8	2	<u>0</u>	<u>0</u>	0	2	128	19	5	51	6
Subtotal		82	23	6	73	23	132	12	921	139	113	1,073	127
I-40 / Unser Commercial Trips	ļ	0	10	0	663	10	327	0	162	324			
Subtotal (NO BUILD - P.N	0 1	82	33	6	736	33	459				496	-179	0
Percent Commercial Trips Generated		0.88%	0.00%	0.00%	0.00%			12	1,083	463	609	894	127
Percent Commercial Trips Generated	d(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	6.83%	0.00%	17.43%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generaled(En		0.82%	0.00%	0.00%	0.00%	0.00%	2.47%	0.00%	12.07%	0.00%	6.83% 0.00%	17.43% 0.00%	0.88%
Percent Office Trips Generaled(E	xiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	12.07%	0.82%
Total Trips Generated		5	0;	0	0	0	41	0	107	0	42	113	6
Total PM Peak Hour BU	ILD Volumes	87	33	6	736	33	500	12	1,190	463	651	1,007	133
												.,	100
		Entering	Exiting										
Number of Commercial Trips Gener	rated	499		А.M.	100% Com	mercial De	velopment	t					
Number of Office Trips Generated		602 68		P.M.									
reamber of Onice Trips Generated		20		.м. Р.м.	100% Offic	e Developr	nent						
		2.0	90 F	·.IVI.									
	Г	Eastbound	(Los Volca	nes Rd)	Westbound	d (Los Volcar	nec Rd)	Northbo	und (Unser	Rhudt	··· Cauthles		1.1
2007 AM Peak Hr		137	69	7	95	27	134	8	1,101	101	260	und (Unser 897	
2007 PM Peak Hr	. Volumes	54	15	4	73	23	132	10	793	120	108	1.022	69 121
								<u>.</u>				1,022	161
MRCOG Forecast Volumes Works	heat												
tore i orectast volumes WOIKS	neet -												
Based on 2007 Traffic Count													
2007 AM Link Vo			213			256			1,210			4 100	
2007 PM Link Vo	lume		73			228			923			1,226 1,251	
Based on MRCOG Model (2030 Da						· · · ·						1,601	
2005 AM Link Vo			79			35			1232			1112	
	a section of the sect					107			1323			1404	
2005 PM Link Vo	lume		104										
2030 AM Link Vol	lume		156			22			1230			2057	
2030 AM Link Vol 2030 PM Link Vol	lume lume		156 359			22 74			1230 2066			2057 1734	
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou	lume lume	2030 Forec	156 359										
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou 2007-2030 AM Growth Rates	lume lume		156 359			74			2066			1734	
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou	lume lume		156 359 asts						2066 0.07%			1734 2.95%	
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou 2007-2030 AM Growth Rates 2007-2030 PM Growth Rates	lume lume ints to Match :	-	156 359 asts -1.16% I7.03%			74 - 3.97%			2066			1734	
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou 2007-2030 AM Growth Rates 2007-2030 PM Growth Rates Growth Rate to Apply to 2005 Model	lume lume ints to Match :	-	156 359 asts -1.16% I7.03%			74 -3.97% -2.94%			2066 0.07% 5.38%			1734 2.95%	
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou 2007-2030 AM Growth Rates 2007-2030 PM Growth Rates Growth Rate to Apply to 2005 Model 2005-2030 AM Growth Rates	lume lume ints to Match :	-	156 359 -1.16% I7.03% Forecasts 3.90%			74 -3.97% -2.94% -1.49%			2066 0.07% 5.38%			1734 2.95% 1.68% 3.40%	
2030 AM Link Vol 2030 PM Link Vol Growth Rate to Apply to Existing Cou 2007-2030 AM Growth Rates 2007-2030 PM Growth Rates Growth Rate to Apply to 2005 Model	lume lume ints to Match :	-	156 359 asts -1.16% I7.03%			74 -3.97% -2.94%			2066 0.07% 5.38%			1734 2.95% 1.68%	

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2010 BUILD Los Volcanes Rd 255 (500) 31 (33) 297 (736) TearU bvia (£97) 6LZ (06TT) 28ZT (7 (TS9) 9TS (21) 8 (LOOT) EĐOT (EET) 84 142 (87) 74 (33) 7 (6) Trips o (0) Ios Volcanes Rd 36 (41) 0 (0) 0 (0) Blvd (LOT) 56



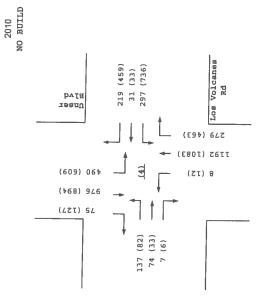


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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet 1-40 S. ramp / Unser Blvd

						nser Biv	<u>a</u>	-				
INTERSECTION: E-W Street	1.40 C			(-)								
N-S Street	I-40 S. ran Unser Blv	•		(6)								
Year of Existing Counts 200		u										
Implementation Year 201												
Growth Rate	8	20.229			0.00%			0.60%			5.68%	
		ound (I-40			ound (1-40 S	. ramp)	North	bound (Unsi	er Blvd)	South	bound (Unse	r Blvd)
Existing Volumes	Left 31	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	19		9 9	0		0	3		580	4		740
Subtotal	50		A ROWSELL OF LODING	<u>0</u> 0	<u>0</u>	0	<u>0</u>	percent an elderant services of	<u>10</u>	1	140	<u>126</u>
I-40 / Unser Development	0	(0	0	0	3		590	5	961	866
Southwest Mesa Subdivisions	0			0	0	0	0	207	21	0	274	0
Previous Development from below	0		0	0				26	49	0	77	0
Subtotal (NO BUILD - A.M.)	50	0	NAME OF ADDRESS OF A DREE OF	0	<u>0</u>	<u>0</u>	0	<u>26</u>	<u> </u>	<u>0</u>	<u>17</u>	17
Percent Commercial Trips Generated(Entering)	1.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	804 25.14%	660 0.00%	0.00%	1,329	883
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.87%	0.00%	0.00%
Percent Office Trips Generated(Entering) Percent Office Trips Generated(Extling)	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0.00%	<u>0.00%</u> 0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.10%	15.36%	0.00%
Total AM Peak Hour BUILD Volumes		0		0	0	0	0 31	135 939	0 660	40	96	0
							3	3331	0001	40	1,425	883
		11.79%			0.00%			5.96%			2.82%	
		und (1-40 S			und (1-40 S.	ramp)	Northb	ound (Unser	Bivd)	Southb	ound (Unser	Blvd)
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	69 24	0	21 7	0	0	0	0	641	364	0	1,162	308
Subtotal	93	<u>v</u>	28	<u>0</u> 0	<u>0</u>	<u>Q</u>	0	<u>115</u>	<u>65</u>	0	98	26
I-40 / Unser Development	0	0	49	0	0	0	0	756	429	0	1,260	334
Southwest Mesa Subdivisions	0	0	43	0	0	0	0	496	51	0	498	0
Previous Development from below	1	0	0			0	0	38	96	0	98	0
Subtotal (NO BUILD - P.M.)	94	0	77	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	45	0	0	52	<u>10</u>
Percent Commercial Trips Generated(Entering)	1.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1,335	576	0	1,908	344
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.14%	0.00%	0.00% 9.87%	0.00%	0.00%
Percent Office Trips Generated(Entering)	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting) Total Trips Generated	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30,10%	15.35%	0.00%
Total PM Peak Hour BUILD Volumes	105	0!	77	0	0	0	0	1,489	0 576	86	161	0
							U:	1,403	5/0	601	2,069	344
		Exiting										
Number of Commercial Trips Generated	499		A.M. 1	00% Com	mercial De	velopmen	t					
Number of Office Trips Generated	602 68		P.M. A.M. 1		Develo							
	20		P.M.	00% Offic	e Developi	nent						
2007 AM Peak Hr. Volumes	Eastbour 31	nd (1-40 S.			nd (1-40 S. r		Northbo	und (Unser i	Blvd)	Southho		Bluel
2007 PM Peak Hr. Volumes	69	0	21	0	01	0	3	535			und (Unser l	31401
				01			0	P.4.4	580	4	821	740
Previous Developments - AM Peak Hour Volu			21	0	0	0	0	641	364			
LIGHING DEVELOPITIENTS - AUX FEAK HOUT VOIL				0		0]	0	641		4	821	740
		nd (1-40 S)			0				364	4	821 1,162	740 308
		nd (I–40 S. r				imp)	Northbol	und (Unser I	364 3lvd)	4 0 Southbor	821 1,162 und (Unser E	740 308
Watershed Residential	Eastbour		amp)	Westbou	0 nd (1-40 S. m Thru	imp) Right	Northbol	und (Unser I Thru	364 Blvd) Right	4 0 Southbor	821 1,162 und (Unser E Thru	740 308
Watershed Residential 98th / Unser Development	Eastbour Left	Thru	amp) Right	Westbou Left	0 nd (1-40 S. m	imp)	Northbol	und (Unser i Thru 0	364 Bitvd) Right 0	4 0 Southbor Left 0	821 1,162 und (Unser E Thru 0	740 308 31vd) Right 17
	Eastbour Left 0	Thru 0	amp) Right 0	Westbou Left	0 nd (1-40 S. m Thru 0	imp) Right	Northbol Left	und (Unser I Thru	364 Blvd) Right	4 0 Southbor	821 1,162 und (Unser E Thru	740 308
98th / Unser Development Subtotal	Eastbour Left 0 0	Thru 0 0	amp) Right 0	Westbou Left 0	0 nd (1-40 S. m Thru 0 0	imp) Right 0	Northbol Left 0	und (Unser I Thru 0 26	364 3lvd) Right 0 0	4 0 Southbot Left 0 0	821 1,162 und (Unser E Thru 0 17	740 308 Nvd) Right 17 0
98th / Unser Development	Eastbour Left 0 0 0	Thru 0 0	amp) Right 0 0 0	Westbour Left 0 0 0	0 nd (I-40 S. r. Thru 0 0 0	imp) Right 0 0 0	Northbo Left 0 0	und (Unser I Thru 0 26 26	364 Right 0 0 0	4 0 Southbor Left 0 0 0	821 1,162 und (Unser E Thru 0 17 17 17	740 308 Nvd) Right 17 0 17
98th / Unser Development Subtotal	Eastbour 0 0 0 0 0 0 0 0 0	Thru 0 0	amp) Right 0 0 0	Westbour Left 0 0 0	0 nd (1-40 S. m Thru 0 0 0 0	mp) Right 0 0 0 0	Northbol Left 0 0 0 0	und (Unser F Thru 0 26 26 26 ind (Unser F	364 Right 0 0 0	4 0 Southboo Left 0 0 0 0 0 0 0	821 1,162 Und (Unser E Thru 0 17 17 17 17 17 17	740 308 Nvd) Right 17 0 17
98th / Unser Development Subtotal	Eastbour 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0	amp) Right 0 0 0	Westbour	0 nd (1-40 S. m Thru 0 0 0 0	mp) Right 0 0 0 0 Right	Northbo Left 0 0	und (Unser F Thru 0 26 26 26 ind (Unser F Thru	364 Bivd) Right 0 0 0 1 Nvd) Right	4 0 Southboo Left 0 0 0 0 Southboo Left	821 1,162 und (Unser E Thru 0 17 17 17 und (Unser E Thru	740 308 Right 17 0 17 Nivd) Right
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0	amp) Right 0 0 0 0 Right	Westbour	0 nd (I-40 S. ra Thru 0 0 0 1 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 Right 0	Northbol Left 0 0 0 0 Northbol Left 0	und (Unser I Thru 26 26 26 10 10 10 10 10 10 10 10 10 10 10 10 10	364 Bivd) Right 0 0 0 0 1vd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser E Thru 0 17 17 17 17 17 17 0 17 0 0 0 0 0 0 0 0 0 0 0 0 0	740 308 8vd) Right 17 0 17 17 8vd) Right 10
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 Right 0	Westbour Left 0 0 0 Westbour Left	0 nd (I-40 S. m Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northbol Left 0 0 0 0 0	und (Unser I Thru 26 26 26 Ind (Unser E Thru 0 45	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 20 52	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. ra Thru 0 0 0 1d (I-40 S. ra Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 Right 0	Northboi Left 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 10 10 10 10 10 10 10 10 10 10 10 10 10	364 Bivd) Right 0 0 0 0 1vd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser E Thru 0 17 17 17 17 17 17 0 17 0 0 0 0 0 0 0 0 0 0 0 0 0	740 308 8vd) Right 17 0 17 17 8vd) Right 10
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. ra Thru 0 0 0 1d (I-40 S. ra Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 Ind (Unser E Thru 0 45	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 20 52	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. ra Thru 0 0 0 1d (I-40 S. ra Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 Ind (Unser E Thru 0 45	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 20 52	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. rr Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser E Thru 0 26 26 26 Thru 0 45 45	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 52 52	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2007 PM Link Volume	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. ra Thru 0 0 0 1d (I-40 S. ra Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 1,118	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 177 177 177 177 0 52 52 1,565	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Reskiential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume Based on MRCOG Model (2030 Data Set)	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. rr Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser E Thru 0 26 26 26 Thru 0 45 45	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 52 52	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume Based on MRCOG Model (2030 Data Set) 2005 AM Link Volume	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 26 26	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (1-40 S. m Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 1,118 1,005 1226	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Reskiential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume Based on MRCOG Model (2030 Data Set)	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. rr Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 266 26 Thru 0 45 45 45 1,118 1,005	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2007 PM Link Volume Based on MRCOG Model (2030 Data Set) 2005 AM Link Volume 2005 PM Link Volume 2005 PM Link Volume	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 26 26	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (1-40 S. m Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 1,118 1,005 1226	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 177 177 177 177 177 177 177	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume Based on MRCOG Model (2030 Data Set) 2005 AM Link Volume 2005 PM Link Volume	Eastbour Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. rr Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 266 26 26 Thru 0 45 45 1,118 1,005 1226 1404	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume Based on MRCOG Modei (2030 Data Sat) 2005 AM Link Volume 2030 PM Link Volume 2030 PM Link Volume	Estbour Left 0 0 0 Eatboun Left 0 1 1	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 20 0 226 334	amp) Right 0 0 0 0 0 Right 0 0	Westbour Left 0 0 0 Westbour 0 Westbour 0 0 0	0 nd (I-40 S. n Thru 1 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northboi Left 0 0 0 0 Northboi Left 0 0	und (Unser I Thru 26 26 26 1,118 1,005 1226 1404 1272	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 <u>Southboo</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Resklential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume 2005 AM Link Volume 2005 AM Link Volume 2030 AM Link Volume 2030 PM Link Volume 2030 AM Link Volume 2030 AM Link Volume 2030 AM Link Volume	Estbour Left 0 0 0 0 Eatboun Left 1 1 2030 Forec	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 20 0 226 334	amp) Right 0 0 0 0 0 Right 0 0	Westboul Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 nd (I-40 S. n Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northbor Left 0 0 0 0 0 0 0 0 0 0	Ind (Unser F Thru 0 26 26 26 26 26 26 26 26 45 45 45 1,118 1,005 1226 1404 1272 2383	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 Left 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume 2005 AM Link Volume 2005 AM Link Volume 2005 PM Link Volume 2030 AM Link Volume 2030 AM Link Volume 2030 PM Link Volume	Estibour Left 0 0 0 0 0 0 1 1 2030 Forecc 2/2	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 201 226 334 2354	amp) Right 0 0 0 0 0 Right 0 0	Westboul Left 0	0 nd (I-40 S. n Thru 1 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northbo Left 0 0 0 0 0 0 0 0	und (Unser I Thru 26 26 26 1,118 1,005 1226 1404 1272	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2007 PM Link Volume 2005 AM Link Volume 2005 AM Link Volume 2005 PM Link Volume 2030 AM Link Volume 2030 PM Link Volume	Estbour Left 0 0 0 0 0 0 0 1 1 2030 Forec 2(1)	Thru Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 201 26 201 226 334 235ts 0.22% 1.79%	amp) Right 0 0 0 0 Right 0 0 0 0	Westboul Left 0	0 nd (I-40 S. r. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northbo Left 0 0 0 0 0 0 0 0	Ind [Unser F Thru] 0 266 26 26 10 10 45 45 1,118 1,005 1226 1404 1272 2383 0.60%	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 1,162 1,162 1,162 1,162 1,17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume 2005 AM Link Volume 2005 PM Link Volume 2030 AM Link Volume 2030 AM Link Volume 2030 PM Link Volume 2030 AM Growth Rates Strowth Rate to Apply to 2005 Model Volumes to 1 2005-2030 AM Growth Rates	Estibour Left 0 0 0 0 0 1 1 2030 Forecc 2(1) // atch 2025	Thru Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 201 26 201 226 334 235ts 0.22% 1.79%	amp) Right 0 0 0 0 Right 0 0 0 0	Westboul Left 0	0 nd (I-40 S. r. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northbo Left 0 0 0 0 Left 0 0 0	und (Unser F Thru 0 266 26 26 Thru 0 45 45 1,118 1,005 1226 1404 1272 2383 0.60% 5.96%	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Thru 0 177 177 177 177 177 177 177	740 308 Right 17 0 17 Right 10 0
98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Resklential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume 2005 AM Link Volume 2030 AM Link Volume	Eastbour Left 0 0 0 0 1 1 2030 Forec 2030 Forec 21 1 4atch 2025 30	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 20 26 201 226 334 2355 0.22% 1.79% Forecast: 5000000000000000000000000000000000000	amp) Right 0 0 0 0 Right 0 0 0 0	Westbouller Left 0	0 nd (I-40 S. r. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mp) Right 0 0 0 0 Right 0 0 <u>0</u>	Northbol Left 0 0 Ueft 0 0 0	Ind [Unser F Thru] 0 266 26 26 10 10 45 45 1,118 1,005 1226 1404 1272 2383 0.60%	364 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 1,162 1,162 1,162 1,162 1,17 17 17 17 17 17 17 17 17 17	740 308 Right 17 0 17 Right 10 0

HeritageNC_TURNSCaseF.xts - Turns_6

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Ladera Dr / Ouray Rd

									-				
INTERSECTION:	E-W Street:	Ladera Di			(5)								
	N-S Street:	Ouray Rd			(5)								
Year of Existing Counts	2007												
Implementation Year	2010												
	Growth Rates		0.005	4		15.86%			0.000				
	100.000	East	bound (Lad	·	West	bound (Lade		North	0.92% bound (Our		. Couth	3.68% bound (Our	mi Della 1
		Left	Thru	Right	Left	Thru	Right	Left	i Thru	Right	Left	Thru	Right
Existing Volumes		20		5 247	3	145					and the second se	191	13
Background Traffic Growth		<u>0</u>	(2 0	1	69	10	3	2			21	1
Subtotal (NO BUILD -	A.M.)	20	365	247	4	214	30	101	79	5	99	212	14
Percent Commercial Trips Gener	aled(Entering)	0.00%	0.00%	0.00%	0.00%	12.41%	0.00%	10.67%	0.00%	0.00%	0.00%	0.00%	0.93%
Percent Commercial Trips Gene Percent Office Trips Generate		0.93%	12.41%	10.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generate		0.00%	0.00%	0.00%	0.00%	21.85%	0.00%	2.84%	0.00%	0.00%	0.00%	0.00%	0.26%
Total Trips Generated	o(Lang)	4			0.00%	0.00%	0.00%	0.00% 55	0.00%	0.00%	0.00%	0.00%	0.00%
Total AM Peak Hour	BUILD Volumes	24		1	4		30	156	79	0	0	212	
					T	201	50	100	13	5	33	212	19
			4.42%			4.24%			0.00%			0.004	
	[Eastb	ound (Lade		West	ound (Lade	ra Dr)	North	bound (Our	av Rd)	South	2.30% bound (Oura	n Pd)
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		19	271		20	379	107	293	233	16	34	123	13
Background Traffic Growth		3	<u>36</u>	27	3	<u>48</u>	<u>14</u>	<u>0</u>	<u>0</u>	<u>0</u>	2	8	1
Subtotal (NO BUILD -	· · ·	22	307	227	23	427	121	293	233	16	36	131	14
 Percent Commercial Trips General Percent Commercial Trips General 	ated(Entering)	0.00%	0.00%	0.00%	0.00%	12.41%	0.00%	10.67%	0.00%	0.00%	0.00%	0.00%	0.93%
Percent Office Trips Generated	l/Entering)	0.93%	12.41%	10.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generate		0.26%	21.85%	2.84%	0.00%	21.85%	0.00%	2.84%	0.00%	0.00%	0.00%	0.00%	0.26%
Total Trips Generated		5	93	65	0	79	0.00%	65	0.00%	0.00%	0.00%	0.00%	0.00%
Total PM Peak Hour	BUILD Volumes	27	400	292	23	506	121	358	233	16	36	131	20
	-												20
		Entering	Exiting										
Number of Commercial Trips Ge	nerated	499		A.M.	100% Com	mercial De	evelopmer	t					
Number of Office Trips Generate	d	602 68		P.M. A.M.	1008 05-	- Develo							
		20	-	P.M.	100% Offic	e Develop	ment						
	_												
2007 AM Peak			und (Lade			ound (Lader			ound (Oura	(Rd)	Southb	ound (Ouray	/ Rd)
2007 AM Peak 2007 PM Peak		20	365 271	247	3 20	145	20	98	77	5	89	191	13
		131	271	2001	201	379	107	293	233	16	34	123	13
MRCOG Forecast Volumes Wo	rksheet												
Based on 2007 Traffic Count													
2007 AM Link	Volume		632			168			180				
2007 PM Link			490			506			542			293	
Based on MRCOG Model (2030									012			. 170	
2005 AM Link 2005 PM Link			.94			130			151			218	
2003 FM LINK	volume		191			187			211			102	
2030 AM Link	Volume		474			781			218			5.44	
2030 PM Link	Volume		988			999			426			541 260	
Grouth Bata to 41-1. E. I									12.0			200	
Growth Rate to Apply to Existing (2007-2030 AM Growth Rates	Sounts to Match	2030 Fore											
2007-2030 PM Growth Rates			-1.09% 4.42%			15.86%			0.92%			3.68%	
						4.24%			-0.93%			2.30%	
Growth Rate to Apply to 2005 Mod	iel Volumes to M	atch 2030	Forecast	3									
2005-2030 AM Growth Rates			16.17%		:	20.03%			1.77%			5.93%	
2005-2030 PM Growth Rates			16.69%			17.37%			4.08%			6.20%	

HeritageNC_TURNSCaseF.xls - Turns_5

10/29/2007 - 9-19 PM

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet 1-40 S. ramp / Unser Blvd

INTERSECTION: E-W Street	I-40 S. ramp		(6)								
Vear of Existing Counts 200	Unser Blvd										
Implementation Year 201											
Growth Rate				0.00%			0.60%			5.68%	
	Eastbound (1-40			oound (I-40			bound (Uns	er Bivd)		bound (Uns	
Existing Volumes		Right	Left	1 Thru 1 C	Right	Left	Thru 535	Right 580	Left 4	Thru 821	Right
Background Traffic Growth		0 5									740 126
Subtotal		0 14			The second second second				5	and streaming our firster .	866
I-40 / Unser Development	0	0 27	(0	0	0	207	21	0		0
Southwest Mesa Subdivisions		0 0	0	0	0	0	26	49	Ő	77	0
Previous Development from below		Q Q	and the second second		THE R PROPERTY AND INCOME.	0	26	<u>0</u>	Q	17	<u>17</u>
Subtotal (NO BUILD - A.M.) Percent Commercial Trips Generated(Entering)	50 0.00%		0					660	5	1,329	883
Percent Commercial Trips Generated(Exiting)	1.90% 0.00% 0.00% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.14%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	1.49% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting) Total Trips Generated	0.00% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.10%	15.36%	0.00%
Total AM Peak Hour BUILD Volume		3 41	0				1	660	40	96	883
	L					I		000	. 40	1,423	003
	11.799		-	0.00%			5.96%		'	2.82%	
	Left Thru	<u>S.ramp)</u> Right	· Westb Left	ound (1-40 S Thru	i.ramp) Right	North Left	Dound (Unse	r Blvd) Right	Left	Thru	
Existing Volumes	69 0		0					364	Len	1,162	Right 308
Background Traffic Growth	24 (<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>115</u>	<u>65</u>	<u>0</u>	98	26
Subtotal	93 (0	0	0	0	756	429	0	1,260	334
I-40 / Unser Development	0 0		0	0	0	0	496	51	0	498	0
Southwest Mesa Subdivisions Previous Development from below	0 0		0	0	0	0	38	96	0	98	Ű
Subtotal (NO BUILD - P.M.)	94 0		0	0	<u>0</u>	<u>0</u>	<u>45</u>	<u>0</u>	<u>0</u>	<u>52</u>	<u>10</u>
Percent Commercial Trips Generated(Entering)	1.90% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1,335 25.14%	576	0	1,908	344
Percent Commercial Trips Generaled(Exiting)	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(Entering) Percent Office Trips Generated(Exitino)	1.49% 0.00% 0.00% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	11 0		0.00% 0	0.00%	0.00%	0.00%	0.00%	0.00%	30.10% 86	15.36% 161	0.00%
Total PM Peak Hour BUILD Volumes	105 0	17	0	0	0	0	1,489	576	86	2,069	344
	Estados Estras										
Number of Commercial Trips Generated	Entering Exiting 499 378	A.M.	100% Con	nmercial D	evelopmer	nt					
Number of Office Trips Conserved	602 580	P.M.									
Number of Office Trips Generated	602 580 68 9 20 96	P.M. A.M.		ce Develop							
Number of Office Trips Generated	68 9 20 96	P.M. A.M. P.M.	100% Offic	ce Develop	oment						
	68 9 20 96 Eastbound (1-40 S	P.M. A.M. P.M.	100% Offic	und (1-40 S.	oment ramp)	Northbe	ound (Unser			ound (Unser	
Number of Office Trips Generated 2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes	68 9 20 96	P.M. A.M. P.M.	100% Offic	ce Develop	oment		ound (Unser 535 641	Blvd) 580 364	Southbo 4	ound (Unser 821 1,162	Blvd) 740 308
2007 AM Peak Hr. Volumes	68 9 20 96 Eastbound (1-40 S 31 0	P.M. A.M. P.M. famp}	100% Offic Westbo	ce Develop und (1-40 S. 0	ramp)	Northbe 3	535	580	4	821	740
2007 AM Peak Hr. Volumes	68 9 20 96 Eastbound (I-40 S 31 0 69 0	P.M. A.M. P.M. ramp) 9 21	100% Offic Westbo 0 0	ce Develor und (1-40 S. 0	ramp) 0 0	Northbe 3	535	580	4	821	740
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes	68 9 20 96 Eastbound (I-40 S 31 0 69 0 UTTES Eastbound (I-40 S.	P.M. A.M. P.M. <u>9</u> 21	Westbo	und (1-40 S.	ramp) 0 0 0	Northbo 3 0 Northbo	535 641	580 364 Bivd)	4 0 Southbo	821 1,162 und (Unser	740 308 Blvd)
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes	68 9 20 96 Eastbound (140 S 31 0 69 0 Eastbound (140 S Left Thru	P.M. A.M. P.M. <u>9</u> 21 ramp) Right	Westbo	und (1-40 S. 0) 0 und (1-40 S. Thru	ramp) 0 0 0 ramp) Right	Northbo 3 0 Northbo Left	535 641 bund (Unser Thru	580 364 Bivd) Right	4 0 Southbo	821 1,162 und (Unser Thru	740 308 Blvd) Right
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes <u>Pravious Davalopments - AM Peak Hour Vol</u> u	68 9 20 96 Eastbound (140 S 31 0 69 0 Imes Eastbound (140 S Left Thru	P.M. A.M. P.M. <u>9</u> 21	Westbo	und (1-40 S.	ramp) 0 0 0	Northbo 3 0 Northbo	535 641	580 364 Bivd) Right 0	4 0 Southboo Left 0	821 1,162 und (Unser Thru 0	740 308 Blvd) Right 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes <u>Previous Developments - AM Peak Hour Volu</u> Watershed Residential	68 9 20 96 Eastbound (I-40 S. 31 0 69 0 Eastbound (I-40 S. Left Thru 0 0	P.M. A.M. P.M. <u>9</u> 21 ramp) Right	100% Offic Westbo 0 0 0 0 0	und (1-40 S. 0) 0 0 und (1-40 S. Thru 0	ramp) 0 0 0 0 0 0 0 0	Northbo 3 0 Northbo Left	535 641 Dund (Unser Thru 0	580 364 Bivd) Right	4 0 Southbo	821 1,162 und (Unser Thru	740 308 Blvd) Right
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	68 9 20 96 Eastbound (I-40 S. 31 0 69 0 Eastbound (I-40 S. Left Thru 0 0 0 0 0 0 0 0	P.M. A.M. P.M. 9 21 ramp) Right 0 0	100% Offic 0 0 0 0 0 0 0 0 0 0	ce Develop und (1-40 S. 0) 0) und (1-40 S. Thru 1 0) 0	ramp) 0 0 0 0 0 0 Right 0 0	Northbo 3 0 Northbo Left 0 0	535 641 bund (Unser Thru 0 26	580 364 Blvd) Right 0 0	4 0 Southbo Left 0 0	821 1,162 und (Unser Thru 0 17	740 308 Blvd) Right 17 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes <u>Pravious Davelopments - AM Peak Hour Volu</u> Watershed Residential 98th / Unser Development	68 9 20 96 Eastbound (1-40 S 31 0 69 0 UTHES Eastbound (1-40 S 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. 9 21 (amp) Right 0 0 0 0	Westboo	und (I-40 S. r	ramp) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbe 3 0 Northbe Left 0 0 0	535 641 Und (Unser Thru 0 26 26 26 und (Unser	580 364 Bivd) Right 0 0 0	4 0 5outhbo Left 0 0 0	821 1,162 und (Unser Thru 0 17	740 308 Bivd) Right 17 0 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu	68 9 20 96 Eastbound (I-40 S. 31 0 69 0 Immes 0 Eastbound (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. (ramp) 9 21 21 (ramp) Right Right Right	Westbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) [Right	Northbo 3 0 Northbo Left 0 0 0 0 Northbo	535 641 Dund (Unser Thru 0 26 26 26 26 26 26	580 364 Blvd) Right 0 0 0 8lvd) Right	4 0 Southbo Left 0 0 0 0 Southbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser Thru 1	740 308 Right 17 0 17 Bivd) Right
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential	68 9 20 96 Eastbound (I-40 S. 31 0 69 0 Eastbound (I-40 S. Left Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100% Offic Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) [Right] Right [Right] Right] Right [Right] Right] Right] Right] Right] Right]	Northbo 3 0 Northbo Left 0 0 0 0 0 Left 0	535 641 0 1 1 0 26 26 26 26 26 1 1 1 1 1 0 0	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0	4 0 Southbo Left 0 0 0 0 Southbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser Thru 0 0	740 308 Bivd) Right 17 0 17 8ivd) Right 10
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu	68 9 20 96 Eastbound (I-40 S. 31 0 69 0 Immes 0 Eastbound (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. (ramp) 9 21 21 (ramp) Right Right	100% Offic Westboo Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r Thru I 0 0 0 0 0 0 0 0 0 0 0 0 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 <u>Thru</u> 0 26 26 26 26 <u>26</u> Thru <u>0</u> 45	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser Thru 0 52	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Pravious Davelopments - AM Peak Hour Volu Watershed Residential 98th / Unser Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	68 9 20 96 Eastbound (I-40 S 31 0 69 0 Eastbound (I-40 S Left Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100% Offic Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) [Right] Right [Right] Right] Right [Right] Right] Right] Right] Right] Right]	Northbo 3 0 Northbo Left 0 0 0 0 0 Left 0	535 641 0 1 1 0 26 26 26 26 26 1 1 1 1 1 0 0	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0	4 0 Southbo Left 0 0 0 0 Southbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser Thru 0 0	740 308 Bivd) Right 17 0 17 8ivd) Right 10
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2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count	68 9 20 96 Eastbound (I-40 S 31 0 69 0 Eastbound (I-40 S Left Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100% Offic Westboo Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r Thru I 0 0 0 0 0 0 0 0 0 0 0 0 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 <u>Thru</u> 0 26 26 26 26 <u>26</u> Thru <u>0</u> 45	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser Thru 0 52	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume	68 9 20 96 Eastbound (I-40 S 31 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100% Offic Westboo Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r Thru I 0 0 0 0 0 0 0 0 0 0 0 0 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 <u>Thru</u> 0 26 26 26 26 <u>26</u> Thru <u>0</u> 45	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser Thru 0 52	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17
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2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Pravious Davelopments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume Based on MRCOG Model (2030 Data Set)	68 9 20 96 Eastbound (I-40 S. 31 0 69 0 Umes Eastbound (I-40 S. Left Thru 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 9 1 0 0 1 0 9 0	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100% Offic Westboo Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. Thru 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 300 (Unser Thru 0 26 26 26 26 26 26 26 45 45 45	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 Und (Unser Thru 0 52 52 1,565	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17
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2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Pravious Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume Based on MRCOG Model (2030 Data Set) 2005 AM Link Volume	68 9 20 96 20 96 Eastbound (1-40 S. 31 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 20 1 20 26 201 201	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100% Offic Westboo Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 sund (Unser Thru 0 26 26 26 26 45 45 1,118 1,005 1226	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 Und (Unser Thru 0 52 52 1,565 1,470 1108	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17
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2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2030 AM Link Volume 2030 PM Link Volume	68 9 20 96 20 96 Eastbound (140 S. Left Thru 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 26 201 226 334 12030 Forecasts 20.22% 11.79% Match 2025 Forecasts	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0	100% Offic Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S, 0 0 0 0 0 0 0 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 3900 (Unser Thru 0 26 26 26 26 26 26 26 26 26 26 26 26 26	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Development Subtotal Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 PM Link Volume 2007 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2005 PM Link Volume 2007 PM Link Volume 2007 PM Link Volume 2007 PM Link Volume	68 9 20 96 20 96 Eastbound (I-40 S 31 0 0 20 96	P.M. A.M. P.M. ramp) 9 211 Right 0 0 0 0 0 0 0 0	100% Offic Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S, 0 0 0 0 0 0 0 0	ment ramp) Right 0 0 Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 3900 (Unser Thru 0 26 26 26 26 26 26 26 26 26 26 26 26 26	580 364 Blvd) Right 0 0 0 Blvd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhbo Left 0 0 0 0 0 5outhbo	821 1,162 und (Unser Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Bivd) Right 17 0 17 8ivd) 17 8ivd) 17 17

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Ladera Dr / Ouray Rd

								_	-				
INTERSECTION:	E-W Street:	Ladera Dr											
EROEOTTON.					(5)								
Year of Existing Counts	N-S Street: 2007	Ouray Rd											
Implementation Year	2007												
imperientatori 188	Growth Rates		0.00%	,									
	GIOWIII KAIBS	Fact	ound (Lad		Man	15.86%	D.1		0.92%			3.68%	
		Left	Thru	Right	Left	bound (Lade	i Right	Left	ibound (Our I Thru			bound (Our	
Existing Volumes		20	365		and the second se					Right	Left	Thru	Right
Background Traffic Growth		0		2 0			10					191	13
Subtotal (NO BUILD -	A.M.)	20	365	P. STORE CORRECTORY AND A LODGE	4		30	101	discourse as seen a sub-thickness		<u>10</u>	21	1
Percent Commercial Trips Genera		0.00%	0.00%	0.00%	0.00%	12.41%	0.00%	10.67%	0.00%	5	99	212	14
Percent Commercial Trips Gener	aled(Exiting)	0.93%	12.41%	10.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.93%
Percent Office Trips Generated	(Entering)	0.00%	0.00%	0.00%	0.00%	21.85%	0.00%	2.84%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generate	d(Exiting)	0.26%	21.85%	2.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated		4	49		0	77	0	55	Ō	0	0	0	5
Total AM Peak Hour	SUILD Volumes	24	414	287	4	291	30	156	79	5	99	212	19
			4.42%			4.24%			0.00%			2.30%	
		Left	ound (Lade			ound (Lade			bound (Oura			ound (Oura	
Existing Volumes		19;	Thru 271	Right 200	Left	Thru	Right	Left	11110	Right	Left	Thru	Right
Background Traffic Growth		3	36	200	20	379	107	293	233	16	34	123	13
Subtotal (NO BUILD - F	un l	22	<u>30</u> 307	10 COLUMN TO ADD TO ADD TO ADD TO ADD	3	<u>48</u>	<u>14</u>	<u>0</u>	<u>0</u>	<u>0</u>	2	8	<u>1</u>
Percent Commercial Trips General		0.00%	0.00%	227	23	427	121	293	233	16	36	131	14
 Percent Commercial Trips General Percent Commercial Trips General 	ted/Fxitina	0.93%	12.41%	0.00%	0.00%	12.41%	0.00%	10.67%	0.00%	0.00%	0.00%	0.00%	0.93%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	21.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated	(Exiting)	0.26%	21.85%	2.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.26%
Total Trips Generated		5	93	65	0	79	0	65	0	0.0078	0.0070	0.00%	6
Total PM Peak Hour E	UILD Volumes	27	400	292	23	506	121	358	233	16	361	1311	20
				······································		<u> </u>							
		Entering	Exiting										
Number of Commercial Trips Gen	erated	499		A.M.	100% Corr	mercial De	evelopmen	t					
Number of Office Trips Generated		602 68		P.M.	10001 000								
Humber of Onice Trips Generated		20	÷	A.M. P.M.	100% Offic	e Developi	ment						
		20	30	Г. IVI.									
	Γ	Eastbo	und (Lader	a Dr)	Westb	ound (Lader	a Dr)	Northb	ound (Oura	(Rd)	Southbu	ound (Oura	
2007 AM Peak		20	365	247	3	145	20	98	77	5	89	191	13
2007 PM Peak	Hr. Volumes	19 i	271	200	20	379	107	293	233	16	34	123	13
MRCOG Forecast Volumes Worl	sheet												
Based on 2007 Traffic Count													
2007 AM Link \			632			168			180			293	
2007 PM Link V Based on MRCOG Model (2030 D			490			506			542			170	
2005 AM Link V			94										
2005 PM Link V			191			130 187			151			218	
			101			107			211			102	
2030 AM Link V			474			781			218			541	
2030 PM Link V	olume		.988			999			426			260	
Growth Pate to Apply to Existing O		0000 -	• •										
Growth Rate to Apply to Existing C 2007-2030 AM Growth Rates	ounts to Match		asts -1.09%										
2007-2030 PM Growth Rates			4.42%			15.86%			0.92%			3.68%	
						4.24%			-0.93%			2.30%	
Growth Rate to Apply to 2005 Mode	el Volumes to M	atch 2030	Forecasts	3									
2005-2030 AM Growth Rates			6.17%			20.03%			1.77%			5.93%	
2005-2030 PM Growth Rates		t	6.69%			17.37%			4.08%			6.20%	

HeritageNC_TURNSCaseF.xls - Turns_5

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet I-40 S. ramp / Unser Blvd

					anip / o	110 61 611		-				
INTERSECTION: E-W Street	I-40 S. ram	n		(6)								
N-S Street	Unser Blvd	•		(6)								
Year of Existing Counts 200												
Implementation Year 20												
Growth Rate		20.22% und (1-40 S		1 101	0.00%			0.60%			5.68%	
	Left	Thru	Right	Left	Dound (1-40 :	S. ramp) Right	North	bound (Unse Thru	Right	Southi	bound (Unse Thru	Right
Existing Volumes	31	0	S							4	And and a second se	740
Background Traffic Growth	19	<u>0</u>					0 0	10	<u>10</u>	1	140	126
Subtotal	50	0								5	961	866
I-40 / Unser Development Southwest Mesa Subdivisions	0	0		<u> </u>			-		21	0	274	0
Previous Development from below	0	0							49	0	77	0
Subtotal (NO BUILD - A.M.)	50	<u>0</u>	41	0	0				0	<u>0</u>	<u>17</u>	<u>17</u>
Percent Commercial Trips Generated(Entering)	1.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	804 25.14%	0.00%	0.00%	1,329	883
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.87%	0.00%	0.00%
Percent Office Trips Generated(Entering) Percent Office Trips Generated(Exiting)	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	10	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.10% 40	15.36% 96	0.00%
Total AM Peak Hour BUILD Volume	s 60	0		0					660	40	1,425	0 883
	Easthau	11.79% nd (I-40 S.		387 - 41	0.00%			5.96%			2.82%	
	Left	Thru	Right	Left	Dund (1-40 S Thru	Right	Left	ound (Unse Thru	r Blvd) Right	Left	ound (Unsei Thru	Right
Existing Volumes	69	0	21	0	0	0	0	641	364	01	1,162	308
Background Traffic Growth	24	<u>0</u>	<u></u>	Q	<u>0</u>	<u>0</u>	<u>0</u>	<u>115</u>	<u>65</u>	0	98	26
Subtotal	93	0	28	0	0	0	0	756	429	0	1,260	334
I-40 / Unser Development Southwest Mesa Subdivisions	0	0	49	0	0	0	0	496	51	0	498	0
Previous Development from below	0	0	0	0	0	0	0	38	96	0	98	0
Subtotal (NO BUILD - P.M.)	94	Q 0	<u>0</u> 77	<u>0</u>	<u>Q</u>	<u>0</u>	<u></u>	45	<u>0</u>	<u>0</u>	<u>52</u>	<u>10</u>
Percent Commercial Trips Generated(Entering)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1,335	576	0	1,908	344
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00% 9.87%	0.00%	0.00%
Percent Office Trips Generated(Entering) Percent Office Trips Generated(Exiting)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	11	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.10% 86	15.36% 161	0.00% 0
Total PM Peak Hour BUILD Volumes	105	0	77	. 0	0	0	D	1,489	576	86	2,069	344
Number of Commercial Trips Generated	Entering E 499	Exiting 378 A	A.M.	100% Com		evelopmer	- 4					
	400	310 7			mercial D	evelopmer	זר					
and the second	602	580 F	⊃.M.									
Number of Office Trips Generated	68	9 4	⊃.М. ۹.М	100% Offic								
Number of Office Trips Generated		9 4	Р.М.									
	68 20 Eastbourn	9 4	P.M. A.M. P.M.	100% Offic		ment		und (Unser	Blvd)	Southbo	und (Unser	Blvd)
2007 AM Peak Hr. Volumes	68 20 Eastbourn 31	9 A 96 F d (1-40 S. r	P.M. A.M. P.M. amp) 9	100% Offic Westbor	e Develop and (I-40 S.	ramp)	Northbo 3	535	580	4	und (Unser 821	740
	68 20 Eastbourn	9 A 96 F d (1-40 S. r	P.M. A.M. P.M.	100% Offic	e Develop and (I-40 S.	oment	Northbo					
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes	68 20 Eastbourn 31 69	9 A 96 F d (1-40 S. r	P.M. A.M. P.M. amp) 9	100% Offic Westbor	e Develop and (I-40 S.	ramp)	Northbo 3	535	580	4	821	740
2007 AM Peak Hr. Volumes	68 20 <u>Eastbourn</u> 31 69	9 A 96 F d (1-40 S. r 0	P.M. A.M. P.M. amp) 9 21	00% Offic Westboo 0	e Develop and (I-40 S. 0	nment nmp) 0 0	Northbc 3 0	535 641	580 364	4	821 1,162	740 308
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes	68 20 Eastbourn 31 69 Umes Eastbourn	9 A 96 F d (1-40 S. r 0	P.M. A.M. P.M. amp) 9 21	00% Offic Westboo 0	e Develop and (I-40 S.	nment nmp) 0 0	Northbc 3 0	535 641 und (Unser	580 364 Bivd)	4 0 Southbot	821 1,162 und (Unser i	740 308
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential	68 20 Eastbourn 31 69 	9 / 96 F d (1-40 S. r 0 0 d (1-40 S. r Thru 0	P.M. A.M. P.M. amp)9 21 21	Westbor	e Develop and (I-40 S. 0	ramp) 0 0	Northbo 3 0	535 641	580 364	4	821 1,162	740 308 Blvd) Right
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Vol Watershed Residential 98th / Unser Development	68 20 31 69 <i>Imes</i> Eastbourn Left 0	9 / 4 96 F 0 - 40 S. r 0 - 0	- M. A.M. - M. amp) 9 21 21 amp) Right 0 0	Westbor 0 0 Westbor Left 0	e Develop and (I-40 S. 0 0 0 0 0 0 0	amp) Right 0	Northbo 3 0 Northbo Left 0 0	535 641 Thru 0 26	580 364 Bivd) Right 0 0	4 0 Southbot Left 0 0	821 1,162 und (Unser i Thru	740 308
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential	68 20 Eastbourn 31 69 	9 / 96 F d (1-40 S. r 0 0 d (1-40 S. r Thru 0	P.M. A.M. P.M. (9) (21) (21) (1) (21) (21) (21) (21) (21)	Westboo 0 0 Westboo Left 0	e Develop and (1-40 S. 0 0 ind (1-40 S. r Thru 0	ramp) [0] 0] 0] ramp) Right 0]	Northbo 3 0 Northbo Left 0	535 641 Und (Unser Thru 0	580 364 Bitvd) Right 0	4 0 Southboo Left 0	821 1,162 und (Unser i Thru 0	740 308 Blvd) Right 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Vol Watershed Residential 98th / Unser Development	68 20 31 69 //////////////////////////////////	9 / 4 96 F d (1-40 S. r 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- M. A.M. amp) 9 21 Right 0 0 0	Westbor 0 0 Westbor Left 0	e Develop and (I-40 S. 0 0 0 0 0 0 0	amp) Right 0	Northbo 3 0 Northbo Left 0 0	535 641 Thru 0 26	580 364 Bivd) Right 0 0	4 0 Southbot Left 0 0	821 1,162 und (Unser i Thru 0 17	740 308 Blvd) Right 17 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Pravious Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	68 20 31 69 Eastbound Left 0 0 0 0	9 / 96 F d (1-40 S. r 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. 2.M. 9 9 21 21 Right 0 0 0	Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop ind (I-40 S Thru I 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 10 26	580 364 Bivd) Right 0 0 0 3ivd)	4 0 Southbot Left 0 0 0 0 0 Southbot	821 1,162 und (Unser i Thru) 0 17 17 17 17 und (Unser E	740 308 Blvd) Right 17 0 17
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu	68 20 31 69 <u>Imps</u> Eastbourn Left 0 0 0 0 0	9 / 96 F 96 F 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	2.M. A.M. 2.M. amp) 9 21 Right 0 0 0 0 Right Right	Vestbou 0 0 Westbou Left 0 0 0	e Develop und (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) Right Right Right Right Right	Northbo 0 Northbo Left 0 0 0 Northbo	535 641 Thru 0 26 26 26 26 Thru	580 364 Right 0 0 0 3lvd) Right	4 0 Southbot Left 0 0 0 0 0 Southbot Left	821 1,162 und (Unser i Thru) 0 17 17 17 und (Unser E Thru)	740 308 Blvd) Right 17 0 17 17 Nivd) Right
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential	68 20 31 69 Eastbourn Left 0 0 0 0 0 0 0 0	9 / 4 96 F d (1-40 S. r. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M. A.M. M. amp) 9 21 amp) Right 0 0 0 0 Right 0 0 0 0	Westbou Uleft Uleft Uleft Uleft Uleft Uleft Uleft Uleft Uleft	e Develop and (I-40 S. 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Und (Unser Thru 0 26 26 26 Unser E Thru 0 0 0	580 364 Right 0 0 0 0 3lvd) Right 0	4 0 Southboo Left 0 0 0 0 Southboo Left 0	821 1,162 und (Unser i Thru 0 17 17 17 und (Unser E Thru 0 0	740 308 Blvd) Right 17 0 17 17 Blvd) Right 10
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu	68 20 31 69 <u>Imps</u> Eastbourn Left 0 0 0 0 0	9 / 96 F 96 F 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	2.M. A.M. 2.M. amp) 9 21 Right 0 0 0 0 Right Right	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop and (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) 0 Right 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 45	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser I Thru 0 17 17 17 17 17 20 52	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0 1	9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 /	M. M. M. M. M. 	Westbou Uleft Uleft Uleft Uleft Uleft Uleft Uleft Uleft Uleft	e Develop and (I-40 S. 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Und (Unser Thru 0 26 26 26 Unser E Thru 0 0	580 364 Right 0 0 0 0 3lvd) Right 0	4 0 Southboo Left 0 0 0 0 Southboo Left 0	821 1,162 und (Unser i Thru 0 17 17 17 und (Unser E Thru 0 0	740 308 Blvd) Right 17 0 17 17 Blvd) Right 10
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0 1	9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 /	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop and (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 45	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser I Thru 0 17 17 17 17 17 20 52	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Pravious Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0 1	9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 /	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop and (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 45	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser I Thru 0 17 17 17 17 17 20 52	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0	9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 /	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Thru 0 26 26 Thru 0 45 45	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser i Thru 0 17 17 17 17 17 20 52 52	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
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2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2007 PM Link Volume	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0	9 4 96 F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop	amp) 0 Right 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 45 45 45	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Und (Unser I Thru 0 0 52 52 1,565 1,470	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0	9 4 96 F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop	amp) 0 Right 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 und (Unser Thru 0 266 266 Thru 0 45 45 1,118 1,005 1226	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser I Thru 0 0 17 17 17 17 17 22 52 1,565 1,470 1108	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume 2005 AM Link Volume 2005 AM Link Volume	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0	9 / 4 96 F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop	amp) 0 Right 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 Thru 0 26 26 26 26 Thru 0 45 45 45 1,118 1,025 1226 1404	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 Und (Unser I Thru 0 0 177 177 177 177 177 177 177	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes Previous Developments - AM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal Previous Developments - PM Peak Hour Volu Watershed Residential 98th / Unser Development Subtotal MRCOG Forecast Volumes Worksheet Based on 2007 Traffic Count 2007 AM Link Volume Based on MRCOG Model (2030 Data Set) 2005 AM Link Volume	68 20 Eastbourn 31 69 Eastbourn Left 0 0 0 0 0 0	9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 / 9 /	M. M. M. M. M. 	100% Offic Westboo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e Develop	amp) 0 Right 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	535 641 und (Unser Thru 0 266 266 Thru 0 45 45 1,118 1,005 1226 1404 1272	580 364 Bivd) Right 0 0 0 0 3ivd) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 5outhboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser I Thru 0 0 17 17 17 17 17 17 20 52 52 1,565 1,470 1108 1973 3608	740 308 Blvd). Right 17 0 17 Blvd) Right 10 0 0
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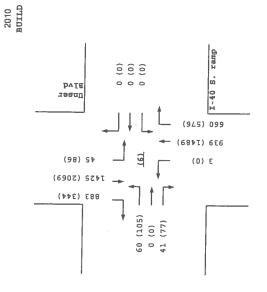
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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet 1-40 S. ramp / Unser Blvd

						anip / u	iiser bi	VU	_				
INTERSECTION:	E-W Street	1 40 0							_				
INTERSECTION:	E-W Street	I-40 S. rai Unser Bh	•		(6)								
Year of Existing Counts	2007		na										
Implementation Year	2010												
	Growth Rates		20.225			0.005	6		0.60%			5.68%	
		Left	ound (1-40			bound (1-40			bound (Uns			bound (Unsi	er Blvd)
Existing Volumes		31	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth		19								1			740 126
Subtotal		50								president and taxable			866
I-40 / Unser Development		0	(27		1				21	0		000
Southwest Mesa Subdivisions		0	(0						49		77	0
Previous Development from below		<u>0</u>	(0	2 0	0				0	<u>0</u>	17	17
Subtotal (NO BUILD - A.M		50	0					Contraction in the second state in the		660		1,329	883
Percent Commercial Trips Generated		1.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.14%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated Percent Office Trips Generated(En		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.87%	25.14%	0.00%
Percent Office Trips Generated(E)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.36%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated		10	0							0.00%	40	<u>15.36%</u> 96	0.00%
Total AM Peak Hour BU	ILD Volumes	60	0	41	0	0	0			660	45	1,425	883
		Fastby	11.79% und (I-40 S	(amp)	Month	0.00%		N	5.96%			2.82%	
		Left	Thru	Right	Left	ound (1-40 S	Right	Left	Thru	Right	. Southb	ound (Unse Thru	r Bivd) Right
Existing Volumes	1	69	Ó	21	0	0				364	01	1,162	308
Background Traffic Growth		<u>24</u>	<u>0</u>	7	<u>0</u>	<u>0</u>	Q		<u>115</u>	65	0	98	26
Subtotal		93	0	28	0	0	0	0	756	429	0	1,260	334
I-40 / Unser Development		0	0	49	0	0	0	0	496	51	0	498	0
Southwest Mesa Subdivisions		0	0	0	0	0	0	0	38	96	0	98	0
Previous Development from below		1	<u>0</u>	<u>Q</u>	<u>0</u>	0	Q	<u>0</u>	45	0	Q	52	10
Subtotal (NO BUILD - P.M.)		94	0	77	0	0	0	0	1,335	576	0	1,908	344
Percent Commercial Trips Generated(Percent Commercial Trips Generated)	Entering) (Exitinal	1.90% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.14%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generaled/Enk	ering)	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	<u>9.87%</u> 0.00%	25.14%	0.00%
Percent Office Trips Generated(Exi	iting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.10%	15.36%	0.00%
Total Trips Generated Total PM Peak Hour BUII		11	0	0	0	0	0	0	154	0	86	161	0
Total Fill Feak Hour Bon	LD Volumes	105	. 0	77	0	0	0	0	1,489	576	86	2,069	344
		Entering	Exiting										
Number of Commercial Trips Genera	ated	499		A.M.	100% Con	nmercial D	evelopme	nt					
	ated	499 602	378 580	P.M.				nt					
Number of Commercial Trips Genera Number of Office Trips Generated	ated	499	378 580 9	P.M. A.M.	100% Con 100% Offic			nt					
	ated	499 602 68 20	378 580 9 96	P.M. A.M. P.M.				nt					
Number of Office Trips Generated	Г	499 602 68 20 Eastbou	378 580 9 96 ind (1-40 S.	P.M. A.M. P.M.	100% Offic	ce Develop und (I-40 S.	ramp)	Northbe	ound (Unser			und (Unser	
	. Volumes	499 602 68 20	378 580 9 96	P.M. A.M. P.M.	100% Offic	ce Develor	oment ramp) 0	Northbe 3	535	580	4	821	740
Number of Office Trips Generated 2007 AM Peak Hr.	. Volumes	499 602 68 20 Eastbou 31	378 580 9 96 Ind (1-40 S. 0	P.M. A.M. P.M. ramp)	100% Office Westbo	und (1-40 S.	ramp)	Northbe					
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr.	. Volumes [. Volumes [499 602 68 20 <u>Eastbol</u> 31 69	378 580 9 96 Ind (1-40 S. 0	P.M. A.M. P.M. ramp) 9	100% Office Westbo	und (1-40 S.	oment ramp) 0	Northbe 3	535	580	4	821	740
Number of Office Trips Generated 2007 AM Peak Hr.	. Volumes [. Volumes [499 602 68 20 Esstbou 31 69	378 580 9 96 Ind (1-40 S. 0	P.M. A.M. P.M. ramp) 9 21	100% Offic Westbo 0 0	ce Develor und (I-40 S. 0	oment ramp) 0 0	Northbo 3 0	<u>535</u> 641	580 364	4	821 1,162	<u>740</u> 308
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak	. Volumes [. Volumes [499 602 68 20 <u>Eastbol</u> 69 9 <u>7795</u> Eastbou Left	378 580 9 96 Ind (1-40 S. 0 0 1 nd (1-40 S.	P.M. A.M. P.M. <u>9</u> 21 amp) Right	100% Offic Westbo 0 0	und (1-40 S.	oment ramp) 0 0	Northbo 3 0	535	580 364	4	821	<u>740</u> 308
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential	. Volumes [. Volumes [499 602 68 20 <u>Eastbou</u> 31 69 <u>Des</u> <u>Eastbou</u> Left <u> </u> 0	378 580 9 96 101 (1-40 S. 0 0 0 1 0 1 1 1 1 1 1 1 1 1 2 0	P.M. A.M. P.M. <u>9</u> 21 21 Right 0	100% Office 0 0 0 Westbo Left 1	und (1-40 S. 0) 0 und (1-40 S. 10 10 0	oment ramp) 0 0 0 ramp) Right 0	Northbo 3 0 Northbo	535 641	580 364 Bivd)	4 0 Southbo	821 1,162 und (Unser	740 308 Bitvd)
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development	. Volumes . Volumes <u>k Hour Volu</u> =	499 602 68 20 Eastbou 31 69 Eastbou Left 0 0	378 580 9 96 ind (I-40 S. 0 0 0 0	P.M. A.M. P.M. 9 21 21 Right 0 0	100% Office 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0 und (I-40 S. Thru 0 0	namp) ramp) 0 0 Right 0 0	Northbo 3 0 Northbo Left 0 0	535 641 <u>Dund (Unser</u> <u>Thru</u> 0 26	580 364 Bivd) Right 0 0	4 0 Southbo Left 0 0	821 1,162 und (Unser Thru 0 17	740 308 Bivd) Right 17 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development	. Volumes [. Volumes [499 602 68 20 <u>Eastbou</u> 31 69 <u>Des</u> <u>Eastbou</u> Left <u> </u> 0	378 580 9 96 101 (1-40 S. 0 0 0 1 0 1 1 1 1 1 1 1 1 1 2 0	P.M. A.M. P.M. <u>9</u> 21 21 Right 0	100% Office 0 0 0 Westbo Left 1	und (1-40 S. 0) 0 und (1-40 S. Thru 0	oment ramp) 0 0 0 0 0 0 0	Northbo 3 0 Northbo Left 0	535 641 0 0	580 364 Blvd) Right	4 0 Left 0	821 1,162 und (Unser Thru 0	740 308 Bivd) Right 17
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development	Volumes Volumes	499 602 68 20 Eastbou Left 0 0 0 0	378 580 9 96 ind (I-40 S. 0 0 0 0 Thru 0 0 0 0	P.M. A.M. P.M. ramp) 9 21 8mp) Right 0 0 0	100% Office 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0 und (I-40 S. Thru 0 0	namp) ramp) 0 0 Right 0 0	Northbo 3 0 Northbo Left 0 0	535 641 <u>Dund (Unser</u> <u>Thru</u> 0 26	580 364 Bivd) Right 0 0	4 0 Southbo Left 0 0	821 1,162 und (Unser Thru 0 17	740 308 Blvd) Right 17 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development St.	Volumes Volumes	499 602 68 20 Eastbou Left 0 0 0 0 0	378 580 9 96 ind (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. 9 21 21 Right 0 0 0 0	100% Office Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r 0) 0) 0) 0) 0) 0) 0) 0) 0) 0)	ramp) 0 0 0 0 Right 0 0 0 0	Northbo 3 0 Northbo Left 0 0 0 0 Northbo	535 641 Thru 0 26 26 26	580 364 Bivd) Right 0 0 0 0 Bivd)	4 0 Southbo	821 1,162 und (Unser Thru 0 17 17 17 und (Unser I	740 308 Blvd) Right 17 0 17
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. <i>Pravious Developments - AM Peak</i> Watershed Residential 98th / Unser Development St. <i>Pravious Developments - PM Peak</i>	Volumes Volumes	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 Eastbou Left	378 580 9 96 Ind (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. g 211 211 Right 0 0 0 0 0 0	100% Office Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0)	ment ramp) Right 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbe 3 0 Northbe Left 0 0 0 0 0	535 641 Thru 0 26 26 26 26 Thru	580 364 Bivd) Right 0 0 0 8ivd) Right	4 0 Southbo Left 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 und (Unser (Thru	740 308 Right 17 0 17 Bivd) Right
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development St. Pravious Developments - PM Peak Watershed Residential	Volumes Volumes	499 602 68 20 Eastbou Left 0 0 0 0 Eastbou Left Left 0 0	378 580 9 96 ind (1-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. 9 211 211 Right 0 0 0 0 Right Right 0 0	100% Office Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0) 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) [0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Northbe 3 0 Northbe Left 0 0 0 Northbe Left 2 0	535 641 Thru 0 26 26 26 26 Thru 0	580 364 Bivd) Right 0 0 0 0 8ivd) Right 0	4 0 Southboo Left 0 0 0 0 Southboo Left 0	821 1,162 und (Unser Thru 0 0 177 177 und (Unser 1 Thru 0 0	740 308 Blvd) Right 17 0 17 Blvd) Right 10
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development - PM Peak Watershed Residential 98th / Unser Development	. Volumes Volumes <u>k Hour Volu</u> - ubtotal	499 602 68 20 Eastbou Left0 0 0 0 0 Eastbou Left0 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	378 580 9 96 md (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 Right 0 0 0 0 0 0 Right Right 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 Thru 0 45	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 Thru 0 52	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development - PM Peak Watershed Residential 98th / Unser Development	Volumes Volumes	499 602 68 20 Eastbou Left 0 0 0 0 Eastbou Left Left 0 0	378 580 9 96 ind (1-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. 9 211 211 Right 0 0 0 0 Right Right 0 0	100% Office Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) 0) 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0	amp) [0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Northbe 3 0 Northbe Left 0 0 0 Northbe Left 2 0	535 641 Thru 0 26 26 26 26 Thru 0	580 364 Bivd) Right 0 0 0 0 8ivd) Right 0	4 0 Southboo Left 0 0 0 0 Southboo Left 0	821 1,162 und (Unser Thru 0 0 177 177 und (Unser 1 Thru 0 0	740 308 Blvd) Right 17 0 17 Blvd) Right 10
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development - PM Peak Watershed Residential 98th / Unser Development	Volumes Volumes <u>k Hour Volu</u> ubtotal	499 602 68 20 Eastbou Left0 0 0 0 0 Eastbou Left0 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	378 580 9 96 md (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 Right 0 0 0 0 0 0 Right Right 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 Thru 0 45	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 Thru 0 52	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Developments - PM Peak Watershed Residential 98th / Unser Development Su MRCOG Forecast Volumes Worksh	Volumes Volumes <u>k Hour Volu</u> ubtotal	499 602 68 20 Eastbou Left0 0 0 0 0 Eastbou Left0 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	378 580 9 96 md (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 Right 0 0 0 0 0 0 Right Right 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. r 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 Thru 0 45	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 Thru 0 52	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count	Volumes Volumes <i>k Hour Volu</i> <i>bibiotal</i>	499 602 68 20 Eastbou Left0 0 0 0 0 Eastbou Left0 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	378 580 9 96 ind (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 Right 0 0 0 0 0 0 Right Right 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	22 Develop und (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 Thru 0 45 45	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 17 17 0 52 52	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
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Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu Based on MICOG Model (2030 Date 2005 AM Link Volu	. Volumes Volumes . Volumes . Volumes 	499 602 68 20 Eastbou Left0 0 0 0 0 Eastbou Left0 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	378 580 9 96 md (<u>1-40 S.</u> <u>Thru</u> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 Right 0 0 0 0 0 Right Right 0 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 Thru 0 45 45 45	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 0 17 17 17 Und (Unser 1 Thru 0 52 52 1,565	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
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Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2005 AM Link Volu 2005 PM Link Volu	. Volumes Volumes K Hour Volu Libiotal . Hour Volu Libiotal . Hour Volu Libiotal	499 602 68 20 Eastbou Left0 0 0 0 0 Eastbou Left0 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	378 580 9 96 ind (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 Right 0 0 0 0 0 Right Right 0 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0) und (I-40 S. 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0) 0)	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 0 17 17 17 17 0 52 52 1,565 1,470 1108	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development St Pravious Development St Watershed Residential 98th / Unser Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2005 AM Link Volu 2005 PM Link Volu	Volumes Volumes Volumes <i>k Hour Volut</i>	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 0 <u>1</u> 1 1	378 580 9 96 ind (I-40 S. 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 211 0 0 0 0 0 0 0 0	100% Offie Westboo Left [0] 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 ound (Unser Thru 0 26 26 7 Thru 0 45 45 1,118 1,005 1226 1404 1272	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 0 17 17 17 0 52 52 1,565 1,470 1108 1973 3608	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2005 AM Link Volu 2005 AM Link Volu 2030 AM Link Volu 2030 PM Link Volu	Volumes Volumes Volumes <i>k Hour Volut</i>	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 0 <u>1</u> 1 1 2030 Fore	378 580 9 96 ind (I-40 S. 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 211 0 0 0 0 0 0 0 0	100% Offin Westbo 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 ound (Unser Thru 0 26 26 Thru 0 45 45 1,118 1,005 1226 1404 1272 2383	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 5outhbo 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 0 17 17 17 0 52 52 1,565 1,470 1108 1973 3608 2425	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su Watershed Residential 98th / Unser Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2005 AM Link Volu 2005 PM Link Volu	Volumes Volumes Volumes <i>k Hour Volut</i>	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 0 0 0 1 1 1 2030 Fore 2030 Fore	378 580 9 96 ind [-40 S. 7hru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. Pramp) 9 211 211 211 211 211 211 0 0 0 0 0 0 0 0	100% Offin Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und (I-40 S. 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 ound (Unser Thru 0 26 26 7 Thru 0 45 45 1,118 1,005 1226 1404 1272	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 Left 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 0 17 17 17 0 52 52 1,565 1,470 1108 1973 3608	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su Watershed Residential 98th / Unser Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2007 PM Link Volu 2005 PM Link Volu 2005 PM Link Volu 2005 PM Link Volu 2030 AM Link Volu	Volumes Volumes K Hour Volu Libitotal Hour Volu Libitotal Libi	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 0 0 2030 Fore 2 1	378 580 9 96 ind (I-40 S. 7hnu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. ramp) 9 9 21 21 Right 0 0 0 0 0 0 0	100% Offin Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 26 7hru 0 45 45 45 45 1,118 1,005 1226 1404 1272 2383 0.60%	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 Left 0 0 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development St Pravious Development St Pravious Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2007 PM Link Volu 2005 AM Link Volu 2005 PM Link Volu 2003 AM Link Volu 2003 AM Link Volu 2003 PM Link Volu 2003 PM Link Volu 2003 PM Link Volu 2007 PM Link Volu 2003 PM Link Volu 2007 AM Link Volu	Volumes Volumes K Hour Volu Libitotal Hour Volu Libitotal Libi	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 0 0 0 2030 Fore 2 1 1 2030 Fore 2 1 1	378 580 9 96 ind (I-40 S. 7hnu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. ramp) 9 9 21 21 Right 0 0 0 0 0 0 0	100% Offix Westboo Left 0 0 Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22 Develop	ramp) 0 0 0 0 Right 0 0 0 0 8 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 7hru 0 45 45 45 1,118 1,005 1226 1404 1272 2383 0.60% 5.96%	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 Left 0 0 0 0 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0
Number of Office Trips Generated 2007 AM Peak Hr. 2007 PM Peak Hr. 2007 PM Peak Hr. Pravious Developments - AM Peak Watershed Residential 98th / Unser Development Su Pravious Development Su MRCOG Forecast Volumes Worksh Based on 2007 Traffic Count 2007 AM Link Volu 2007 AM Link Volu 2005 AM Link Volu 2003 AM Link Volu 2030 AM Link Volu	Volumes Volumes K Hour Volu Libitotal Hour Volu Libitotal Libi	499 602 68 20 <u>Eastbou</u> Left 0 0 0 0 0 0 0 2030 Fore 2 1 1 1 1 1 1 1 1 1 1 1 1	378 580 9 96 nd (I-40 S. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.M. A.M. P.M. ramp) 9 9 21 21 Right 0 0 0 0 0 0 0	100% Offix Westboo Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ce Develop und (I-40 S. 0) 0) 0 0 0 0 0 0 0 0 0 0 0 0 0	ramp) 0 0 0 0 Right 0 0 0 0 8 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo 0 Northbo Left 0 0 0 Northbo Left 0 0 0 0	535 641 Thru 0 26 26 26 26 7hru 0 45 45 45 45 1,118 1,005 1226 1404 1272 2383 0.60%	580 364 Right 0 0 0 0 81vd) Right 0 0	4 0 Southboo Left 0 0 0 Southboo Left 0 0 0 0 0 0	821 1,162 und (Unser Thru 0 17 17 17 17 17 17 17 17 17 17	740 308 Blvd) Right 17 0 17 Blvd) 17 Blvd) 10 0

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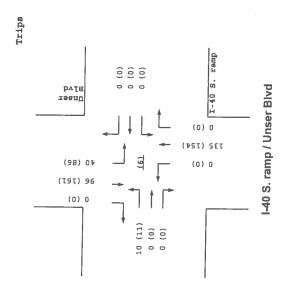
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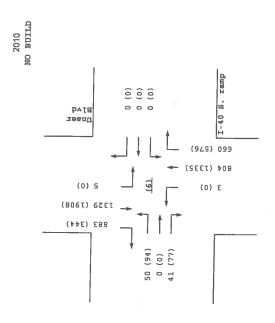
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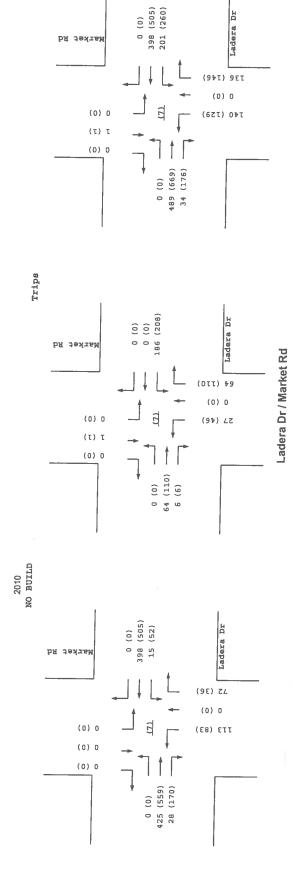
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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Ladera Dr / Market Rd

								-				
INTERSECTION: E-W Street:	Ladava D	_										
	Ladera Di			(7)								
N-S Street:	Market Re	1										
Year of Existing Counts 200 Implementation Year 201												
Growth Rate:		0.009	-	1 . 104 .	3.00%			0.00%			0.00%	
	Left	bound (Lac Thru	Right	Left	bound (Lade			bound (Marl			bound (Mari	
Existing Volumes	0				Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	0							0				0
Subtotal (NO BUILD - A.M.)	0				33		TABLE IS ANOTH THE OWNER OF A DESIGN AND ADDRESS OF	<u>0</u>	<u>0</u>	A REAL PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF	and the state of the second seco	<u>0</u>
Percent Commercial Trips Generated(Entering)	0.00%	0.00%			398	0	113	0	72	0	0	0
Percent Commercial Trips Generated(Exiting)	0.08%	16.75%	1.00%	33.51% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.15%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	1.00%	27.57%	0.00%	0.00%	6.90% 0.00%	0.07%	16.76% 0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.02%	13.79%	0.00%	0.00%	0.00%	0.00%	6.23%	0.02%	13.78%	0.00%	0.04%	0.00%
Total Trips Generated	0	64	6		0		27	0	64	0.0076	1	0.00%
Total AM Peak Hour BUILD Volumes	0	489	34	201	398	0	140	0	136	0	1	0
										-1		
		3.00%			3.00%			0.00%			0.00%	
		ound (Lad			ound (Lade	ra Dr)	North	ound (Mark	et Rd)	Southb	ound (Mark	et Rd)
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes Background Traffic Growth	0	513		48	463	0	83	0	36	01	0	0
Subtotal (NO BUILD - P.M.)	<u>0</u>	<u>46</u>		4	<u>42</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	Q	Q	Q
Percent Commercial Trips Generated(Entering)	0	559		52	505	0	83	0	36	0	0	0
 Percent Commercial Trips Generated(Exiting) 	0.00%	0.00%	1.00%	33.51% 0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.15%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	1.00%	27.57%	0.00%	0.00%	6.90% 0.00%	0.07%	16.76% 0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.02%	13.79%	0.00%	0.00%	0.00%	0.00%	6.23%	0.02%	13.78%	0.00%	0.04%	0.00%
Total Trips Generated	0	110	6	208	0	0	46	ō	110	0.0070	1	0.00%
Total PM Peak Hour BUILD Volumes	0	669	176	260	505	0	129	0	146	0	1	0
									ł.			
	Entering	Exiting										
Number of Commercial Trips Generated	499			100% Com	mercial De	evelopmen	t					
Number of Office Trips Generated	602 68		P.M. A.M.	100% 0%-								
	20	-	P.M.	100% Offic	e Develop	ment						
		ound (Lade	ra Dr)	Westbo	ound (Lader	a Dr)	Northbo	ound (Marke	tRd)	Southbo	ound (Marke	t Rd)
2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes	0	425	28	14	365	0	113	0	72	0	01	0
2007 PM Peak Hr. Volumes	0	513	156	48	463	0	83	0	36	0	0	0
MRCOG Forecast Volumes Worksheet												
Based on 2007 Traffic Count												
2007 AM Link Volume		450										
2007 PM Link Volume		453 669			379			185			0	
Based on MRCOG Model (2030 Data Set)		005			511			119			0	
2005 AM Link Volume		355			355			0			0	
2005 PM Link Volume		261			261			Ő			0	
2020 48412-616												
2030 AM Link Volume 2030 PM Link Volume		452			1202			30			0	
2000 FIN LINK FORUME		1062			1042			47			0	
Growth Rate to Apply to Existing Counts to Match	2030 Fore	casts										
2007-2030 AM Growth Rates		-0.01%			9.44%			-3.64%		44	DIV/01	
2007-2030 PM Growth Rates		2.55%			4.52%			-2.63%			DIV/01	
Growth Rate to Apply to 2005 Model Volumes to I	Joint 2000	Farmer	- ⁻									
2005-2030 AM Growth Rates	match 2030	Forecast 1.09%	5		0 5 4 9/							
2005-2030 PM Growth Rates		12.28%			9.54% 11.97%			DIV/0!			DIV/01	
							n	DIVIDI		H	DIV/01	

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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Ladera Dr / Laurelwood Pkwy

				e					-				
INTERSECTION:	E-W Street:	Ladera Dr			(8)								
in Endlotton.	N-S Street:				(0)								
Year of Existing Counts	N-5 Street: 2007	Laurelwoo	oa Pkwy										
Implementation Year	2007												
ппреленация теа													
	Growth Rates	East	0.009 bound (Lac		1 11/	14.16%			0.00%	1.011		0.00%	
		Left	Thru	Right	Left	bound (Lade		Left	nd (Laurelw) Thru			ind (Laurelwo	
Existing Volumes		1					Right			Right	Left	Thru	Right
Background Traffic Growth		0		2 0						65	(0	
Subtotal (NO BUILD -		1	fered accessor and r using agong		- Advertiser all considerant with the definition		<u>0</u>	And an an an an and a state of the state of	<u>0</u>	<u>0</u>		Q	<u>0</u>
	/		490		7	363	0	78	0	65	5	0	8
Percent Commercial Trips Genera Percent Commercial Trips Gener		0.00%	0.00%	0.00% 4,36%	0.00%	29.00%	0.00%	4.36%	0.00%	0.00%	0.00%	0.00%	0.15%
Percent Office Trips Generaled		0.00%	0.00%	4.36%	0.00%	0.00% 26.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generate		0.04%	26.33%	1.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.04%
Total Trips Generated		1	112		0.0075		0.0078	23	0.00%	0.0078	0.00%	0.00%	0.00%
Total AM Peak Hour	BUILD Volumes	2	602	2 44	7		0		0	65	5	0	9
				1				101				U	3
			4.69%			2.65%			0.00%			0.00%	
	1	Eastb	ound (Lad		West	pound (Lade	ra Dr)	Northhour	nd (Laurelwo	od Plow)	Southbou	nd (Laurelwo	nd Plouau)
	[Left	Thru	Right	Left	Thru	Right	Left	Thru (Right	Left	Thru i	Right
Existing Volumes		9	422	86	76	546	9	37	0	34	1	01	3
Background Traffic Growth	ĺ	1	59	<u>12</u>	<u>6</u>	43	1	0	0	<u>0</u>	0	0	0
Subtotal (NO BUILD - F	P.M.)	10	481		82	589	10	37	0		1	0	3
Percent Commercial Trips General	· ·	0.00%	0.00%	0.00%	0.00%	29.00%	0.00%	4.36%	0.00%	0.00%	0.00%	0.00%	0.15%
Percent Commercial Trips Genera	Ited(Exiting)	0.15%	29.00%	4.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated		0.00%	0.00%	0.00%	0.00%	26.33%	0.00%	1.20%	0.00%	0.00%	0.00%	0.00%	0.04%
Percent Office Trips Generated	(Exiting)	0.04%	26.33%	1.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated		1	193		0	180	0	26	0	0	Ō.	0	1
Total PM Peak Hour E	3UILD Volumes	11	674	124	82	769	10	63	0	34	1	0	4
		Entering	Exiting										
Number of Commercial Trips Ger	erated	499	378		100% Corr	mercial D	evelopmer	nt					
Number of Office Tring Octoor		602	580	P.M.									
Number of Office Trips Generated	3	68 20	9		100% Offic	e Develop	ment						
		20	96	P.M.									
	Γ	Easthr	ound (Lade	ca Dr)	Weeth	ound (Lader	n Del	Northbour	d (Laurelwoo	d Dimert	Pauthhaus	id (Laurelwoo	I DI
2007 AM Peak	Hr. Volumes	1	490	28	5	255	01	78		65i	5	0 (Laureiwoo	a Pkwyj 8
2007 PM Peak	Hr. Volumes	9	422	86	76	546	9	37	0	34	1	0	3
	_												
MRCOC Frances Values and													
MRCOG Forecast Volumes Wor	KSNeet												
Based on 2007 Traffic Count													
2007 AM Link	Volume		519			260			143			40	
2007 PM Link			517			631			71			13	
Based on MRCOG Model (2030)	Data Set)					0.01						4	
2005 AM Link			355			355			154			0	
2005 PM Link \	/olume		261			261			80			. 0	
2030 AM Link \			471			1107			132			0	
2030 PM Link \	oume		1075			1016			71			0	
Growth Rate to Apply to Existing C	Counts to Match	2030 Eom	caste										
2007-2030 AM Growth Rates	Jounta to Match	2030 FUIC	-0.40%			14.16%			-0.33%			4.000	
2007-2030 PM Growth Rates			4.69%			2.65%			0.00%			-4.35% -4.35%	
									0.00 /0			-1.33%	
Growth Rate to Apply to 2005 Mod	el Volumes to N	latch 2030		s									
2005-2030 AM Growth Rates			1.31%			8.47%			-0.57%			#DIV/0!	
2005-2030 PM Growth Rates			12.48%			11.57%			-0.45%			#DIV/0!	

HeritageNC_TURNSCaseF.xls - Turns_8



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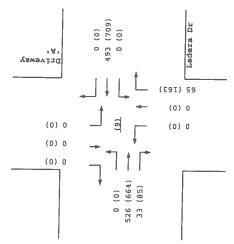
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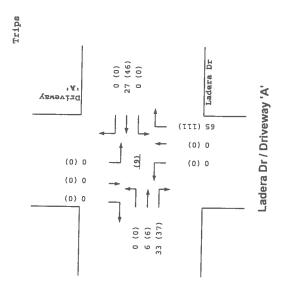
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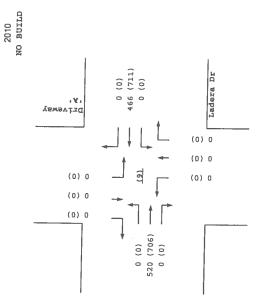
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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Driveway 'B' / Market Rd

				and the second se	-								
INTERSECTION:	E-W Street:	Driveway '	B'		(10)								
	N-S Street:	Market Rd			()								
Year of Existing Counts	2007												
Implementation Year	2010												
	Growth Rates		0.00%			0.00%							
	GIOWIN Rates	Fastho	und (Drive		Worth	ound (Drivey	In the second	Month	0.00% bound (Mari		0	0.00%	
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	ound (Mark	
Existing Volumes		0	0				0	0		and the second se		Thru	Right
Background Traffic Growth		0	Q	+			0			-		42	0
Subtotal (NO BUILD - A	MI	0	0	0		0		0	<u>0</u>	<u>0</u>		<u>0</u>	<u>0</u>
Percent Commercial Trips Generati		0.00%	0.00%	-	-		0	0	185	0	0	42	0
Percent Commercial Trips General		22.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.92%	0.00%	0.00%	0.00%	1.00%	33.66%
Percent Office Trips Generated(0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated	(Exitina)	19.03%	0.00%	0.25%	0.00%	0.00%	0.00%	0.25%	0.00%	0.00%	0.00%	1.00%	27.61%
Total Trips Generated		88	0.0074			0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Total AM Peak Hour B	UILD Volumes	88	0			0	0	5	189	00	0	6	187
					v	0	V	3	109	0	0	48	187
	г	Easthau	Ind (Drivey	in the	141-41-	1.00.1	-						
	ŕ	Left	Thru	Right	Left	und (Drivew Thru			ound (Mark			ound (Mark	
Existing Volumes	F	0	0	-Kigrit 0	and the second se		Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	-					0	0	0	119	0	0	204	0
	-	0	<u>0</u>	<u>0</u>		<u>0</u>	Q	<u>0</u>	Q	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal (NO BUILD - P.		0	0	0	0	0	0	0	119	0	0	204	0
Percent Commercial Trips Generale Percent Commercial Trips Generat	d(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.92%	0.00%	0.00%	0.00%	1.00%	33.65%
Percent Office Trips Generated(E	ea(Exiling)	22.73%	0.00%	0.92%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated	Eritina)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%	0.00%	0.00%	1.00%	27.61%
Total Trips Generated	CAUING)	150	0.00%	0.25%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Total PM Peak Hour Bl		150	0	5	0	0	0	6	7	0	0	6	209
I Charl Mit Gar Hour De	ULD VOIdmes	100	0	5	0	0	0	6	126	0	0	210	257
												0.000	
Number of Commercial Trips Gene			Exiting										
Number of Commercial Trips Gene	erated	499			100% Com	mercial De	evelopmen	t					
Number of Office Trips Generated		602 68		P.M.									
Humber of Onice Trips Generated		20		A.M. P.M.	100% Offic	e Developr	nent						
		20	90	F.IVI.									
	Г	Eastbour	1d (Drivew	av (B)	Westhou	Ind (Drivewa	w 'B')	Northbr	und (Marke	(Rd)	Cauthha		
2007 AM Peak H	Ir. Volumes	0	0	0	0	0			185	0		und (Marke	
2007 PM Peak H	Ir. Volumes	0	0	0	0	0	0	0	119	0	0	42 204	0
						5	J;		113	01	01	204	0

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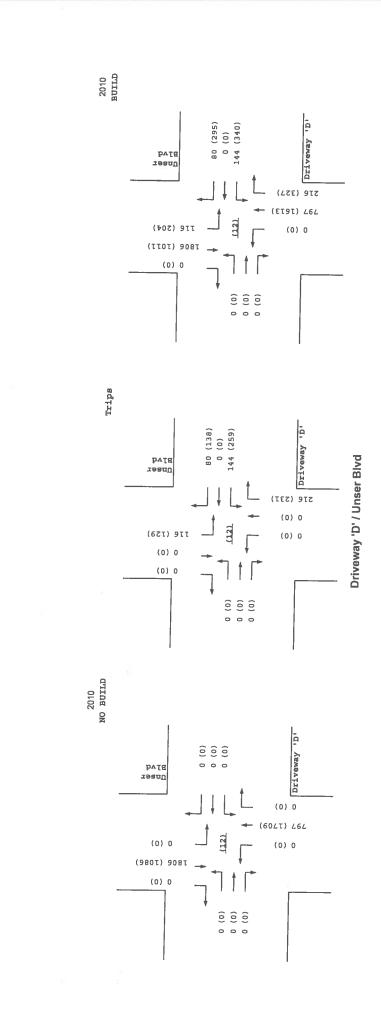
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Heritage Neighborhood Center (Ladera Dr / Unser Blvd) Projected Turning Movements Worksheet Driveway 'D' / Unser Blvd

					mona			ru					
INTERSECTION:	E M Olivert	B .1	100.1										
INTERSECTION:	E-W Street:	Driveway			(12)								
Manual Estation of the	N-S Street:	Unser Bly	/d										
Year of Existing Counts	2007												
Implementation Year	2010												
	Growth Rates		0.005			0.00%			4.58%			4.58%	
			ound (Drive			ound (Drivey		North	bound (Unsi	er Blvd)	South	bound (Unse	er Bivd)
Eviation Mathematic		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0				0				-		1,588	0
Background Traffic Growth		Q			<u>0</u>	<u>0</u>	Q	<u>(</u>	96	<u>0</u>	0	218	Q
Subtotal (NO BUILD - A.M		0	0	0	0	0	0	0	797	0	0		0
Percent Commercial Trips Generated	(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	36.91%	20.70%	0.00%	0.00%
Percent Commercial Trips Generated	d(Exiting)	0.00%	0.00%	0.00%	36.91%	0.00%	20.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generaled(En		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.95%	18.69%	0.00%	0.00%
Percent Office Trips Generated(E Total Trips Generated	xrung)	0.00%	0.00%	0.00%	46.95%	0.00%	18.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total AM Peak Hour BU	II D Values	0	-		144	0	80	. 0		216	116	0	0
FOLAT AM FEAK HOUL BU	ILD volumes	0	0	0	144	0	80	0	797	216	116	1,806	0
	,		0.00%			0.00%			4.15%			4.15%	
			ound (Driver			und (Drivew	ay 'D')	North	ound (Unse	r Blvd)	Southb	ound (Unse	r Blvd)
 Existing Volumes 		Left	Thru	Right	Left	<u>Thru</u>	Right	Left	Thru	Right	Left	Thru	Right
0		0	0		0	0	0	0		0	0	966	0
Background Traffic Growth		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	189	<u>0</u>	0	120	Q
Subtotal (NO BUILD - P.M		0	0	0	0	0	0	0	1.709	0	0	1.086	0
Percent Commercial Trips Generated	'Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	36.91%	20.70%	0.00%	0.00%
Percent Commercial Trips Generated	(Exiting)	0.00%	0.00%	0.00%	36.91%	0.00%	20.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Ent		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.95%	18.69%	0.00%	0.00%
Percent Office Trips Generated(Ex Total Trips Generated	uting)	0.00%	0.00%	0.00%	46.95%	0.00%	18.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Subtotal PM Pk Hr. BUILD Volume		0	0	0	259	0	138	0	0	231	129	0	0
Pass-by Trip Adjustments	:5	0	0	0	259	0	138	0	1,709	231	129	1,086	0
Total PM Peak Hour BUI		0			81	0	157	0	-96	96	75	-75	0
Total FM Feak Hour BUI		U	0	0	340	0	295	0;	1,613	327	204	1,011	. 0
												-	······································
Number of Oceanies 171		Entering	Exiting										
Number of Commercial Trips Genera	ated	499			100% Com	mercial De	velopmen	t					
Number of Office Trips Generated		602 68		P.M.									
Hamber of Onice Trips Generated		20		A.M. ⁻ P.M.	100% Offic	e Developr	nent						
		20	90	F.IVI.									
	Г	Eastbo	Ind (Drivew	av 'D')	Westbou	nd (Drivewa	ן ניחי או	Northh	ound (Unser	Dial 1	Cault		
2007 AM Peak Hr.	. Volumes	0	0	0	0	0	0		701 701	0		und (Unser 1.588	
2007 PM Peak Hr.		0	0	0	0	0	0	0	1.520	0	0	966	0
							Ţ		1,02,01			900	
Pass-by Trip Calculations:													
PM Pass-by			nd (Drivewa			nd (Drivewa	y 'D')	Northbo	und (Unser	Blvd)	Southbo	und (Unser i	3/vd)
Percent Ente		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	-36.00%	36.00%		-28.00%	0.00%
Volume Ente		0	0	0	0	0	0	0	-96	96	75	-75	ō
Percent Exiti		0.00%	0.00%	0.00%	28.00%	0.00%	54.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exitii		0	0	0	81	0	157	0	0	0	0	0	Ō
Net PM Passby Tr		0 Entoring	0 Evilian	0	81	0	157	0	-96	96	75	-75	0
Pass-by Trips		Entering 0	Exiting	144									
, ass-by mps	3	267	0 A 290 A										
		207	230 /	197									



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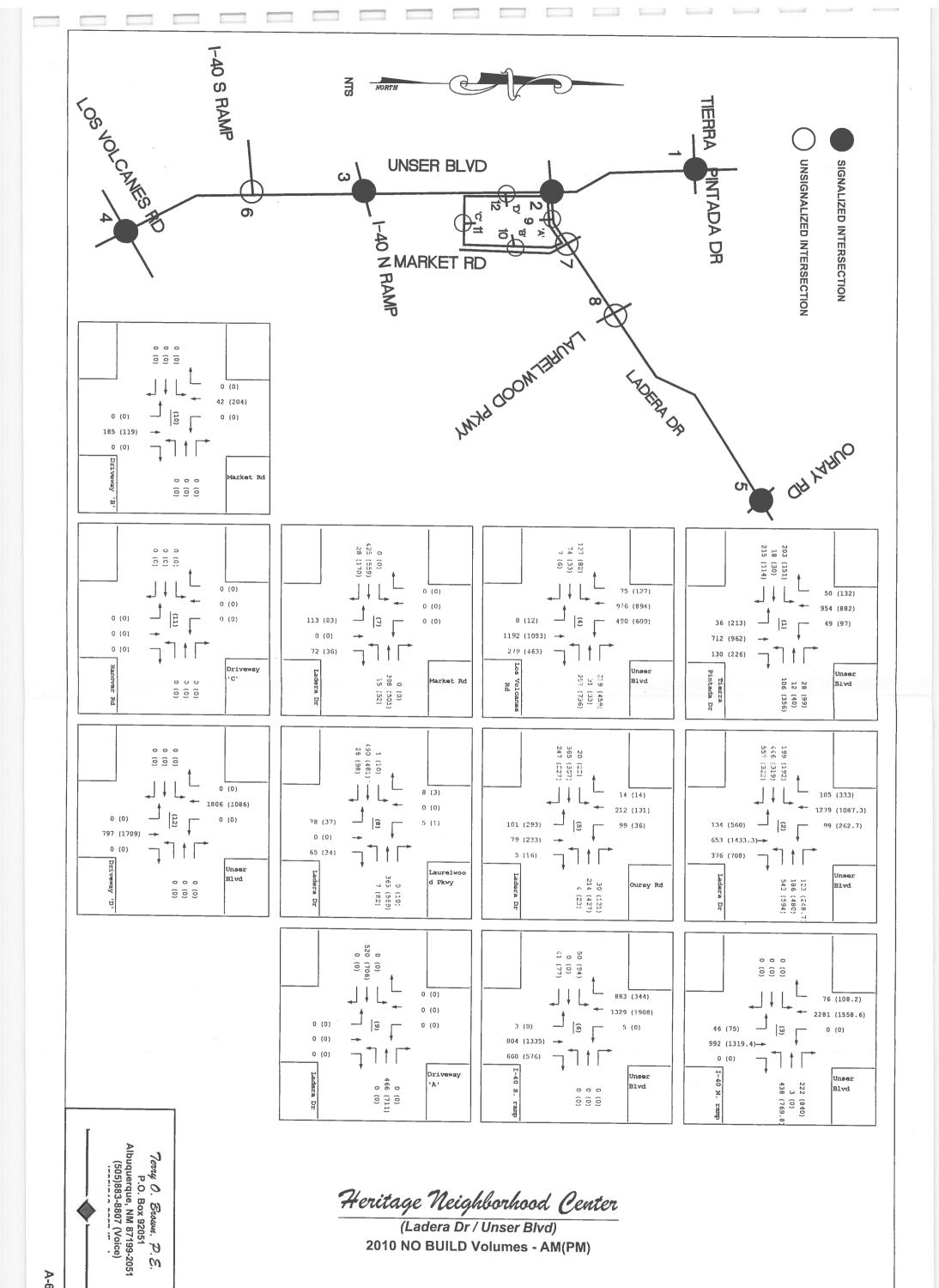
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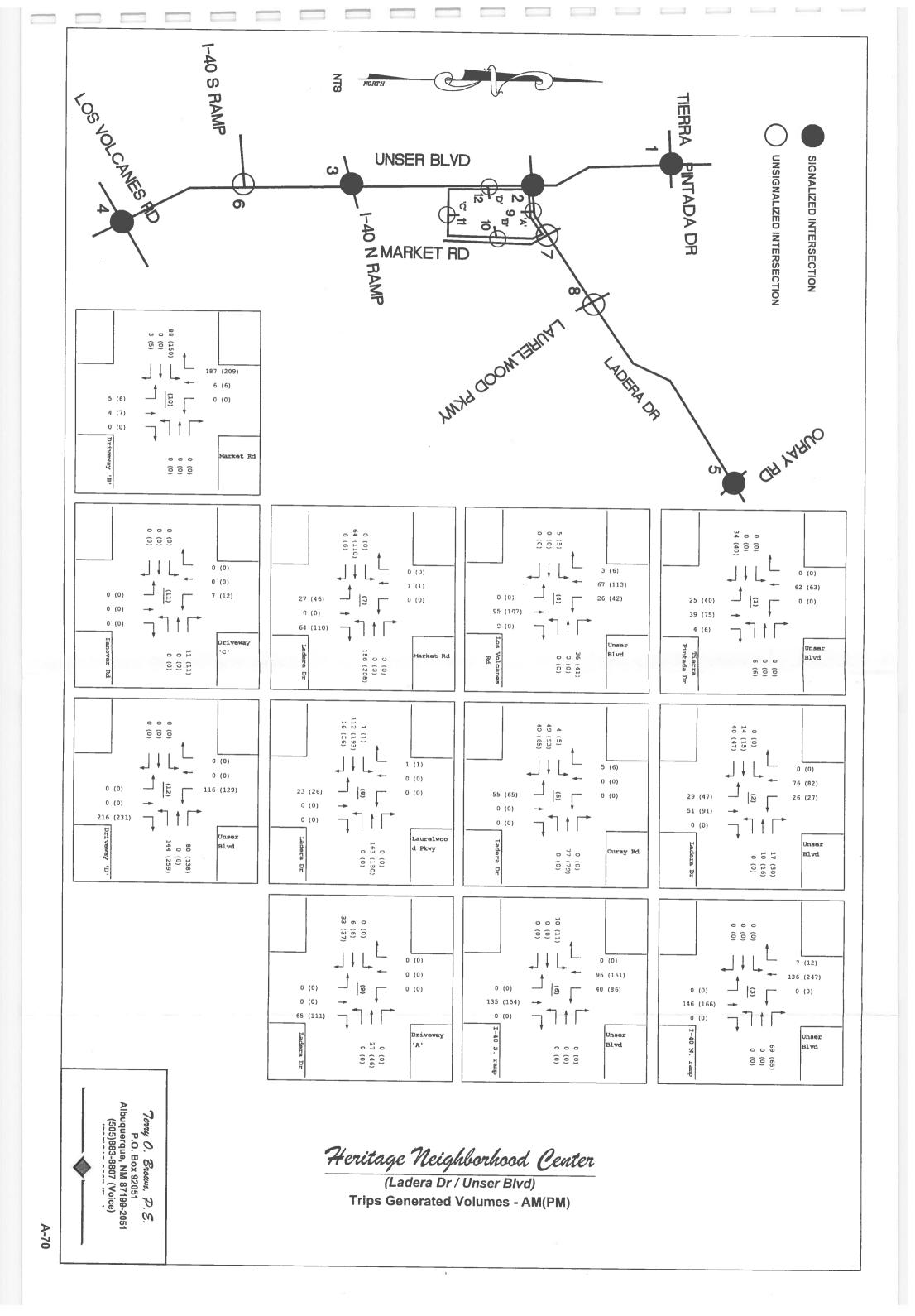
HeritageNC_TURNS-1CaseF.xls - Int_12

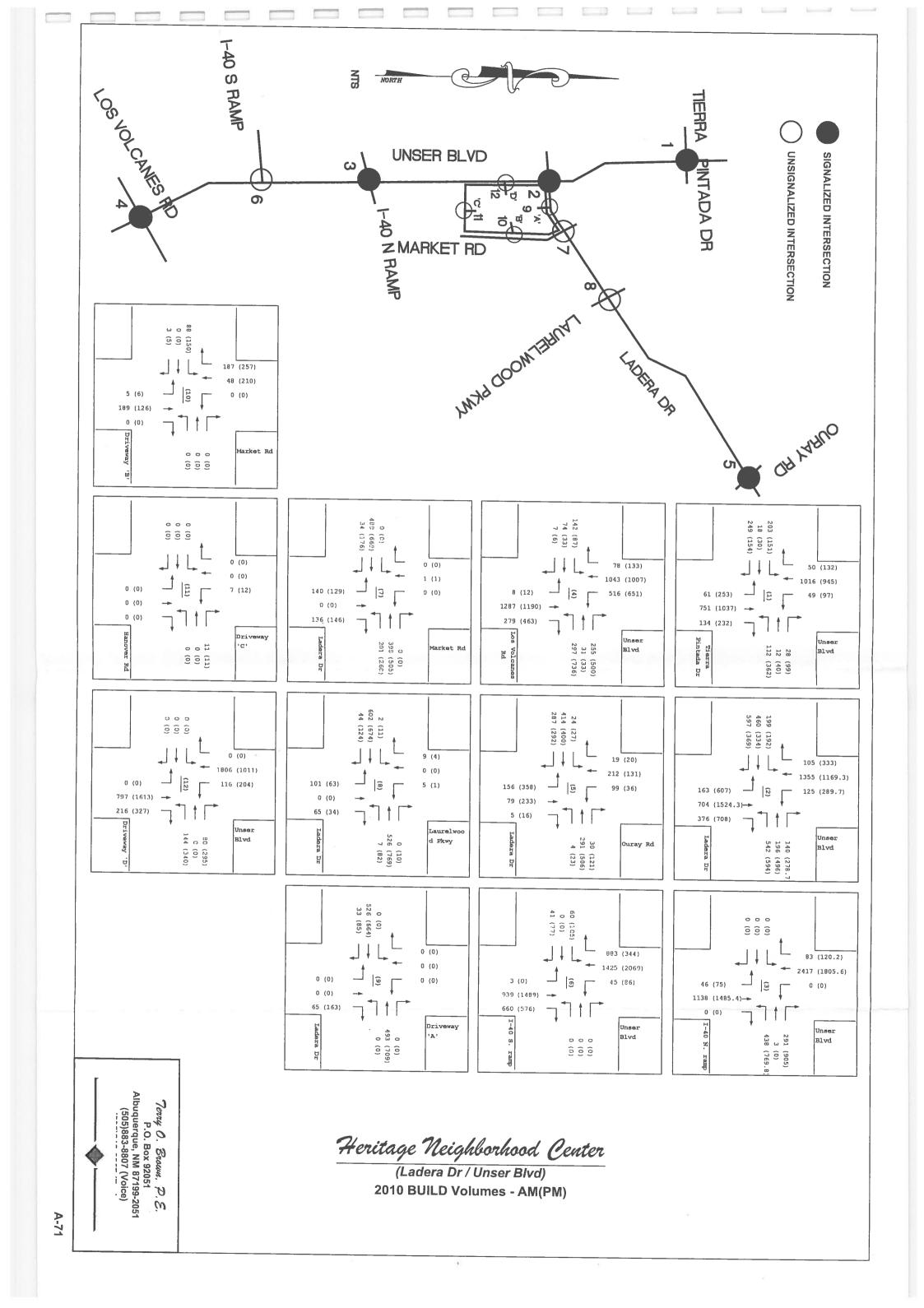


Heritage Neighborhood Center

(Ladera Dr / Unser Blvd) 2010 NO BUILD Volumes - AM(PM)

A-69





Analysis of Intersection #1

Tierra Pintada Dr / Unser Blvd

Timings

1. Herra Pintada Dr & Unser Blvd	r & Uns	er By								Ĩ	201	10/30/2007
	1	Ť	1	1	ŧ	~	•	-		1		1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBI	NRT	dan .	CDI	CDT	12
Lane Configurations	*	*	×	1		н.	ſ		н.		00	NBO
Volume (vph)	203	- 1	215	106	Рç	۲ מ כ	5	44			ŧ	
Turn Type	Perm			n and	4		¢					
Protected Phases		Y		5	0	Elau	Ferm		Perm	Регл		Perm
Constant Observes		t			20			2			9	
Determination Pridoes	4		4	æ		8	2		2	9		£
Uclector Phases	4	4	4	60	8	8	2	6			u	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	2.0	LC.	v	ų	Ц	ų	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	5	ſ		c	0	
Total Solit (s)	510	0 0	R10									
Total Solit (%)			70.40	01.0	0.10	0.16						
Yellow Time (s)					40.4%	40.4%	20	ŝ	ដ	ន	53.6%	53.6%
All-Red Time (r)					4.	4.0	4.0			4.0	4.0	4.0
Lead/Lag	0.1	2.	0.1	0.5	0	1.0	10	1.0	1.0	1.0	1.0	1.0
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	C-May	D May	C May C Mart			:
Act Effct Green (s)	25.7	25.7	25.7	25.7	757	7.75		L OL	XPM-D	٤	خ	C-Max
Actuated g/C Ratio	0.23	0 23	0 73	20.02							18.3	/B.3
v/c Ratio	87.0	0.05				22.0	7.0	1.1			0.71	0.71
Control Delay					10.00	87.0	C.15	0:30	0	u	0.41	0,05
Duate Dalay		20.0	רי היי היי	38,8	28,8	c) D	6,5	4.7			7.9	2.2
		5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
	0,1	587	31.9	38.8	28.8	9.3	6.5	4.7	0.8		7.9	22
Annual Delan	Ц	0	υ	Δ	C	<	<	A			4	A
		42.8			32.3			4.2			7.6	
Approach LUS		٥			C			<			4	
Intersection Summary	Canada and				Service Services	CLEASE IN	Contraction of the local distance of the loc	Traction	ACCOUNTS OF	1004		-
Cycle Length: 110 Actuated Cycle Length: 110	110											
Offset: 90 (82%), Referenced to phase 2 NBTL and 6 SBTL, Start of Green Natural Cycle: 45	enced to	phase	2 NBTL	and 6.5	SBTL, S	lart of (Green					
Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.78	-Coordine	sted										
Intersection Signal Delay 15.1 Intersection Capacity Utilization 58.5%	ly 15.1 tilization (58.5%		루던	tersecti U Leve	Intersection LOS: B ICU Level of Service B	Vice B					
Analysis Period (min) 15	ŝ											

↑ 1900 1900 3.0 3.0 1.00 1.00 1.00 1.00 3505 854 0.34 0.34 0.34 0.34

3.0 1.00 1.00 1.00 0.24 452 36 37 37 37 37 37

1900 3.0 11.00 11.00 11.00 11.00 11.00 11.00 11.00 28 28 28 28 28

1900 3.0 3.0 1.00 11.000

1900 3.0 1.00 11.00 0.74 0.74 1371 1371 10 141

1900 11900 3.0 3.0 3.0 1.00 11

Satd. Flow (prot)

Flt Permitted Fit Protected

1900 3.0 1.00 1.00 1.00 1.00 1.00

3.0 3.0 1.00 1.00 1.00 1.752 0.34 636

1800 3.0 0.95 1.00 1.00 1.00 3505 3505

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1015

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Lane Group Flow (vph)

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Protected Phases Permitted Phases

Turn Type

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52 0.94 52 0.94 52 0 52

0

737

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0 9 ø

141

18 22 22 22 22

0

Adj. Flow (vph) RTOR Reduction (vph) Peak-hour factor, PHF

Satd. Flow (perm) Volume (vph)

715 0.97 737

76.3 78.3 0.71 5.0 5.0 1116

6.3 76.3 78.3 5.0 5.0 3.0 453

3.0 1116

76.3 78.3 5.0 5.0 3.0 2495 2495 0.21

322

76.3 78.3 5.0 5.0 3.0

23.7 25.7 0.23 5.0 3.0 3.0 3.0

23.7 25.7 5.0 5.0 3.0 431

23.7 25.7 0.23 5.0 3.0 320

23.7 25.7 5.0 3.0 3.6 3.0

23.7 25.7 5.0 5.0 431 431

(S

Lane Grp Cap (vph) v/s Ratio Prot

v/s Ratio Perm

v/c Ratio

Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s)

4 25.7 25.7 5.0 5.0 3.0 3.0 3.2

Actuated Green, G (s) Effective Green, g (s)

5.0 3.0 2495 2495 2495

76.3 78.3 0.71

76.3 78.3 0.71

0.02 4.7 1.00 1.00 A

0.08 5.0 5.5 5.5 7.5 8

0.06 0.09 0.46 0.1 2.4 A

0.01 0.02 32.5 1.00 0.0 0.0 C

0.10 0.44 36.0 1.00 1.00 1.00 1.00 0 D

0.13 37.2 37.2 39.2 39.2 D

c0.18 0.78 39.5

0.04 32.6 1.00 32.6 32.6 C C D

0.05 32.7 32.7 32.7 C C C C D

11.00 ٥

Incremental Delay, d2

Progression Factor

Uniform Delay, d1

0.08 0.11 5.0 0.70

0.41 6.4 6.9 6.9 6.8 A

0.30 5.8 0.67 0.3 4.2 A 3.9 A A

A.1 0.6

m 0.9

HCM Level of Service Sum of lost time (s) ICU Level of Service

15.2 0.50 110.0 58.5%

Actuated Cycle Length (s) Intersection Capacity Utilization Analysis Period (min) c Critical Lane Group

HCM Volume to Capacity ratio HCM Average Control Delay

Intersection Summary

Approach Delay (s) Approach LOS

Level of Service

Delay (s)

SBR

SBT

SBL

NBT

WBR

WBT

WBL

EBR

EBT

EBL

Lane Configurations

Movement

Ideal Flow (vphpl) Total Lost time (s)

Lane Util. Factor

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1900

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HCM Signalized Intersection Capacity Analysis

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1: Tierra Pintada Dr & Unser Blvd

Terry O. Brown, P.E.

10/30/2007

1: Tierra Pintada Dr & Unser Blvd Splits and Phases

	151 8	le le	51 \$
T #2	59 4	▲ 86	59 \$

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2010 AM Peak NOBUILD Conditions D.NATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF2010ANX,sy7

Timings

Timings 1: Tierra Pintada Dr & Unser Blvd	r & Uns	er Blv	ъ						Ţ	Terry O. Brown, P.E. 10/30/2007	Brown 10/3	own, P.E. 10/30/2007
	٩	1	/	1	Ŧ	-	1	-		1	-	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBI	NBT	NRD		COT	CDD
Lane Configurations	*	*	R	ſ	*	×	1		1	100		
Volume (vph)	203	18	249	112	12	28	6	751	134	44	1016	د د
I um Type	Perm		Perm	Perm		Perm	2		Pace	6	2	n mag
Protected Phases		4			80			0			u	
Permitted Phases	4		4	Ø		80	0	4	5	u	D	L
Detector Phases	4	4	4	80	8	0 00	10	0	4 0	0 0	c	• ۵
Minimum Initial (s)	5.0	5.0	5.0	20	5	50.0	LC.	ų			00	9 I
Minimum Split (s)	21.0	21.0	21.0	210	210	210	5	ç		0.0	0.0 0.0	2.0
Total Split (s)	48.0	48.0	48.0	48.0	48.0	48.0			71.2	0.12	21.0	21.0
Total Split (%)	43.6%	43.6%	43.6%	43.6%	43.6%	43.6%	ŭ	4	ŭ	02.0	0.29	62.0
Yellow Time (s)	4.0	4.0	4.0	4.0	40	404				R 4.00	20 ⁴ /20	20°4%
All-Red Time (s)	1.0	1.0	0	10		20			4 +	4 4	0.0	0 0
Lead/Lag							2	2	2	2	2.1	0.1
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	C March	C Mau	N N			:
Act Effct Green (s)	26.1	26.1	26.1	190	1 20	1 BC	77 O	XBIN-D	ځ			C-Max
Actuated g/C Ratio	0.24	0.24	0.24	0.24	100		R L C	P 0	R'L	8.77	8.77	6.77
v/c Ratio	0.77	0.05	52.0	240				5.0	5.5	5.0	0.11	0.71
Control Delav	530		10			An'n	9.28	0.31	0,12	0.14	0.44	0,05
Ottette Delav			2	000	20.3	5	20	5.2	с, О	8.3	8.4	2.3
Total Dalay				0.0	0.0	00	0.0	0.0	0.0	0.0	0.0	0.0
	ກ ກີ ເ	28,82	37,6	38.9	28,3	9.1	8.8	5.2	0.9	8,3	8.4	2.3
Approach Dolor		0	2	۵	C	<	4	A	۲	4	4	A
		44.3			32.6			4.8			81	:
Approach LUS		۵			U			<			A	
Intersection Summary	CALCULAR ST		S CAN	Charles -	STATISTICS.	San Print	Sector Sector	Constant of		and		
Cycle Length, 110											22.00	
Actuated Cycle Length: 110	110											
Offset: 79 (72%), Referenced to phase 2 NBTL and 6 SBTL, Start of Green	anced to	phase	2.NBTL	and 6.9	SBTL, S	tart of (Green					
Natural Cycle: 50												
Control Type: Actuated-Coordinated	Coordine	ated										
Maximum v/c Ratio: 0.77	~											
Intersection Signal Delay, 15.8	y: 15.8			<u> </u>	Intersection LOS	SO L OS						
Intersection Capacity Utilization 60.2% Analysis Pariod (min) 15	Hization (50.2%		2	CU Level of Service B	l of Ser	vice B					
the firm and the section of the sect												
Splits and Phases: 1	1 Tierra Pintada Dr & Unser Blvd	Intada [Dr & Un	ser Bho								
T 22					1					Γ		
62 3					10							
-			ĺ	Ī						1		
ge ►					8							
62 \$				-	48 5					T		
					2					12		

1900 3.0 1.00 1.00 0.95 0.33 607 607 607 52 52 0

1800 3.0 3.0 3.0 3.0 3.05 1.00 3505 1.00 3505 751 774 774 774

Satd. Flow (perm) Volume (vph) Peak-hour factor, PHF Adj. Flow (vph) RTOR Reduction (vph) Lane Group Flow (vph) Turn Type

1900 3.0 1.00 1.00 1.00 1.00 1.00

1900 3.0 1.00 1.00 1.52 1752 0.74

1800 3.0 1.00 1.00 11.00 11.00 11.00

3.0 3.0 1.00 1.00 0.85 0.75 0.75 0.75 0.75 0.75 203 203 251

Satd. Flow (prot) Flt Permitted

Flt Protected

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↑↑ 3.0 3.0 3.0 3.0 1.00 1.00 3505 3505 3505 0.94 1015 0.94

Terry O., Brown, P.E. 10/30/2007

SBR

SBT

SBL

/BR

NBT

WBR

WBT

WBL

EBR

EBL

Movement

Lane Configurations Ideal Flow (vphpl) Total Lost time (s) Lane Utill. Factor

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1 NBL

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t EBT

HCM Signalized Intersection Capacity Analysis

1: Tierra Pintada Dr & Unser Blvd

6 75.9 77.9 0.71 5.0 3.0 1110

677.9 77.9 5.0 3.0 430

75.9 77.9 0.71 5.0 3.0 3.0

75.9 77.9 0.71 5.0 3.0 2482 0.22

75.9 77.9 0.71 5.0 3.0 293

8 26.1 5.0 3.0 372

24.1 26.1 5.0 3.0

24.1 26.1 0.24 5.0 3.0 372

24.1 26.1 5.0 5.0 3.0 438 0.01

Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot

24.1 26.1 5.0 3.0 3.0 3.7

Actuated Green, G (s)

Protected Phases Permitted Phases

Effective Green, g (s)

24.1 26.1 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

325

75.9 77.9 0.71

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Perm

Perm

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Bum

Perm

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60

12 16 16 16

8 0.81 22 0 22 22 0 22

0 148

0 251

Perm 4

112 0.75 149

N

0

1081

5.0 3.0 2482 c0.31

0.03 4.8 4.9 0.1 0.1 4.9 A

0.09 0.12 5.1 1.00 0.6 5.7 5.7

0.06 5.0 0.1 0.1 2.6

0.15 5.5 1.4 5.2 5.2 5.2 5.2

0.01 32.2 32.2 C C C C C

0.11 0.46 1.00 1.00 1.0 0 1.0

0.16 0.67 38.1 1.00 1.00 4.8 42.8 D

c0.18 0.77 39.1

0.44 6.8 0.6 7.3 A 7.1 A A

0.31 6.0 0.70 0.3 4.5 A 4.3 A

0.04 32.3 32.3 32.3 32.3 C C

0.05 32.4 0.0 32.4 45.3 D

1001

Incremental Delay, d2

Progression Factor

Uniform Delay, d1

v/s Ratio Perm

v/c Ratio

3

Level of Service Approach Delay Approach LOS

Delay (s)

60 0.9

HCM Level of Service Sum of lost time (s) ICU Level of Service

15.7 0.52 110.0 60.2%

Intersection Summary HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilization

Critical Lane Group

0

Analysis Period (min)

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1: Tierra Pintada Dr & Unser Blvd Timings

	٩	1	1	1	Ŧ	~	1	-			-	1	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NRI	NRT	NBD	00	100	200	
Lane Configurations	F	*	×						YON	ODL	100	NBN	
Volume (vph)	151	- 8	114	356	40	- 8	۲ ⁰	TT Den			÷+	1	
Turn Type	Perm		Parm	٩			2 1	202	077	'n,	882	132	
Protected Phases		4)		α		EaL	c	Flar	Perm		Perm	
Permitted Phases	P			0	2	C	1	V			9		
Defector Phases			* •	0 (D	N		2	9		9	
Minimum Initial (a)	1 (1	# 0 1	1	0	Ð	00	2	2	2	9	9	9	
		5°.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.5	
MINIMUM SPIR (s)	21.0	21.0	21.0		21.0	21.0	21.0	21.0	21.0	21.0	210	0.0	
I otal Split (s)	46,0	46.0	46.0	46.0	46.0	46.0	74.0	74.0					
Total Split (%)	38.3%	38.3%	38.3%	36	38.3%				14.0	14.0		/4.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	40						8/10	8/.10	
All-Red Time (s)	1.0	1.0	1.0	10	1				- -		9.0	4	
Lead/Lag					2	2	2	2	0.1	2	0	0	
Lead-Lag Optimize?													
Recall Mode	Min	Min	Min	Min	Min	Adim	C Marc	C Marrie				:	
Act Effct Green (s)	43.0	43.0	43.0	43.0	0.55		71.0					C-Max	
Actuated g/C Ratio	0.36	0.36	0.36	D DE U	000				2.1.2	0.17	0.1	0.17	
v/c Ratio	0.35	200			0000	22.0	95.0	69.0	0.59	0.59	0.59	0.59	
Control Delay		0.00				17.0	/A.U	0.49	0.23	0.48	0.48	0,15	
Orier to Delay				13,5	26.0	11	47.4	8.1	5 0	22.9	15.0	2.0	
Total Data:			0.0	0'0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	
	30,9	25.6	9'9	73.9	26.0	2.7	47.4	8.1	0.5	22.9	15.0	00	
LUS .	U	υ	۷	ш	O	<	0	<	4	C	2		
Approach Delay		21.0			56.8			10 01	:	>	14.5	c	
Approach LOS		U			ш						1		
Interaction Summers		Contraction of the	000000	A NUMBER	1000			2			a		
and account cummery						NICES IN							
Actualed Cycle Length 120	120												
Offset: 29 (24%), Referenced to phase 2 NBTI and 6 SBTI Stort of Control	enced to	phase	D-NRTI	a hria	S TT S	C Jo pot	ļ						
Natural Cycle: 65					001100		leen						
Control Type: Actuated-Coordinated	Coordin	aled											
Maximum v/c Ratio: 0.98	8												
Intersection Signal Delay: 21.8	W: 21.8			-		20100	c						
Intersection Capacity Utilization 72.6% Analysis Period (min) 15	tilization	72.6%		. ⊻	ICU Level of Service C	l of Ser	VICe C						
Splits and Phases 1	1 Tierra Pintada Dr & Unser Blvd	intada [Dr & Ur	Iser Blv	G								
02										Γ			
74 5					-	50				1			
					40	~							

1900 3.0 3.0 11.00

↑ 1800 3.0 3.0 1.00 1.00 3505 3505 962 962 1023

1900 3.0 1.00 1.00 0.95 0.22 399 213 213 227 227

1900 3.0 1.00 1.00 0.95 0.74 0.74 356 356 475

1900 3.0 1.00 1.00 1.00 1.00

13.0 3.0 3.0 1.00 1568 1568 1568 99 99 0.75 132 71 71 61

Fit Protected Satd. Flow (prot) Fit Permitted

↑ 1900 3.0 3.0 3.0 1.00 1.00 1.00 882 882 1002

69.0 69.0 71.0 71.0 5.0 5.0 3.0 928

69.0 71.0 5.0 5.0 228

2 69.0 71.0 5.0 3.0 928

50 5.0 5.0 3.0

2 5.0 5.0 3.0 3.0 236 236

8 43.0 5.0 3.0 5.0 5.0 5.0 5.0

41.0 5.0 3.0 3.0 486

41.0 43.0 5.0 3.0 562

41.0 5.0 3.0 3.0 861 661

5.0 3.0 478

Actuated g/C Ratio Clearance Time (s) <u>Vehicle Extension (s)</u> Lane Grp Cap (vph) v/s Ratio Prot

41.0 43.0 0.36

Actuated Green, G (s)

Effective Green, g (s)

71.0 0.59 5.0 3.0 2074 0.29

2074

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69,0

0

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0

40 0.75 53 0

023

Perm 227

5

475

168 Perm

0

Peak-hour factor, PHF

Adj. Flow (vph)

Satd. Flow (perm) Volume (vph)

Brm

Perm

Perm

4

Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases RTOR Reduction (vph)

80

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Perm

2

0.06 0.10 1.00 0.2 0.2 0.2 B

0.28 0.48 14.0 7.1 7.1 7.1 7.1 C

0.09 0.15 0.18 0.18 0.1 2.1

c0.57 0.96 0.51 0.51 23.2 23.2

0.04 0.11 25.7 1.00 0.1 25.8 C

C0.35 0.98 38.0 1.00 34.6 72.6 F

0.03 0.09 1.00 0.1 25.6 C

0.05 25.2 1.00 0.0

Incremental Delay, d2 Level of Service Approach Delay (s)

Delay (s)

Progression Factor

Uniform Delay, d1

v/s Ratio Perm

v/c Ratio

0.13 0.35 28.3 1.00 0.4 28.7

C 27.2 C

Approach LOS

c

0.48 14.0 0.8 14.8 14.8 14.9 B 14.9 B

0.49 0.54 0.54 8.0 12.2 B

41.5

0.08 25.4 1.00 0.1 25.5 59.5 E

U 0.0

HCM Level of Service Sum of lost time (s) ICU Level of Service

22.7 0.97 120.0 72.6%

Interaection Summary HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilization Analysis Period (min)

Critical Lane Group

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Terry O. Brown, P.E. 10/30/2007

SBR

SBT

SBL

ZBR

NBT

NBL

WBR

WBT

WBL

EBR

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Lane Configurations Ideal Flow (vphpl) Total Lost time (s)

Lane Util, Factor

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HCM Signalized Intersection Capacity Analysis 1: Tierra Pintada Dr & Unser Blvd

Terry O. Brown, P.E. 10/30/2007

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2010 PM Peak NOBUILD Conditions D. MTOBE\PROJECTS\Heritage_Neighborhood_Markatplace_Ladera_Unser\CaseF\2010PNX.sy7

Terry O. Brown, P.E. 10/30/2007 6 74.0 76.0 5.0 5.0 3.0 993 SBR 0.06 0.10 8.6 0.2 8.8 8.8 8.8 3.0 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 3505 3505 0.88 0.88 0.88 74.0 76.0 0.63 5.0 3.0 2220 0.31 SBT 0 g **‡**8 1074 11.60 1.00 0.8 12.4 B 12.5 12.5 B 0.48 74.0 76.0 5.0 3.0 231 11.00 3.0 3.0 3.0 3.0 1.00 0.85 0.88 0.20 0.20 0.20 110 110 SBL Berm 0.30 0.48 11.6 1.00 6.9 8 8 74.0 76.0 5.0 3.0 993 VBR Ł 2 0.10 0.16 9.0 0.07 0.1 0.7 A 0.9 D υ 1900 3.0 1.00 1.00 3505 1.00 LBN 74.0 76.0 5.0 3.0 -037 0.94 103 2 505 103 0.31 0.50 11.8 0.51 0.3 6.2 6.2 6.2 17.8 17.8 1900 3.0 1.00 1.00 1752 0.253 380 253 253 253 253 253 253 NBL Ó 269 74.0 76.0 5.0 3.0 241 1.12 22.0 0.51 69.7 Perm :0.71 80.9 Ľ 4 HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 36.0 38.0 0.32 5.0 3.0 ∢ Perm 0.04 0.12 1.00 0.1 0.1 29.2 υ WBT 36.0 38.0 5.0 584 584 0.03 40 0.75 53 80 ŧ 5 HCM Signalized Intersection Capacity Analysis 1: Tierra Pintada Dr & Unser Blvd 1900 3.0 1.00 1.00 0.85 0.74 0.75 362 0.75 483 8 36.0 38.0 5.0 3.0 3.0 483 MBL 81.4 erm 430 c0.36 1.12 41.0 8.1 EBR 154 0.90 171 36.0 38.0 5.0 3.0 006 3.0 1.00 1.00 1.00 1.00 79 22 ern 568 0.06 0.18 1.00 0.2 29.9 C 30.4 1.12 120.0 76.9% 497 EBT 36.0 38.0 0.32 3.0 1.00 1.00 1.00 1.00 1.00 33 4 t 808 B45 0 8 5.0 3.0 584 0.02 0.06 1.00 0.0 28.6 C 31.1 C 28.5 1900 3.0 1.00 0.85 0.85 0.72 36.0 38.0 151 151 0.90 168 EBL 168 perm 2 1.00 0.6 32.7 Intersection Capacity Utilization 0.32 3.0 0.40 0.13 C 32.1 HCM Volume to Capacity ratio HCM Average Control Delay Actualed Cycle Length (s) RTOR Reduction (vph) Peak-hour factor, PHF Lane Group Flow (vph) Turn Type Actuated Green, G (s) Critical Lane Group Lane Configurations Ideal Flow (vphpl) Total Lost time (s) Effective Green, g (s) ß Intersection Summary Analysis Period (min) Vehicle Extension (s) Clearance Time (s) Lane Grp Cap (vph) Actuated g/C Ratio Progression Factor Approach Delay (s) Incremental Delay, Satd. Flow (perm) Volume (vph) Protected Phases Permitted Phases Satd. Flow (prot) Flt Permitted Uniform Delay, d1 Lane Util. Factor Level of Service Adj. Flow (vph) v/s Ratio Perm Approach LOS Fit Protected v/s Ratio Prot Movement v/c Ratio Delay (s) 분 C-Max 76.0 0.63 0.14 1.7 1.7 1.7 A 5.0 21.0 79.0 65.8% 4.0 1.0 Terry O. Brown, P.E. 10/30/2007 SBR 132 Perm 2010 PM Peak BUILD Conditions D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketptace_Ladera_Unser\CaseF\2010PBX.sy7 7 SBT 48 ω 21.0 79.0 5.8% 4.0 1.0 ø 76.0 0.63 0.48 12.5 0.0 12.5 11.9 B 11.9 B 5.0 C-Max 65. 21.0 79.0 65.8% 76.0 0.63 0.48 0.48 0.0 20.0 SBL ω ٦ 6 5.0 4.0 Perm C C-Max ×, NBR 232 232 Derm 2 5.0 21.0 65.8% 4.0 76.0 0.63 0.23 0.2 0.2 0.2 C-Max < LBN 1034 5.0 21.0 79.0 65.8% 4.0 76.0 0.63 0.50 6.3 6.3 6.3 C-Max 18.8 B 253 Perm 5.0 21.0 79.0 65.8% 4.0 2 C-Max 76.0 0.63 1.12 87.1 0.0 87.1 87.1 NBL ш Intersection LOS: C ICU Level of Service D ∢ Offset: 22 (18%), Referenced to phase 2 NBTL and 6 SBTL, Start of Green 41 = 멅 - 8 Perm 5.0 21.0 41.0 34.2% Min Min 38.0 0.32 9.2 9.2 9.2 9.2 WBR 00 00 4.0 ∢ ţ. 413 41.0 34.2% : œ 5.0 Min 38.0 0.32 0.09 29.5 29.5 29.5 7 7 7 WBT. 8 œ 4.0 Ļ 1: Tierra Pintada Dr & Unser Blvd 362 Perm 21.0 41.0 34.2% 00 5.0 4.0 Min 38.0 1.12 120.0 WBL 120.0 ш \$ 154 34.2% EBR Perm 5.0 21.0 41.0 4.0 1: Tierra Pintada Dr & Unser Blvd EBT 34.2% 4.0 1.0 ŧ 8 21.0 5.0 Min 38.0 0.32 0.06 29.0 0.0 29.0 C C C C C C C C C C Intersection Signal Delay: 29.1 Intersection Capacity Utilization 76.9% Control Type: Actuated-Coordinated 21.0 41.0 34.2% ; 4.0 1.0 Min 38.0 0.32 35.6 35.6 0.0 0.0 D erm 5.0 EBE ñ Actuated Cycle Length: 120 Maximum v/c Ratio: 1.12 Analysis Period (min) 15 Intersection Summary ane Configurations Lead-Lag Optimize? Recall Mode Act Effct Green (s) Actuated g/C Ratio Minimum Initial (s) Permitted Phases Splits and Phases: Protected Phases Minimum Split (s) Cycle Length 120 Natural Cycle: 70 Detector Phases Total Split (s) Total Split (%) All-Red Time (s) Yellow Time (s) Approach Delay Control Delay Queue Delay Volume (vph) Approach LOS ane Group Total Delay Timings furn Type Lead/Lag v/c Ratio So 2

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Mark All All All All All All All All All Al	Ist Ist <th>1: Tierra Pintada Dr & Unser Blvd</th> <th><u>Dr & Uns</u></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>1002/06/01</th> <th></th>	1: Tierra Pintada Dr & Unser Blvd	<u>Dr & Uns</u>										1002/06/01	
Ist EBI EBI WBI WBI WBI MBI SBI SBI <th>Iso Edit Edit Moi Woi Woi Nois No</th> <th></th> <th>٩</th> <th>1</th> <th>1</th> <th>1</th> <th>ŧ</th> <th>~</th> <th>•</th> <th>+</th> <th></th> <th>-</th> <th></th> <th>7</th>	Iso Edit Edit Moi Woi Woi Nois No		٩	1	1	1	ŧ	~	•	+		-		7
Ist 1 1 3 1 4 3 5 4 5 6 6 5	Ist 1 1 356 40 56 213 562 256 57 58 58 50	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NRR		THS	COD
151 30 114 356 40 36 40 36 213 362 226 97 827 7 4 4 8 8 2 2 6 6 7 4 4 8 8 2 2 6 6 7 4 4 8 8 2 2 5 <td< td=""><td>151 30 114 356 40 80 213 962 226 97 827 7 4 4 8 8 2 2 6 6 7 4 4 3 8 8 2 2 6 6 7 4 4 3 8 8 2 2 5 6 6 5</td><td>Lane Configurations</td><td>F</td><td>*</td><td>¥.,</td><td>*</td><td>*</td><td>×</td><td>ſ</td><td>44</td><td>K</td><td></td><td>A A</td><td>-</td></td<>	151 30 114 356 40 80 213 962 226 97 827 7 4 4 8 8 2 2 6 6 7 4 4 3 8 8 2 2 6 6 7 4 4 3 8 8 2 2 5 6 6 5	Lane Configurations	F	*	¥.,	*	*	×	ſ	44	K		A A	-
pm+pt Perm pm+pt Perm	pm+pt Perm pmm Perm Perm <t< td=""><td>Volume (vph)</td><td>151</td><td>8</td><td>114</td><td>356</td><td>4</td><td>8</td><td>213</td><td>962</td><td>226</td><td></td><td>688</td><td>132</td></t<>	Volume (vph)	151	8	114	356	4	8	213	962	226		688	132
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Tum Type	pm+pt		Perm	pm+pt		Perm			Perm			Permed
4 4 8 8 2 2 5 6 6 7 4 4 8 8 2 2 2 6	4 4 8 2 2 5 6 7 0 210 <th2< td=""><td>Protected Phases</td><td>7</td><td>4</td><td></td><td>3</td><td>80</td><td></td><td></td><td>2</td><td></td><td></td><td></td><td></td></th2<>	Protected Phases	7	4		3	80			2				
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Permitted Phases	4		4	œ		8	2	2	~	c)	ď
50 750 750<	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Detector Phases	7	4	4	9	80	60	10	0	10	2 00	a	0 0
10.0 21.0 21.0 10.0 21.0	10.0 21.0 21.0 10.0 21.0	Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	105	4 0	4 0	200		0 0
150 21.0 21.0 24.0 30.0 35.0 75.0	150 210 210 210 240 300 350 751 751 751 751 751 751 751 751 751 751 751 75 75 75 75 75 75 75 75 75	Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	210	210	0.0		ſ
12.5% 17.5% 20.0% 25.0% 62.5% 64.0 4.0	12.5% 17.5% 20.0% 25.0% 62.5% <t< td=""><td>Total Split (s)</td><td>15.0</td><td>21.0</td><td>21.0</td><td>24.0</td><td>30.0</td><td>30.0</td><td>75.0</td><td>75.0</td><td>75.0</td><td>75.0</td><td></td><td></td></t<>	Total Split (s)	15.0	21.0	21.0	24.0	30.0	30.0	75.0	75.0	75.0	75.0		
4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Total Split (%)	12.5%	17.5%					62.5%	R2 5%		A2 504	à	0.07
10 10 <t< td=""><td>10 <t< td=""><td>Yellow Time (s)</td><td>4.0</td><td>4.0</td><td></td><td></td><td></td><td></td><td>4.0</td><td>40</td><td></td><td>201</td><td></td><td>80.70</td></t<></td></t<>	10 10 <t< td=""><td>Yellow Time (s)</td><td>4.0</td><td>4.0</td><td></td><td></td><td></td><td></td><td>4.0</td><td>40</td><td></td><td>201</td><td></td><td>80.70</td></t<>	Yellow Time (s)	4.0	4.0					4.0	40		201		80.70
Lead Lag Lead Lag Lead C-Max C-Max <thc-max< th=""> <thc-max< th=""> <thc-max< th=""></thc-max<></thc-max<></thc-max<>	Lead Lag Lag Lead Lag Lead Lag Lead Lag Lead C-Max	All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10		p c		
Min Min <td>Min Min Min<td>Lead/Lag</td><td>Lead</td><td>Lag</td><td>Lag</td><td>Lead</td><td>0el</td><td>Lao</td><td>1</td><td>1</td><td>2</td><td>2</td><td>2</td><td>2</td></td>	Min Min <td>Lead/Lag</td> <td>Lead</td> <td>Lag</td> <td>Lag</td> <td>Lead</td> <td>0el</td> <td>Lao</td> <td>1</td> <td>1</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td>	Lead/Lag	Lead	Lag	Lag	Lead	0el	Lao	1	1	2	2	2	2
Min Char Cost B00 B00 </td <td>Min Min C-Max C-Max</td> <td>Lead-Lag Optimize?</td> <td></td> <td></td> <td></td> <td></td> <td>States of</td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Min C-Max	Lead-Lag Optimize?					States of	•						
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-May	C-Mav	C.Mov	C Mar	C March
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Act Effct Green (s)	21.9	10.0	10.0	34.0	19.1	19.1	80.0	80.0	80.0	SO OR	BO OR	NDM-D
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Actuated g/C Ratio	0.18	0.08	0.08	0.28	0.16	0.16	0.67	0.67	0.67	0.87	78.0	200
43.8 5.3.5 18.2 11.1.3 44.4 10.1 23.9 5.5 0.4 16.1 10.3 0.0 <td>43.8 5.3.5 18.2 111.9 44.4 10.1 23.9 5.5 0.4 16.1 10.3 0.0</td> <td>v/c Ratio</td> <td>0.59</td> <td>0.21</td> <td>0.52</td> <td>1.10</td> <td>0.18</td> <td>0.37</td> <td>0.84</td> <td>0.44</td> <td>120</td> <td>0.45</td> <td>0.42</td> <td>10.0</td>	43.8 5.3.5 18.2 111.9 44.4 10.1 23.9 5.5 0.4 16.1 10.3 0.0	v/c Ratio	0.59	0.21	0.52	1.10	0.18	0.37	0.84	0.44	120	0.45	0.42	10.0
0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 11.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 11.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 11.1 0.1 1.1 1.1 2.3 5.5 0.4 16.1 10.3 34.9 8 7.5 8 7.5 8 9.8 34.1 0.1 7.5 8 1.1 7.5 9.8 34.1 120 8 7.5 8 9.8 34.1 120 8 7.5 8 9.8 34.1 120 8 7.5 9.8 9.8 34.1 120 8 1.1 7.5 9.4 11.10 11.1 7.5 1.1 7.5 1.1 11.1 15 1.1 7.5 1.1 1.1 11.1 15 1.1 1.1 1.1 1.1 11.1 15 1.1 1.1 1.1 1.1 11.1 1.1 1.1 <td>0.0 0.0 0.0 0.0 0.0 0.0 0.0 43.8 53.5 18.2 111.9 44.4 10.1 23.9 5.5 0.4 16.1 10.3 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 23.9 5.5 0.4 16.1 10.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 2.3 9 5.5 0.4 16.1 10.3 0.1 0.1 0.1 0.1 2.3 9 5.5 0.4 16.1 10.3 0.1 0.1 0.1 2.1 7.5 0.4 10.1 2.3 0.4 0.1 1.1 1.1 2.1 7.5 0.4 16.1 10.3 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1</td> <td>Control Delay</td> <td>43.8</td> <td>53.5</td> <td>18.2</td> <td>111.9</td> <td>44.4</td> <td>10.1</td> <td>23.9</td> <td>5</td> <td></td> <td>16.1</td> <td>200</td> <td>4 0 5</td>	0.0 0.0 0.0 0.0 0.0 0.0 0.0 43.8 53.5 18.2 111.9 44.4 10.1 23.9 5.5 0.4 16.1 10.3 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 23.9 5.5 0.4 16.1 10.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 2.3 9 5.5 0.4 16.1 10.3 0.1 0.1 0.1 0.1 2.3 9 5.5 0.4 16.1 10.3 0.1 0.1 0.1 2.1 7.5 0.4 10.1 2.3 0.4 0.1 1.1 1.1 2.1 7.5 0.4 16.1 10.3 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1	Control Delay	43.8	53.5	18.2	111.9	44.4	10.1	23.9	5		16.1	200	4 0 5
43.8 53.5 18.2 111.9 44.4 10.1 23.9 5.5 0.4 16.1 10.3 3.4.9 B F D B C A B B B 3.4.9 B C A B B B 3.4.100 teferanced to phase 2.NBTL, and 6:SBTL, Start of Green ated-Coordinated 1.11000 1.11000 1.11000 1.11000 1.1100	43.8 53.5 18.2 111.9 44.4 10.1 23.9 5.5 0.4 16.1 10.3 34.9 8 6.1 C A B C A B B B 34.9 8 6.1 7.5 A B B 9.8 and and and telerenced to phase 2.NBTL, and 6:SBTL, Start of Green afted-Coordinated 1.10 Delay: 24.5 Intersection LOS: C by Ultization 72.6% Intersection LOS: C 0 15 1: Therra Printada Dr & Unser Blvd 1: Therra Printada Dr & Unser Blvd 1: Therra Printada Dr & Unser Blvd	Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	000			0.0	
D D B F D B C A B B B B B 34.9 B C A B B B 34.9 B C 7.5 A B 98.1 20 Total 120 Total 12	D D B F D B C A B B 34.9 B 6.1 T 7.5 A B 9.8 opth: 120 opth: 120 7.5 A B 9.8 opth: 120 ated-Coordinated 7.5 A B B 1.10 ated-Coordinated 1.10 Delay: 24.5 Infersection LOS: C bitization 72.6% ICU Level of Service C 0) 15 1. Tierra Pintada Dr & Unser Bivd 1. Tierra Pintada Dr & Unser Bivd	Total Delay	43.8	53.5	18.2	111.9	44.4	10.1	23.9	5	40	18.4		2 4
34.9 B6.1 7.5 7 with: 120 with: 120 teferenced to phase 2:NBTL and 6:SBTL, Start of Green teferenced teferenced tefer	34.9 B6.1 7.5 7 arr arr arr arr arr arr arr ar	ros	9	0	60	L	0	~	C	•	•	2	2.0	0. «
C F A A A A A A A A A A A A A A A A A A	c F F A ery referenced to phase 2:NBTL and 8:SBTL, Start of Green referenced to phase 2:NBTL and 8:SBTL referenced to phase 2:NBTL and 8:NBTL referenced to phase 2:NBTL and 8:NBTL refe	Approach Delay		34.9			86.1))	5 4 7	C	٥	0 0	<
retriction referenced to phase 2:NBTL and 6:SBTL, Start of Green ated-Coordinated : 110 Delay: 24.5 intersection LOS: C Delay: 24.5 intersection LOS: C 111 115 11 11 11 11 11 11 11	ary right: 120 Referenced to phase 2:NBTL, and 6:SBTL, Start of Green ated-Coordinated : 1.10 Delay: 24.5 Intersection LOS: C by Utilization 72.6% Intersection LOS: C by Utilization 72.6% 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd	Approach LOS		0		INCOM.	L			? ◄			0.0	
rgth: 120 Referenced to phase 2:NBTL and 6:SBTL, Start of Green ated-Coordinated : 1.10 Delay: 24.5 Delay: 24.5 Intersection LOS: C Delay: 24.5 Intersection LOS: C 0 Intersection LOS: C 1.11era Pintada Dr & Unser Blvd 1.11era Pintada Dr & Unser Blvd	rgth: 120 Referenced to phase 2:NBTL and 8:SBTL, Start of Green ated-Coordinated : 1.10 Delay: 24.5 IV Utilization 72.6% Utevel of Service C i) 15 1: Tierra Pintada Dr & Unser Bivd 1: Tierra Pintada Dr & Unser Bivd	Intersection Summary	(P) - 20 C	Contraction of the local division of the loc	Elonate.	and a second	all	Contraction of the	100000				¢	
An event of phase 2.1011, and 0:5811, Start of Green atted-Coordinated : 1.10 Delay: 24.5 Delay: 24.5 ICU Level of Service C in) 15 I Tierra Pintada Dr & Unser Blvd	ated-Coordinated : 1.10 Delay: 24.5 Ultization 72.8% 1.11 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd	Cycle Length: 120 Actuated Cycle Length Offeat: 20 (24%) Pote	: 120		- HILL							1		
ated-Coordinated : 1.10 Belay: 24.5 it 1.10 Initization 72.8% Initization 72.8% Initization 72.8% Initization 72.8% Initization 20.8. C Initization 2.8% Initization	afed-Coordinated : 1.10 : 1.10 Delay: 24.5 Delay: 24.5 Intersection LOS: C Delay: 24.5 Intersection LOS: C intersection LOS: C	Natural Cycle: 90		DSAIN		Cia Drus	HIL' N	Lart of (neene					
-1.10 Delay: 24.5 Delay: 24.5 Delay: 24.5 Delay: 24.5 Delay: 24.5 Delay: 24.5 Delay: 25.5 Delay: 25.5	: 1.10 Defay: 24.5 By Ultitzation 72.6% Intersection LOS: C ity Ultitzation 72.6% ICU Level of Service C it) 15 1: Tierra Pintada Dr & Unser Bivd	Control Type: Actuated	1-Coordina	ated										
Delay: 24.5 Intersection LOS: C ity Utilization 72.6% ICU Level of Service C in) 15 1: Tierra Pintada Dr & Unser Blvd	Delay: 24.5 by Utilization 72.6% ICU Level of Service C n) 15 1: Tierra Pintada Dr & Unser Blvd 24.6 24.6 24.6 21.6 21.6 21.6 21.6 21.6 21.6 21.6 21	Maximum v/c Ratio: 1.	10											
ity Utilization 72.6% ICU Level of Service C in) 15 1: Tierra Pintada Dr & Unser Bivd	ity Utilization 72.6% ICU Level of Service C 1) 15 1: Tierra Pintada Dr & Unser Blvd 24. a3 21. 21. 21. 21. 21. 21. 21. 21. 21. 21.	Intersection Signal Del	ay: 24.5			5	tersection	on LOS	0					
1: Tierra Pintada Dr & Unser Blvd	1: Tierra Pintada Dr & Unser Blvd	Intersection Capacity L Analysis Period (min) 1	Jülization 15	72.6%		0	U Level	of Ser	vice C					
	a2 24.5 b6 15.5 − 27.5 b7 6 15.5 − 30.5		l: Tierra P	intada [Dr & Un	ser Blvc								
								3		4				
	<u></u>	75 \$					2	1		31 •	a l			
6		4							¥					
		75.0							2	ŝ				

2010 PM Peak NOBUILD Conditions D:ATOBEVPROJECTSVHeritage_Neighborhood_Marketplace_Ladera_Unser/CaseF/2010PN_Mit.sy7

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Movement	EBL	EBT	EBR	WBIL	WBT	WBR	NBL	NBT	NBR	Set	SBT	SRIP
Lane Configurations	-	*	*-	*	+	*	*	ŧ	R	-	¥	
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1000
l otal Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	30	90	000
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1 00	8	200	200
Ert.	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1001	0.85	8.5	200	200
Fit Protected	0.95	1.00	1.00	0.95	1.00	100	0.05	8	38	300	3.8	
Satd. Flow (prot)	1752	1845	1568	1752	1845	1500	1760	3030	D.1	CR.5	B.10	DO.1
Fit Permitted	0.72	100	8		28		7071	SUCS .	8961	1/52	3505	1568
Satd. Flow (nerm)	1333	1845	1500	10.01	8.4	B-1	1.24	001	1.00	0.23	1.00	1.00
Actime (int)	200	2	3	5		8000	4 28 7	909g	1568	426	3505	1568
Volume (vpst)		3	114	326	4	8	213	982	226	87	882	132
Fear-flour ractor, PHP	0.90	0.90	0.90	0.75	0.75	0.75	0.94	0.94	0.94	0.88	0.88	0.88
adj. Flow (vph)	168	S	127	475	3	132	227	1023	240	110	1002	150
KI UK Reduction (vph)	0	0	111	0	0	111	0	0	80	0		5
-ane Group Flow (vph)	168	33	16	475	83	21	227	1023	160	110	1002	36
Tum Type	pm+pt		Реш	pm+pt		Pena	Perm		Den	Dem	400	
Protected Phases	2	4			80	Names I	Townson	•		5	q	
Permitted Phases	4		4	80		80	~		~	4	>	a
Actuated Green, G (s)	17.9	8.0	8.0	32.0	17.1	17.1	78.0	78.0	78.0	78.0	78.0	70.0
Effective Green, g (s)	21.9	10.0	10.0	34.0	19.1	19.1	80.0	80.0	80.0	80.08		80 0 0 0
Actuated g/C Ratio	0.18	0.08	0.08	0.28	0.16	0.16	0.67	0.67	0.67	0.87	0.87	0.87
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	20	09		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	30	08	0.0		000
Lane Grp Cap (vph)	285	154	131	420	294	250	202	7220	1045	200	1000	200
v/s Ratio Prot	0.06	0.02		c0.20	0.03	The second second	No. of Concession, Name	0.20	25	5	0000	
//s Ratio Perm	0.05		0.01	c0.12		0.01	c0 63		010	0.0	0.40	000
//c Ratio	0.50	0.21	0.12	1.13	0.18	800	0.78	0.44	2 4	0.40		0.00
Jniform Delay, d1	44.4	51.3	50.9	41.5	43.7	43.0	13.8				2	01.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0 52	110		2.5	1.00
ncremental Delay, d2	3.1	0.7	0.4	84.7	0.3	6	84	35	B	3	3.0	3.0
Delay (s)	47.5	52.0	51.4	126.2	44.0	43.1	14.8	2.0	- 0		0.0	
evel of Service	٥	0		Ľ	2	; -	2 0	2 <	0. <	A.1	A.A	5.
Approach Delay (s)		48.4	N N N		103.0	2	•	< 4	<	a	< 0	<
Approach LOS		۵			L			5			A <	
ntersection Summerv	C. States in	COLORA DE	OTHINGS OF	10,420,000	Station of the	ARCONCERN.	Columnation of the	ACCORD NO.	Validation	and the second	c	1
ICM Average Control Delay ICM Volume to Capacity ratio	elay v ratio		28.3	Ĭ	CM Lev	HCM Level of Service	Nice		υ			117 A
Artisted Cycle Loooth /e)				0	;		Contraction in the					
intersection Capacity Utilization	s) itization	1	72.6%	3⊇	U Level	Sum of lost time (s) ICU Level of Service	(s) Nice		0.0 0.0			
Analysis Period (min)												

2010 PM Peak NOBUILD Conditions D:\ATOBE\PROJECTSVHeritage_Neighborhood_Marketplace_Ladera_Unser\CaseF'2010PN_Mit.sy7

Timings 1: Tierra Pintada Dr & Unser Blvd

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Lare Group EBI EBI <th< th=""><th>Timings 1: Tierra Pintada Dr & Unser Blvd</th><th>Dr & Un:</th><th>ser Blv</th><th>Ę</th><th></th><th></th><th></th><th></th><th></th><th>Te</th><th>iny O.</th><th>Terry O. Brown, P.E. 10/30/2007</th><th>own, P.E. 10/30/2007</th></th<>	Timings 1: Tierra Pintada Dr & Unser Blvd	Dr & Un:	ser Blv	Ę						Te	iny O.	Terry O. Brown, P.E. 10/30/2007	own, P.E. 10/30/2007
Ist EBI EBT EBF Wat WBT WBT NBT NBT NBT NBT SBT MAS SBT SAT SAT <th></th> <th>٩</th> <th>Ť</th> <th>1</th> <th>1</th> <th>Ŧ</th> <th>~</th> <th>-</th> <th>-</th> <th>1</th> <th>1</th> <th></th> <th>17</th>		٩	Ť	1	1	Ŧ	~	-	-	1	1		17
13 14 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 30 15 22 16 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 <th7< th=""></th7<>	Lane Group	EBL	EBT	EBR	MBL	TBW	WBR	NBN	NRT	CIRIN I	CDI	COL	000
151 30 154 302 40 99 253 1037 222 97 945 7 4 4 8 2 2 6 6 6 50 <t< td=""><td>Lane Configurations</td><td>}</td><td>*</td><td>R</td><td>F</td><td>+</td><td>R</td><td></td><td>**</td><td>N. COLOR</td><td>100</td><td>100</td><td>Luce</td></t<>	Lane Configurations	}	*	R	F	+	R		**	N. COLOR	100	100	Luce
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Volume (vph)	151	30	154	362	4	- 66	253	1037	232	10	E 8	- 55
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Tum Type	pm+pt		Perm	pm+pt		Perm	۵.		Perm	Peme		Dem
4 4 8 8 2 2 5	Protected Phases	7	4		3	8			2		5		
7 4 4 3 8 2 2 2 5	Permitted Phases	4		4	80		80	2	1	~	G	•	a
50 50 50 50 50 50 50 50 50 50 50 50 50 5	Detector Phases	7	4	4	9	80	00	10	0	10	0	œ	0 9
100 21,0 10,0 10	Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	50	10	4 C 4	1 0			0 0
150 210 210 210 10	Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	210	210	010	210	٩	0.0
12.5% 17.5% 17.5% 15.8% 20.8% 66.7%	Total Split (s)	15.0	21.0	21.0	19.0	25.0	250	80.08	0.08	0.08	0.12		0.12
4.0 4.0	Total Spit (%)	12.5%	17.5%	17.5%				86 7%			00.00	00.00	00.00
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Yellow Time (s)	4.0	4.0	4.0				40			R. 1.00	R.1.00	A. 1.00
Lead Lag Lag <thlag< th=""> <thlag< td="" thr<=""><td>All-Red Time (s)</td><td>1.0</td><td>1.0</td><td>1.0</td><td>1.0</td><td>1.0</td><td>10</td><td>10</td><td>e e</td><td></td><td></td><td></td><td>) († †</td></thlag<></thlag<>	All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	10	10	e e) († †
Min Min <td>Lead/Lag</td> <td>Lead</td> <td>Lag</td> <td>Lag</td> <td>Lead</td> <td>Lag</td> <td>Lag</td> <td></td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2.1</td>	Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag		2	2	2	2	2.1
Min C-Max C-Max <t< td=""><td>Lead-Lag Optimize?</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Lead-Lag Optimize?												
24.1 12.2 12.2 31.2 16.2 82.8 82.8 82.8 82.8 82.8 82.8 82.8 8	Recall Mode	Min	Min	Min	Min	Min					C. May		and a
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Act Effct Green (s)	24.1	12.2	12.2	31.2	16.2					B C B		ADMI-U
0.54 0.18 0.65 1.27 0.21 0.40 1.01 0.46 0.21 0.43 0.44 43.0 49.3 30.1 176.8 46.5 11.1 48.9 4.6 0.2 15.9 9.5 0 20 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 43.0 49.3 30.1 176.8 4.5 11.1 48.9 4.6 0.2 15.9 9.5 7 8.1 4.8 4.6 0.2 15.9 9.5 7 8.1 4.8 4.6 0.2 15.9 9.5 7 8.1 11.3 A 8 9.1 9.1 F D 11.3 A 8 9.1 9.1 F D 11.3 A 8 9.1 9.1 12.0 9.1 12.0 9.1 12.0 9.1 12.0 9.1 12.0 9.1 12.0 9.1 12.0 9.1 13.3 A 11.3 A 9.1 11.3 A 8 9.1 9.1 2.0 9.1 13.3 A 11.3 A 9.1 11.3 A 9.1 A	Actuated g/C Ratio	0.20	0.10	0.10	0.26	0.14	0.14	0.69	0.80	0.60	0.80	07.0	0.20
43.0 49.3 30.1 176.8 45.5 11.1 48.9 4.6 0.2 15.9 9.5 0.0 0.1 0.1	v/c Ratio	0.54	0.18	0.05	1.27	0.21	0.40	1 01	0.48	0.00	0.42	80.0	0.10
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Control Delay	43.0	49.3	30.1	176.8	46.5	11.1	48.9	4 B	100	14.0	1	2 4
43.0 49.3 30.1 178.8 46.5 11.1 43.9 4.6 0.2 15.9 9.5 7.6 7 13.3 7 11.3 A 8 5 37.6 133.7 11.3 A 8 5 atria 133.7 11.3 A 8 5 11.3 A 8 5 10.4 A 8 5	Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	00			0.0		n o
D D C F D B D A B 91 37.6 133.7 11.3 9.1 opth: 120 opth: 120 deferenced to phase 2:NBTL and 6:SBTL, Start of Green ated-Coordinated : 1.27 Defay: 33.5 Utilization 76.9% Intersection LOS: C ty Utilization 76.9% I Tierra Pintada Dr & Unser Blvd 1 Tierra Pintada Dr & Unser Blvd	Total Delay	43.0	49.3	30.1	176.8	46.5	11.1	48.9	4.6	0.0	2 4) u) t
37.6 133.7 11.3 9 any 11.20 after-coordinated after-coordinated to Utilization 76.9% 1. Tierra Pintada Dr & Unser Blud 1. Tierra Pintada Dr & Unser Blud	LOS	0	0	U	ц.	0	α	2		4 <		n •	•
ay ay ay add-Coordinated :1.27 intersection LOS: C belay: 33.5 intersection LOS: C y Ultization 78.9% ICU Level of Service D i) 15 1. Tierra Pintada Dr & Unser Blvd	Approach Delay		37.6		-	133.7	2	2	11.0	¢	٥	<	<
opth: 120 leferenced to phase 2:NBTL and 6:SBTL, Start of Green ated-Coordinated : 1.27 Delay: 33.5 Intersection LOS: C y Ullization 76.9% I.CU Level of Service D 0 15 1: Tierra Pintada Dr & Unser Blvd	Approach LOS		٥			1						- «	
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ight: 120 ieferenced to phase 2:NBTL and 6:SBTL, Start of Green ated-Coordinated : 1.27 Delay: 33.5 Utilization 76.9% Intersection LOS: C by Utilization 76.9% ICU Level of Service D 1 : Tierra Pintada Dr & Unser Bivd 1 : Tierra Pintada Dr & Unser Bivd	Cycle Length: 120			· La Co	Contractor of the local division of the loca	Party and	Contraction of the	SPIRITUAL ST	「「日本」	Service .	No.	5.00	見なる
elerenced to phase 2:NBTL and 6:SBTL, Start of Green ated-Coordinated : 1.27 Delay: 33.5 Utilization 76.9% Intersection LOS: C U Utilization 76.9% ICU Level of Service D n) 15 1: Tierra Pintada Dr & Unser Blvd	Actuated Cycle Length	h: 120											
ated-Coordinated 1.1.27 1.1.27 1.1.27 1.1.24 1.1 Tierra Pintada Dr & Unser Blvd 1.1 Tierra Pintada Dr & Unser Blvd	Offset: 22 (18%), Refe	erenced to	phase :	2:NBTL	and 6:5	SBTL. S	tart of C	-					
ated-Coordinated :1.27 :1.27 In 23.55 Interestion LOS: C V Utilization 76.9% ICU Level of Service D in) 15 I Tierra Pintada Dr & Unser Blvd	Natural Cycle: 120												
1.1.27 Delay: 33.5 N Ulization 76.9% IcU Level of Service D n) 15 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd	Control Type: Actuated	d-Coordin	ated										
Delay: 33.5 Intersection LOS: C ty Utilization 76.9% ICU Level of Service D n) 15 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd	Maximum v/c Ratio: 1.	.27											
IV Utilization 76.9% ICU Level of Service D n) 15 1: Tierra Pintada Dr & Unser Blvd 1: Tierra Pintada Dr & Unser Blvd	Intersection Signal Del	lay: 33.5			u	tensection	on LOS	0					
1: Tierra Pintada Dr & Unser Bivd	Intersection Capacity (Anatomic Deviced (mice)	Utilization	76.9%		2	U Leve	l of Sen	vice D					
1: Tierra Pintada Dr & Unser Blvd	(Ittli) notes a cectores	01											
a2 a6 a6 a7 a7 a7 a7 a7 a6 a7 a7 a7 a6 a7 a7 a7 a7 a7 a7 a7 a7 a7 a7	1	1: Tierra F	Pintada [Dr & Un	ser Blw								
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2010 PM Peek BUILD Conditions - MITIGATED D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF12010PB_Mit.sy7

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Movement	EBL	EBY	EBR	MBL	WEIT	WBR	NBL	NBT	NBR	SBI	SBT	102
Lane Configurations	1	+	¥.,	5	+	R	15	\$	×	1	¥	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1800	1800	1900	1000
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	30	000	200
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	100	5.5	200	2.0
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1001	18	280	3 8	3 8	
Flt Protected	0.95	1.00	1.00	0.95	8	86	200	3 5	8.5	3 2	8.8	0.85
Satd. Flow (prof)	1752	1845	1568	1752	1845	1580	175.0	0.1C	8.1		00'L	0.1
Fit Permitted	0.73	100	8		200		70/1	cher.	8961	1/52	3505	1568
Satd. Flow (nerm)	1333	1845	1660	80'D	1001	0011	0.22	1.00	8	0.21	1.00	1.00
			3	ROOL	640		ŝ	9099 9	1568	392	3505	1568
(udv) emnov	151	8	154	362	\$	8	253	1037	232	28	945	132
reak-nour factor, PHP	0.90	0.90	0.90	0.75	0.75	0.75	0.94	0.94	0.94	0.88	0.88	0.88
Adj. Flow (vph)	168	33	171	483	3	132	209	1103	247	110	1074	150
KIOR Reduction (vph)	0	0	103	0	0	114	0	0	11	-	c	5
Lane Group Flow (vph)	168	33	68	483	3	18	269	1103	170	110	1074	104
	pm+pt		Perm	bern pm+pt		Pem	Perm		Pen	Dam		
Protected Phases	7	4		6	8	1000	1.00	•			a	
Permitted Phases	4		4	æ		60	~	8	•	G	0	q
Actuated Green, G (s)	20.1	10.2	10.2	28.3	14.3	14.3	80.8	80.8	80.8	808	808	
Effective Green, g (s)	24.1	12.2	12.2	31.2	16.3	16.3	82.8	82.8	82.8	828	828	9. G
Actuated g/C Ratio	0.20	0.10	0.10	0.26	0.14	0.14	0.69	0.69	0.69	0.69	0.60	0.60
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	20	205	20	30
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	30	30	0.0	0.0
ane Grp Cap (vph)	309	188	159	372	251	213	282	2418	1083	020	2410	
//s Ratio Prot	0.05	0.02		c0.17	0.03			0.31	1	2	0.44	7001
v/s Ratio Perm	0.06		0.04	c0.16		0.01	CO 66		0.11	000	10.0	10 0
v/c Ratio	0.54	0.18	0.43	1.30	0.21	0.08	58.0	0.46	0.16	141	0.44	20.0
Jniform Delay, d1	42.4	49.3	50.6	43.2	46.1	45.3	16.9	84	5		5	0.10
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.40	200	56	2	5 5
ncremental Delay, d2	2.0	0.4	1.8	152.8	0.4	0.2	21.2	00	5	3 4	3 9	3
Delay (s)	44.3	49.7	52.4	195.9	46.6	45.5	28.0		- 4	n 4		2 0
evel of Service	٥	۵	0	L		2	20	2.4			A.0	0.0
Approach Delay (s)		48.5		- Hereit	154.4	•	,	4 1	¢	٥	< 0	<
Approach LOS		۵			Ŀ			•			» <	
ntersection Summary.	Section 2	STREET.	NULLER.	EX-	Finite Sta	LANK NO.	1000	(\$ 10 Galant	SCOLUMN IN	Contraction of the	< 10.00	
HCM Average Control Delay	elay		36.5	Ť	HCM Level of Service	el of Sa	Nice	10100	C	and the second	ALCONTRACT.	Contraction of the second
ICM Volume to Capacity ratio	ratio		1.05						2			
Actuated Cycle Length (s)	s)		120.0	ชี เ	Sum of lost time (s)	st time	(s)		6.0			
Analysis Period (min)	LIOMEZH		45.0/	2	ICU Level of Service	of Ser	NOB		٥			
			2									

2010 PM Peak BUILD Conditions - MITIGATED D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF12010PB_Mit.sy7

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$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	1037 22 97 64 1037 1			•	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	1037 232 97 945 132 2 3 104 Flow (prop) 1900 1900 1900 1900 2 3 10 100 <td></td> <td>22</td> <td>NBR</td> <td>SBT SBR</td>		22	NBR	SBT SBR
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	2 31 6 7 7 10del Lost time (s) 30 <td< td=""><td>1900 1</td><td>1900 1</td><td>1900</td><td>1900 1900</td></td<>	1900 1	1900 1	1900	1900 1900
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2 5	3.0	3.0 3.0	3.0	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	5.2 3 1 6 7 7.1 5.0	8.6	0.85 1.00	1.00	0.85 1.00
1000 2000 200 200 200 200 200 100 <td< td=""><td>21:0 10:0 2:0 5:0 0:0</td><td>0.95</td><td>1.00 0.95</td><td>1.00</td><td></td></td<>	21:0 10:0 2:0 5:0 0:0	0.95	1.00 0.95	1.00	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	57:9 90.3 0.72 1.00 1.00 0.72 1.00 1.00 0.03 0.94 0.74 1.00 1.00 0.03 0.93 0.94 0.74 1.00 1.00 0.74 1.00 1.00 0.74 1.00 0.93 0.94 0.74 0.95 0.95 0.95 0.95 0.95 0.94 0.95	1752 1	1568 1752	1568 1	-
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	44.2% 27.5% 10.8% 35.8% 15.0% 10.40 10.10 11.10	0.56	1.00 0.10	1.00	
10 10 <td< td=""><td>4.0 5.0 5.0 5</td><td>1034</td><td>1568 178</td><td>1568</td><td>-1</td></td<>	4.0 5.0 5.0 5	1034	1568 178	1568	-1
Image Top Top <th< td=""><td>10 <td< td=""><td>302</td><td>RAT RA</td><td>232</td><td></td></td<></td></th<>	10 10 <td< td=""><td>302</td><td>RAT RA</td><td>232</td><td></td></td<>	302	RAT RA	232	
Land Land <thland< th=""> Land Land <thl< td=""><td>Lag Lead Lag Lead Lag Lead Lag Lead Lag Lead Lag Lane C-Max Min None C-Max Min Partured for C C-Max Min Partured C-Max Min Min Min Min Min Min Min Min</td><td>483</td><td>137 240</td><td>45.0</td><td></td></thl<></thland<>	Lag Lead Lag Lead Lag Lead Lag Lead Lag Lead Lag Lane C-Max Min None C-Max Min Partured for C C-Max Min Partured C-Max Min Min Min Min Min Min Min Min	483	137 240	45.0	
Min Min <td>C-Mex Min None C-Max Min Min Min Min Min Min Min Min Min <!--</td--><td>30</td><td>88 0</td><td>67</td><td>001 4/01</td></td>	C-Mex Min None C-Max Min Min Min Min Min Min Min Min Min </td <td>30</td> <td>88 0</td> <td>67</td> <td>001 4/01</td>	30	88 0	67	001 4/01
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Turn Type Turn Type Turn Type Turn Type Turn type 0.48 0.75 0.56 0.44 55.4 0.48 0.75 0.56 0.44 55.4 0.15 0.20 0.63 0.76 26.6 26.1 40.1 27.1 0.2 18.9 36.5 3.0 3.6 2.6 0.64 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 27.1 0.2 18.9 36.5 3.0 3.1 4.21 4.2 0.0 <td< td=""><td></td><td>44 269</td><td>180</td><td>1074 78</td></td<>		44 269	180	1074 78
0.00 0.01 0.03 0.03 0.03 0.03 0.03 0.03 0.04 0.03 0.03 0.04 0.03 0.05 0.04 0.05	0.46 0.53 0.04 0.54 0.4 0.4 5 3 211 0.2 18.9 36.5 3.0 0.0 <td></td> <td>pm+ov pm+pt</td> <td>pm+ov pm</td> <td></td>		pm+ov pm+pt	pm+ov pm	
0.00 0.01	27:1 0.0 </td <td></td> <td>-</td> <td></td> <td></td>		-		
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Z7.1 0.2 18.9 5.5 3.0 27.1 0.2 18.9 5.5 3.0 2.7 0.0 0.0 0.0 0.0 0.0 2.7 0.2 18.9 5.5 3.0 3.0 3.0 2.7 0.2 18.9 5.5 3.0 3.0 3.0 3.0 2.7 0.2 18.9 5.5 3.0 3.0 3.0 3.0 2.4 3.1.3 2 2 3.1.3 3.0 3.0 3.0 3.0 2.4 3.1.3 2 2 2 3.0 3.0 3.0 3.0 2.4 3.1.3 2 2 3.0 3.0 3.0 3.0 3.0 2.4 3.1.3 2 2 2 3.0 3.0 3.0 3.0 2.4 3.1.3 2 2 2 3.0 3.0 3.0 3.0 2.4 3.1.3 2 2 2 3.0 3.0 3.0 2.4 3.1 3.10 0.04 0.03 0.03 0.03 2.4 3.1 4.1 4.2 3.1 3.1 3.1 3.1 3.1 <td></td> <td>8</td> <td>2 6</td> <td></td>		8	2 6	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	21.1 0.0	40.1	32.2 69.9	83.3	
2.2 A 1 27,1 0.2 16,0 34,1 27,1 0.2 16,0 0,0	27.1 0.2 18.5 3.0 0.20 0.02 0.08 0.25 0.35 24.2 31.3 A 24.5 3.1 148 433 530 50 </td <td>42.1</td> <td>36.2 71.9</td> <td>87.3</td> <td></td>	42.1	36.2 71.9	87.3	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	24.2 B D A 24.2 31.3 C C 0.0	0.35	0.30 0.60	0.73	0
T_{2}^{2}	24.2 31.3 24.2 31.3 24.0 34.1 34.0	0.0	0.0	5.0	
0 C <thc< th=""> <thc< th=""> <thc< th=""></thc<></thc<></thc<>	C C C Vis Ratio Prod. Vis Ratio Prod. 0.06 0.02 0.04 60.25 0.00 Vis Ratio Prom. 0.04 60.22 0.03 0.00 Vis Ratio Prom. 0.04 60.22 0.03 0.00 Vis Ratio Prod. 1.20 1.20 0.03 0.00 1.00 1.00 1.00 1.00 1.00 1.0	0.0	3,0 3,0	3.0	
We Ratio Cold	vis Ratio Perm 0.04 0.03 0.09 vis Ratio Perm 0.04 0.03 0.09 Uniform Delay, d1 4.28 0.35 0.350 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 1.9 0.8 0.3 173 Delay (s) 44.7 5.5 303 523 Level of Service 0.1 0.0 0.0 0.0 Approach LOS 0.1 41.5 Approach LOS 0.0 0.0 0.0 Approach LOS 0.0 0.0 Approach LOS 0.10 1.00 Attrated Cycle Lengh (s) 120.0 Analysis Period (min) 15 c Critical Lane Group	800 D	0.01 0.012	1180 286	
and 6:SBTL, Start of Green 0.54 0.22 0.25 0.90 0.77 0.66 0.72 0.55 0.72 0.55 0.73 0.36 0.36 <th0.36< th=""> 0.36</th0.36<>	vic Ratio Vic Ratio Construction Delay, d1 42,8 51,7 36,0 35,0 Progression Factor 100 1,00 1,00 1,00 Progression Factor 1,00 1,00 1,00 Progression Factor 1,00 1,00 1,00 Progression Factor 1,00 1,00 1,00 Progression Factor 1,00 1,00 1,00 Approach Delay d2 1,3 6,0 3 17,3 Approach Delay (s) 41,5 Approach LOS (s) 2,18 Hitarrection Capacity villo Actuated Cycle Lengh (s) 12,00 Analysis Period (min) 15 c Critical Lane Group 15	60.09	0.02 0.31	0.08 0.15	
and 6:59TL, Start of Green and 6:59TL, Start of Green Factor 100 100 100 100 100 100 100 100 100 10	Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0.90	0.09 0.72	0.15	
$\frac{1}{16} \frac{1}{16} \frac$	Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	35.0	30.0 28.2	5.0	
$\frac{1}{10} = \frac{1}{10} $	A friterencian LOS: C friterenction LOS: C CU Level of Service D Approach LOS a Unser Bhd a Dr &	1.00.	1:00 1.23.	0.16	
Interaction LOS: CInteraction LOS: CInte	% Interaction LOS: C % Anteraction LOS: C %	17.3	0.1 2.1	0.0	
Intersection LOS: C Approach LOS 41.5. 45.8. 23.9 46.8. Approach LOS CU Level of Service D D 0 23.9 46.8. 23.9 0 Approach LOS CU Level of Service D D D 0.80 Hitterection/Simmery 23.9 0 Are Bud Arendo for the too Capacity ratio 0.80 Actualed Cycle Length (s) 112.0 20.0	: 30.1 Intersection LOS: C Zation 76.9% [CU Level of Service D Zation 76.9% [CU Level of Service D Filesrection Summary 31.8 HCM Volume to Capacity ratio 0.80 Actuated Cycle Length (s) 120.0 Actuated Cycle Length (s) 120	270	30.1 36.9	. 0.8	
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Intersection! Summary at Bird Intersection! Summary 31.8 HCM Level of Service C Intersection 0.80 0.80 Num of lost time (s) 9.0 Intersection 75.9% ICU Level of Service D	Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Unser Bivd Filerra Pintada Dr & Dr	F		£0.0	0.0
Mer Blvd HCM Average Control Delay 31.8 HCM Level of Service 1 3.5 400 0.80 0.80 1 3.5 121.0 0.80 0.80 2.5 400 Actuated of Cycle Length (s) 120.0 Sum of lost time (s) 1 1 5 6 Analysis Period (min) 15 1 1 5 5 CUL Level of Service	1: Tierra Pintada Dr & Unser Bivd HCM Average Control Delay 31.8 HCM Volume to Capacity ratio 0.80 Actuated Cycle Length (s) 120.0 herescion Capacity Utilization 76.9% Analysis Period (min) 15.9% Analysis Period (Sector States and	A CONTRACTOR OF A CONTRACTOR O		Tanana and a second second
HCM Volume to Capacity ratio 0.80 Actuated Cycle Langth (s) 120.0 Sum of lost time (s) Malysis Period (min) 15 c Critical Lane Group	HCM Volume to Capacity ratio 0.80 Actuated Cycle Langth (s) 120.0 Intersection Capacity Utilization 76.9% Analysis Period (min) 15.9% C Critical Lane Group		I Level of Service	0	
33: 13: 120.0 Sum of lost time (s) 33: 71: 120.0 Sum of lost time (s) 16: 7: 6.9% RCU Level of Service 16: 5: 7: 15 16: 5: 7: 15	$\begin{array}{c c c c c c c c c c c c c c c c c c c $			Million Property of the	
allysis Period (min) 15 K.U.Level of Service Analysis Period (min) 15 Critical Lane Group	estimation 16.5% Analysis Period (min) 15.5% Analysis Period (min) 15.5% Analysis Period (min) 15 c Critical Lane Group		of lost time (s)	9.0	
18 28 28	e5 V e6 Critical Lane Group		Level of Service	۵	
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	2010 PM Pc				

10/30/07	A STATE OF A STATE OF A	Level of Service D+							Ped= 0.0 sec = 0.0%	HCM L Queue Delay S Model 1	29.1 C	7.3 A 102 ft 33.3 C 794 ft 18.8 B 115 ft	33.3 C	7.9 A 177 ft 34.0 *C 826 ft 53.8 *D 459 ft	8 D	37.8 D+ 195 ft 54.0 *D 95 ft *D 95 ft	cto +Q	39.1 D+ 257 ft 52.7 D 58 ft
	VENER	ay 35.1						5	6.7%	v/c	10.00	0.143 0.759 0.369	3	0.235 0.780 0.879		0.342	106:0	0.443
	Summe	Control Delay	Dhaco 4	+ lase 4	י ן נ י	4 51	(G/C=0.079 G= 9.4" Y+R= 5.0" Off=88.0%	sec = 16.	Adi Volume		150 1074 110		247 1103 269		132 53 483	-	171 33 33
	Analysis	S	~	2		<u>ا ا</u> • و	 		12			1051 1415 292		1051 1415 302		371 116 536	2	371 371 116 510
	apacity	()	Phace		,	7		G/C=0.226 G= 27.1" Y+R= 5.0" Off=61.2%	83.3%	Service Rate @C (vph) @E		999 1135 217	3	999 1135 229		37 1 352		37
	00:00	# 1- //C 0.84	C as	7 20		t t		G/C=0.403 G= 48.4" Y+R= 5.0" Off=16.7%	17	Used		0.670 0.403 0.126	at a set	0.670 0.403 0.126		0.246 0.079 0.226		0.246 0.079
BUILD -	C[Ver 2.4	Critical	Phase		<u></u>	· ·			G=100.0 sec	Reqd R		0.279 0.391 0.047		0.308 0.397 0.159		0.273 0.249 0.282		0.285 0.244 0.0161 0
ak Hour	0/JTEAPA	Averages	Phase 1] 	ſ		G/C=0.126 G= 15.1" Y+R= 5.0" Off= 0.0%	0 sec	Width/ Lanes		12/1 24/2 12/1		12/1 24/2 12/1		12/1 12/1 12/1		12/1 12/1 12/1
2010 PM Peak Hour BUILD - Mitigated	SIGNAL2000//TEAPAC[Ver 2.80.00]	Intersection Averages for Int # 1 - V/C 0.668 (Critical V/C 0.847)			←	North		04+80 04	C=120	Lane Group	SB Approach	TH	NB Approach	RT TH LT	Approach	TH H	E8 Approach	TH
299	10	Ť	S					****				~ !		u				
06:00:17		.ocation Type: NONCBD Key: VOLUMES>	WIDTHS LANES		≪	North		sing: SEQUENCE 44 DERMSV Y Y Y OVERLP Y Y Y LEADLAG LD LD	LT RT TH LT	3.0 3.0 3.0 .94 .90 .90	A A A 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	m 00	000	.o.	hase 5 Phase 6			R= 0.0" G= 0.0" R= 0.0" Y+R= 0.0"
		<u> </u>		.0 1	-	-		QUENCE RMSV Y Y ERLP Y Y ADLAG LD	NB EB TH LT RT TH	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0				Phase 5 Phase			G= 0.0" G= Y+R= 0.0" Y+R=
	にはおいたないのかが	Area Location Type: NONCBD Key: VOLUMES		-	12.0 1			SEQUENCE PERMSV Y Y OVERLP Y Y LEADLAG LD	LT RT TH	3.0 3.0 3.0 3.0 3.0 3.0 3.0 90 .90	A A A 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		z		5 Phase			9.4" G= 0.0" G= = 5.0" Y+R= 0.0" Y+R=
	にはおいたないのかが	Area Location Ty Key:		- <u>99 12.0 1</u>	40 12.0 1	€10_1		1037 232 Phasing: SEQUENCE 24.0 12.0 PERMSV Y Y 2 1 0 0VERLP Y 2 1 LEADLAG LD	RT TH LT RT TH	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		z	0.	4 Phase 5 Phase			7.1" G= 9.4" G= 0.0" G= 5.0" Y+R= 5.0" Y+R= 0.0" Y+R=
2010 PM Peak Hour BUILD - Mitgated		Area Location Ty		- <u>99 12.0 1</u>	40 12.0 1			232 Phasing: SEQUENCE 12.0 Phasing: SEQUENCE 11 OVERLP Y OVERLP Y LEADLAG LD	WB TH LT RT TH LT RT TH	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		200	0.	3 Phase 4 Phase 5 Phase			G= 9.4" G= 0.0" G= Y+R= 5.0" Y+R= 0.0" Y+R=

Analysis of Intersection #2

Ladera Dr / Unser Blvd

Terry O. Brown, P.E. 10/30/2007) ~ ~	NBT NBR SBI	1900 1900 1900	3.0	0.95 1.00 1.00 1 00 0 85 4 00	1.00	•	-	653 376 99 0.85 0.85 0.80	442	0 22 0 768 420 111	pm+ov P	2 2 3	70.0 42	74.0	5.0	3.0		0.20	0.45 0.38 0.45 18.3 7.9 24.2	0.65	0.2	0.02 4.0 C.D	:	ø	Ш	0	ı LL				
	*	WBR NBL	1900 1900		9. F	0.95	1752	157	123 134 0.79 0.85		0 158	pm+pt	50	52.0	54.0	2.0	3.0	0.06	0.38	53.0	1.53	35.3		•	10.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000	HCM Level of Service	Sum of lost time (s)	ICU Level of Service				
lysis	↓ ↓	IL WBT	4 00		00.1 00		1734 5 1 00			1	0 23 369 369		00				0 3.0 A 500	-				1.9		83.3	L	HCM Lev	Sum of k	ICU Leve				
city Ana		EBR WBL	1900 1900		0.85 1.00		2760 3400 1 00 0 0 05	- 1	557 542 0.87 0.79		9 0 631 686	pm+ov Prot	0 4		34.0 20.0 0.31 0.18		3.U 3.U 928 618	σ	0.19			2.0 /0.2			The start	65.0	110.0	98.4%	ņ			
on Capa	1	EBT					1845 2		446 0.87 (613 0		4		27.0		453		- - -			83.8 125.3 2		68.8 5		9	Ę	98.				
itersections ser Blvd	•	EBL	1800	3.0	8.6	0.95	1752	762	199	22	229	pm+pt	- 4	32.0	36.0 0.33	5.0	330		0.17	30.0	1.00 1.00	2 4	0			Delay	ity i auo (s)	lilization				
HCM Signalized Intersection Capacity Analysis 2: Ladera Dr & Unser Blvd		Movement	Lane Configurations Ideal Flow (vphpl)	Total Lost time (s)	Frt	Fit Protected	Sata. Flow (prot) Fit Permitted	Satd. Flow (perm)	Volume (vpn) Peak-hour factor, PHF	Adj. Flow (vph)	KIUK Keduction (vph) Lane Group Flow (vph)	Tum Type Destant Dhases	Permitted Phases	Actuated Green, G (s)	Effective Green, g (s) Actuated g/C Ratio	Clearance Time (s) Vehicle Extension (s)	Lane Grp Cap (vph)	v/s Ratio Prot	v/s Ratio Perm v/c Ratio	Uniform Delay, d1	Progression Factor	Delav (s)	Level of Service	Approach Delay (s)	Intersection Summary	HCM Average Control Delay	Actuated Cycle Length (s)	Intersection Capacity Utilization	Critical Lane Group			
ш. 20		<u></u> [1]																												 	 	
Terry O. Brown, P.E. 10/30/2007		WBL WBT NBL NBT NBR SBL	542 186 134 653 376 Prot	50	2 2 6	5.0 5.0 5.0 5.0 5.	10.0 21.0 10.0 21.0 10.0 21.0 21	20.9% 37.3% 9.1% 51.8% 20	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Lead Lag Lead L	Min Min C-Max Min C-Max C-M	20.0 38.0 54.0 54.0 77.0 44.0	0.18 0.35 0.49 0.49 0.70 0.40 0. 1.11 0.63 0.88 0.45 0.40 0.45	110.3 32.9 72.1 8.6 4.8 26.2		F C E A TO	82.2 14.7 86.7 F B	j.			IDIL AIN O.ODIL, OTAR OF GRAAN			intersection LOS; E ICU Level of Service F		rBhd	F 03					
Terry O. Brown, P.E. 2: Ladera Dr & Unser Blvd	トイト トナ ト	A DA A A A	186 134 653 376 99	3 8 5 2 3	9 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5.0 5.0 5.0 5.0 5.0 5.0 5	10.0 21.0 10.0 21.0 10.0 21.0 21	10.0 23.0 41.0 10.0 57.0 23.0 47.0 47 9.1% 20.9% 37.3% 9.1% 51.8% 20.9% 42.7% 42.7	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Lead Lead Lag Lead Lag L	Min Min C-Max Min C-Max	37.0 20.0 38.0 54.0 54.0 77.0 44.0	0.34 0.18 0.35 0.49 0.49 0.70 0.40 0. 0.68 1.11 0.63 0.88 0.45 0.40 0.45 4	35.2 110.3 32.9 72.1 8.6 4.8 26.2 91			14.7 86 B			Actuated Cycle Length; 110 Offset: 90 (82%). Referenced to nhees 2: NIRTI and 8: 60TI : 2004-01		Control Type: Actuated-Coordinated		Intersection Signal Deay, 53.1 Intersection LOS; E Intersection Capacity Utilization 98.4% ICU Level of Service F		2: Ladera Dr & Unser Blvd	لو «ع		07 141 5			

4.0 4	Ditrimum Initial(s) 5.0	NBR SRL S97 NBR SRL S97 376 125 1355 Perm Perm 6 2 6 6 5 0 5 0 5 0 21.0	or of 15 and 15	▲ ▲ ▲ ▲ ▲ ▲ ■ ■	EBR 11900 3.0 0.88 0.88 0.88 0.85 1.00 1.00 1.00 2760 3.2750 3.0	WIEL WELT WELL WELT 1900 1900 1900 3.0 3.0 3.0 3.0 1.00 0.95 1.00 0.95 1.00 3400 1729 3400 1729 3400 1729 3400 1729	▲ ▲	A 100 110 100 100 100 100 100 100 100 10	NBR S 1900 19 3.0 2.85 1.100 19 1568 17 1568 1	3.0 5.8 3.0 5.8 1.00 0.95 0.35 0.35 0.35 0.35 0.35 0.35	SBT SBR 3.0 3.0 3.0 3.0 1.00 0.95 0.99 0.99 0.99 0.99 0.99 0.99 1.00 3.467 1.00
	0 4.0 4.0 4.0 4.0 0 1.0 1.0 1.0 1.0 1.0 10 1.0 1.0 1.0 1.0 1.0 10 1.0 1.0 1.0 1.0 1.0 11 Min Min Min Min 4.0 4.0 11 Min Min Min Min 0.47 12 0.17 0.32 0.50 0.50 17 0.24 1.08 0.47 14 10.32 0.50 0.0 1 41.0 132.6 40.4 119.6 1 41.0 132.6 40.4 119.6 12.0 1 41.0 132.6 40.4 119.6 12.0 1 41.0 132.6 40.4 119.6 12.0 1 97.3 2.3.1 23.1 23.1 1 97.3 7 23.1 5 1 97.3 7 2.3.1 1 97.3 2.3.1 5 1 97.3 5 5 1 97.3 5 5 1 5 10 10.0 5	A 0 40 40 40 40 40 40 40 40 40 40 40 40 4	HF Phh ph (s) (s) (s) (s)								11355 5 5 5 6 6 7 11535 5 0 11418 5 0 0 11418 5 0 0 11418 5 0 3 3 0 0 11418 5 0 3 3 0 0 5 1 1415 5 5 0 5 1 1555 5 5 5 5 5 5 5 5 5 5 5

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Terry O. Brown, P.E. 10/30/2007		SBT	44	3.0	0.95	1.00	3388	1.00 3388	1169 0.96	1218	22 1543	ø		56.0	0.47 5.0	3.0 1581	0.46	0.98	31.3	0.68 15 4	36.8	204.0	L						
1.0 V	1	SBL		3.0	8.6	0.95	1752	197	290 0.96	303	302	Perm	9 072	56.0	5.0	3.0	1	c1.54 3.28	32.0	0.70 1049.4	7.1.7	±	TANKADAK.		- #				
Ter	•	NBR	1900	3.0	1.00	1.00	1568	1.00 1568	708 0.95	745	10/	Pern	273.0	75.0	0.62 5.0	3.0		0.65	14.2	3.110 3.110	10.5 1071.7	מ		ш	9.0	r			
		NBT	1900	3.0	0.95	1.00	3505	3505	1524 0.95	1604	1604	2	0.57	75.0	5.0 5.0	3.0	0.46	0.73	15.6	2.1	13.0	134.0	-						
	1	NBL	1900	3.0	8.5	0.95	1752	125 125	607 0.95	639	939 C	pm+pt 5	2 73.0	75.0	5.0	3.U 295	c0.29	2.17	40.4	535.1	582.1 F			vice	2)	e CG			
	~	WBR	1900						279 0.93	300	- 0	<u>а</u>									43		Bittere	I of Ser	it time (;	of Serv			
s	Ŧ	WBT WBR	1 <u>30</u> 0	3.0	26.0	1.00	1745	1745	496 0.93	533	816	Ø	27.0	29.0	22:0	422	c0.47	1.93	45.5	429.0	472.7 E	467.3 7	- AND DE LA COMPANY	HCM Level of Service	Sum of lost time (s)	ICU Level of Service			
Analys	6	WBL	1900	3.0	1 00	0.95	3400	3400	594 0.93	639	639	o S	10.0	12.0	2.0		c0.19	1.88	54.0 0.99		460.1			Ŧ	รั	<u>n</u>			
pacity /	1	EBR	1900	3.0	0.85	1.00	1 00	2760	369	397 318	2.2	4	22.0	24.0	2.0		0.03	0.14	39.5 1.00		39.7	1	Collector.	214.1	120.0	143.7%			
on Cal	1	EB1	1900	3.0	38	1.00	1.00	1845	334 0.93	328	359	4	22.0	24.0	2.0	369	0.19	0.97	47.7	39.4	87.1 F	94.7	1000						
2: Ladera Dr & Unser Blvd	1	EBL	1900	3.0	8.0	0.95	172	307	261	508 208	208	2 2	4 27.0	31.0	2.0	164	0.07	1.26	1.00	155.2	213.9 F		No.	elay	y rauo s)	UOIIEZII			2
2: Ladera Dr & Unser Bivd		-		(s)	_		_	2	г, РНF	(hav) n			G (s)	g (s)	(s)	(hq		1	- j	iy, d2		(s)	mary	HCM Average Control Delay	Actualed Cycle Length (s)	Analysis Period (min)	000		
era Dr		Movement and Configurations	Ideal Flow (vphpl)	Total Lost time (s)		Fit Protected	itted	Satd. Flow (perm)	Volume (vpn) Peak-hour factor, PHF	Ad). Flow (vph) RTOR Reduction (vph)	Lane Group Flow (vph	Protected Phases	Permitted Phases Actuated Green, G (s)	Effective Green, g (s) Actuated o/C Ratio	Clearance Time (s) Vehicle Evteneinn (s)	Lane Grp Cap (vph)	Le Le	Lalau L	Progression Factor	Incremental Delay, d2	Level of Service	Approach Delay (s) Approach I OS	Intersection Summary	srage C	Cycle L	Analysis Period (min)			
Lado		Movement	deal Flo	otal Lo	Fr	Fit Protected	Fit Permitted	atd. Flo	Peak-hour fac	Adj. Flow (vph) RTOR Reductic	Lane Grou	rotecte	ctuated	ffective	learanc ahirla I	ane Gr	v/s Katio Plot v/s Ratio Perm	v/c Ratio	rogress	cremer	Level of §	Approach Delay	tersect	CM Ave	ctuated	Critic			
730/2007																									•			 	
10/30/2007	BT NRI VRP CEI CET	1 44 7 4	196 607 1524 708 290 1169 0m+nt Dam Dam	2	2 6	5.0 5.0 5.0 5.	10.0 21.0 21.0 21.0	19.U /8.0 78.0 59.0 5 15.8% 65.0% 65.0% 49.2% 49	4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0 1.0 1.0 1.0 1.0	Lead	Min C-Max C-Max C-Max C	/5.0 /5.0 75.0 0.62 0.62 0.62	2.17 0.73 0.69 3.28 558.7 13.2 7.8 1064 1	0.0 0.0 0.0	F B A F	F F F F			L. Start of Green			ection LOS. F evel of Service H			115. 137.	-a	110 st 132 s		the manual statement of the statement of
10/30/2007	WET NET NET NED SEI		496 607 1524 708 290 1 pm+pt Dam Dam	8 5 2	u 73	5.0 5.0 5.0 5.0 5.0	21.0 10.0 21.0 21.0 21.0	22.0 19.0 /8.0 78.0 59.0 26.7% 15.8% 65.0% 65.0% 49.2% 4	4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0 1.0 1.0 1.0	Lag Lead Lag	Min Min C-Max C-Max C-Max C	28.0 /5.0 /5.0 75.0 56.0 0.24 0.62 0.62 0.62 0.47	1.90 2.17 0.73 0.69 3.28 C 440.6 558.7 13.7 7 8 1064 1 3		F F B A F				16.SBTL, Start of Green			Intersection LOS: F ICU Level of Service H			a3 ++				the manual statement of the statement of
10/30/202	WBL WBT NBI WAT NAP SEI	100 VICE 144 14 14 14	594 495 607 1524 708 290 1 Prot nm+nt Darm Darm	3 8 5 2	0 0 0 0 0 0 0	5.0 5.0 5.0 5.0 5.0 5.0	10.0 21.0 10.0 21.0 21.0 21.0	13.U 32.U 19.U /8.U 78.0 59.0 12.5% 26.7% 15.8% 65.0% 65.0% 49.2% 4	4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0 1.0 1.0 1.0 1.0	Lead Lag Lead	Min Min Min C-Max C-Max C-Max C	0.10 0.24 0.62 0.62 0.62 0.47	1.88 1.90 2.17 0.73 0.69 3.28 C 436.7 440.6 558.7 13.2 7.81064.1 3			c.021			BTL and 6.SBTL, Start of Green			Intersection LOS: F ICU Level of Service H		Blvd	a3 ++				the manual of the second se
10/30/202	EBR WAL WAT NHI WAT WAS CAL	14 44 4 44 4 44 4	369 594 496 607 1524 708 290 1 Prot Prot nm+nt Darm Darm	3 8 5 2	0 0 0 0 0 0 0	5.0 5.0 5.0 5.0 5.0 5.0 5.0	21.0 10.0 21.0 10.0 21.0 21.0 21.0 27.0 15.0 200 10.0 21.0 21.0	zi.u 13.u 3z.u 19.U /8.0 78.0 59.0 22.5% 12.5% 26.7% 15.8% 65.0% 65.0% 49.2% 4	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	Lag Lead Lag Lead	Min Min Min Min C-Max C-Max C-Max C	24.0 12.0 29.0 75.0 75.0 56.0 0.20 0.10 0.24 0.62 0.62 0.62 0.47	0.46 1.88 1.90 2.17 0.73 0.69 3.28 0 5.7 436.7 440.6 558.7 132 7.8.106.4 1			5.021 7.024 F			ase 2:NBTL and 6.SBTL, Start of Green					s Unser Bivd	a3 ++				the manual of the second se
	EBT EBR WBL WAT NRI WAT NRD SOL		334 369 594 496 607 1524 708 290 1 Prot Prot om+nt Dam Dam	3 8 5 2			21.0 21.0 10.0 21.0 10.0 21.0 21.0 21.0	22.5% 22.5% 12.5% 26.7% 15.8% 65.0% 65.0% 49.2% 4	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	Lag Lead Lag Lead Lag	Min Min Min Min Min C-Max C-Max C-Max C	24.0 24.0 12.0 29.0 75.0 75.0 56.0 0.20 0.20 0.10 0.24 0.62 0.62 0.47	0.97 0.46 1.88 1.90 2.17 0.73 0.69 3.28 0 88.7 5.7 436.7 440.6 558.7 13.7 7.8106.41 3			c.021			ed to phase 2: NBTL and 6: SBTL, Start of Green	rdinatari				lera Dr & Unser Bivd	a3 ++				Cata F - full access of Internation 40
2: Ladera Dr & Unser Blvd	EBR WAL WAT NHI WAT WAS CAL		369 594 496 607 1524 708 290 1 Prot Prot nm+nt Darm Darm	3 8 5 2			21.0 10.0 21.0 10.0 21.0 21.0 21.0 27.0 15.0 200 10.0 21.0 21.0	22.5% 22.5% 12.5% 26.7% 15.8% 65.0% 65.0% 49.2% 4	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	Lag Lead Lag Lead	Min Min Min Min Min Min C-Max C-Max C-Max C	24.0 24.0 12.0 29.0 75.0 75.0 56.0 0.20 0.20 0.10 0.24 0.62 0.62 0.47	0.46 1.88 1.90 2.17 0.73 0.69 3.28 0 5.7 436.7 440.6 558.7 132 7.8.106.4 1			C.027 7.00.7	Intersection Summary	oyde Length, 120 Actuated Cycle Length, 120	Offset: 25 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Maturel Code: 75	ivatual cyclia: r.s. ontrol Tycker Actualied-Coordinatied		:: 203.3 lization 143.7%	Artalysis Period (min) 15	2: Ladera Dr & Unser Blvd	a3 ++				the maintaine of the second

-55.0 5.0 5.0 3.0 758 0.04 0.43 21.9 0.95 0.3 21.0 C Terry O. Brown, P.E. 10/30/2007 51.0 0.95 11.00 1.00 3505 3505 1.00 1169 0.96 1218 9 44.0 8 30 0 42.0 0.35 0.95 36.9 36.9 11.05 11.05 50.5 50.5 60.5 7 11.8 7 9 0 0 3505 1218 3.0 1.00 0.95 0.95 0.95 290 302 0.96 ۱ 3.0 3400 88 9.2 5.0 3.0 3.0 0.85 54.1 0.91 79.3 E Pot 317 3.0 1.00 1.00 1568 1568 1568 NBN 8 708 0.95 745 79.0 0.13 0.34 0.69 0.90 1.7 13.2 13.2 B 11 5.0 0.0 1 vo+mq Nat' 54.0 3.0 1.00 3505 0.95 804 ŝ 5.0 1636 c0.46 0.98 31.5 40.2 42.2 17.4 0.97 0.95 0.95 0.95 0.95 0.95 0.95 Prot 21.2 23.2 5.0 5.0 3.0 657 657 5 629 48.1 1.12 27.1 80.9 3.0 a 0.97 1 HCM Level of Service Sum of lost time (s) ICU Level of Service MBR -279 300 300 006 00 4 ŧ 3.0 0.95 0.95 3316 1.00 1.00 1.00 1.00 1.00 1.00 3316 496 65 533 533 533 ŧ **NBT** 00 27.8 29.8 5.0 3.0 823 823 44.1 0.95 17.0 58.8 58.8 67.2 E 0.93 HCM Signalized Intersection Capacity Analysis 21.0 23.0 5.0 5.0 5.0 652 652 652 652 0.97 0.95 0.95 0.95 0.95 0.95 e 8 3.0 80 594 0.93 639 639 ğ 0.98 5 48.3 1.00 29.9 78.2 ш 0.85 1.00 2760 1.00 2760 50.1 0.96 120.0 97.0% 3.0 0.88 369 0.93 397 5 S 37.0 41.0 1012 0.07 0.07 0.38 0.38 1.00 1.00 30.1 384 10+WC 3.0 C 3.0 0.95 1.00 1.00 1.00 \$ 334 359 359 15.8 17.8 5.0 5.0 5.0 5.0 5.0 5.0 0.10 t a 359 48.5 1.00 3.9 52.4 49.5 D 505 0.69 2: Ladera Dr & Unser Blvd Intersection Capacity Utilization 3.0 1.00 1.00 0.95 0.95 415 192 0.93 206 24.8 28.8 5.0 5.0 5.0 5.0 5.0 0.24 0.24 0.22 0.08 0.14 0.14 000 206 pm+pt 41.3 8 40.5 81.8 HCM Volume to Capacity ratio HCM Average Control Delay Actuated Cycle Length (s) Adj. Flow (vph) RTOR Reduction (vph) Critical Lane Group Peak-hour factor, PHF Lane Group Flow (vph) Tum Type Actuated Green, G (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot 님 Effective Green, g (s) Analysis Period (min) riterection. Summan Configurations Actuated g/C Ratio Clearance Time (s) Approach Delay (s) Approach LOS Satd. Flow (perm) Volume (vph) Progression Factor Incremental Delay, Ideal Flow (vphpl) otal Lost time (s) Protected Phases Permitted Phases Uniform Delay, d1 Satd. Flow (prot) ane Util. Factor Level of Service v/s Ratio Perm Fit Protected Fit Permitted **Wovement** v/c Ratio Delay (s) -800 Terry O. Brown, P.E. 10/30/2007 5.0 10.0 11.7% 1.0 11.7% 1.0 1.0 Lead Min 58.0 0.48 0.44 18.4 18.4 18.4 333 SBT SBR 6 vo+mq 7 1169 C-Max 44.0 0.37 0.85 50.8 47.0 21.0 4 1.0 0.0 ۵ 5.0 ۵ 49.8 ٦ 290-5.0 10.0 14.0 1.7% 40 1.0 ead-Min 11.2 0.09 0.95 81.8 0.0 21 5 - 8º 5.0 26.0 21.7% 4.0 1.0 Min 82.0 82.0 0.68 0.68 13.6 13.6 13.6 8 8 Vo+mq 21.0 49.2% 4.0 1.0 C-Max 56.0 0.47 0.98 \$34 \$24 5.0 0.0 0 670 Intersection LOS: D ICU Level of Service F 41.1 1 331 Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Green 108 5.0 10.0 26.0 21.7% u, 4.0 1.0 Min 23.2 0.19 81.5 0.0 81.5 F 4 Ea J 14 8 â 83 5.0 21.0 27.5% 33.0 4.0 1.0 Lag Min 29.8 0.94 55.9 0.0 55.9 86.0 F ŧ 88 Les to e 5.0 5.0 10.0 26.0 21.7% 20 1.0 ead Min 23.0 0.98 0.98 79.1 79.1 79.1 ш 6 2: Ladera Dr & Unser Blvd 4.0 1.0 Lead 5.0 10.0 26.0 100 in SER. V0+mq 44.0 0.37 0.38 0.38 27.9 27.9 C Nⁱⁿ 1 101 t 334 17.5% 5.0 21.0 21.0 1.0 Lag Min 17.8 0.15 0.69 56.1 56.1 56.1 48.9 D ntersection Capacity Utilization 97.0% Control Type: Actuated-Coordinated 2: Ladera Dr & Unser Blvd 192 pm+pt 10.0 14.0 4.0 5.0 Lead Intersection Signal Delay: 50.1 1 ŵ Actuated Cycle Length: 120 Analysis Period (min) 15 Maximum v/c Ratio: 0.98 Intersection Summary .ane Configurations -ead-Lag Optimize? Minimum Initial (s) Act Effct Green (s) Actuated g/C Ratio Vatural Cycle: 110 Splits and Phases: Protected Phases Minimum Split (s) Cycle Length: 120 All-Red Time (s) Detector Phases Yellow Time (s) Approach Delay Total Split (s) Total Split (%) Approach LOS 29 2 (vph) (vph) Control Delay ana Group Recall Mode Queue Delay **Fotal Delay** um Type Lead/Lag Limings v/c Ratio 뗩

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2010 PM Peak BUILD Conditions - MITIGATED

Analysis of Intersection #3

I-40 North ramp / Unser Blvd

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O. Brown, P.E. 10/30/2007 3: 1-40 North ramp & Unser Blvd	Movement EBL EBT EBR WaL WBT WBR Lane Configurations	1900 1900 1900 1900 1900 1	ne Util. Factor	1.00 1.00	0.95	1665 16/0	(erm)	0 0 0 438 3	or, PHF 0.85 0.85 0.85 0.91 0.91 (0 0 0 481 3	0 0 0 0	p Flow (vph) 0 0	Perm Type Perm Free pm+p	æ		19.6	21.6 21.6 1	Clearance Time (s) c. 20 1.00	s) 3.0	(vph) 327	1	GL'0 41'0	0.14 U.14 U.14 U.14 U.14 U.14 U.14 U.14 U	100 100	d2 8.4		PEE		Intersection Summery	HCM Average Control Delay 11.4 HCM Level of Service	HCM Volume to Capacity ratio 0.76 Actuated Cyrcle Length (c) 110.0 0	Utilization	15	c Critical Lane Group			
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-		WBR NBL NBT	1485	Free pm+pt	2	5	5.0 5.0	0.0 11.0 75.0	0.0% 9.2% 62.5% 53	1.0		Min C-Max C	1.00 0.65 0.65	0.61 0.46 0.74 1.8 35.5 9.8	0.0 0.0 0.0	A D A	11.0				te 2.NBTL and 6.SBT, Start of Green					D & Linser Bive						
-		WBT WBR NBL NBT	0 905 75 1485	Free pm+pt	8 5 2 Free 2	8 5 2	5.0 5.0 5.0 210 400 210 2	45.0 0.0 11.0 75.0	37.5% 0.0% 9.2% 62.5% 53	1.0 1.0 1.0		Min Min C-Max C 35.5 120.0 78.6 78.6	0.30 1.00 0.65 0.65	0.83 0.61 0.46 0.74 53.8 1.8 35.5 9.8	0.0 0.0 0.0 0.0 538 18 265 0.0	D A D A	11.0				to phase 2.NBTL and 6.SBT, Start of Green	lingher				Jordh ramp & Linser Blvd						
		WBR NBL NBT	805 75 1485	Free pm+pt	8 5 2 Free 2	8 5 2	5.0 5.0	45.0 0.0 11.0 75.0	0.0% 9.2% 62.5% 53	1.0 1.0 1.0		Min C-Max C	0.30 1.00 0.65 0.65	0.61 0.46 0.74 1.8 35.5 9.8	0.0 0.0 0.0	D A D A	11.0			Actuated Cycle Length: 120	Offset: 86 (12%), Referenced to phase 2.NBTL, and 6.SBT, Start of Green Natural Cycole: 65	Control Type: Concrimenter		Intersection Signal Delay: 17.1 Intersection LOS: B		3. 140 North ramp & Linser Blyri						

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Los Volcanes Rd / Unser Blvd

Terry O. Brown, P.E. 10/30/2007 3.0 3.0 1.00 1.00 1.00 1.00 3505 3505 SBT 976 0.82 1190 0 φ 57.7 59.7 5.0 5.0 3.0 1902 0.34 0.63 17.4 17.4 15.1 15.1 25.3 C 1190 3.0 3.0 1.00 1.00 1.00 0.95 0.95 0.95 0.95 773 c0.18 490 0.82 598 - Prot 23.0 25.0 5.0 3.0 SBL 0 598 ۵ 0.77 39.8 1.14 3.8 3.8 49.1 1900 3.0 1.00 1568 1.00 1.00 pt+ov 2 3 **NBR** 892 0.13 279 0.91 307 107 200 200 50.6 52.6 0.57 0.22 11.7 0.1 0.1 11.8 11.8 υ C 12.0 NBT 1800 3.0 3.0 11.00 11.00 5036 5036 5036 2 1932 c0.26 0.91 0.91 310 С 1310 40.2 42.2 5.0 3.0 0.68 1.00 1.00 1.9 26.8 C C 3.0 3.0 3.0 1.00 1.00 0.95 0.95 0.95 0.95 0.95 0.91 5.5 7.5 0.07 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 4 NBL σ 0 0 Prot 5 0.04 47.9 0.1 0.1 8.0 HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 1900 219 0.75 0 0 0 4 ŧ WBT æ 18.0 20.0 5.0 3.0 291 0.32 39.1 1.00 0.6 0.6 0.6 45.0 P D HCM Signalized Intersection Capacity Analysis 4: Los Volcanes Rd & Unser Blvd 3.0 3.0 3.0 3.0 3.0 1.00 0.95 0.95 0.95 0.95 0.95 0.95 0.75 0.75 0.75 15.4 17.4 5.0 5.0 5.0 5.0 5.0 5.38 5.0 5.38 5.38 5.38 WBL 2 of 0.74 6 396 44.1 5.2 49.3 EBR 1900 0.75 30.5 0.68 110.0 69.7% 000 11.4 13.4 5.0 3.0 222 222 50.06 t 0.47 45.0 1.00 1.6 46.6 48.2 48.2 D EBT 104 3.0 0.97 1.00 0.95 3400 0.85 0.85 137 137 Intersection Capacity Utilization 8.8 0.10 5.0 334 0.05 1906 0 EBL 183 8 Prot 0.55 47.3 1.00 1.8 HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s) Adj. Flow (vph) RTOR Reduction (vph) ane Group Flow (vph) Peak-hour factor, PHF Analysis Period (min) c Critical Lane Group Actuated Green, G (s) g Effective Green, g (s) Actuated g/C Ratio Intersection Summary Vehicle Extension (s) ane Configurations Frt Fit Protected Satd. Flow (prot) Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Prot Approach Delay (s) (deal Flow (vphpt) Total Lost time (s) Progression Factor Incremental Delay, Satd. Flow (perm) Protected Phases Permitted Phases Uniform Delay, d1 ane Util. Factor Level of Service v/s Ratio Perm Approach LOS Flt Permitted Volume (vph) Movement v/c Ratio Delay (s) Ē Terry O. Brown, P.E. 10/30/2007 pt+ov 6 7 72.0 SBR 75 67 73.4 0.67 0.08 0.08 0.08 0.0 < > SBT 6 5.0 21.0 58.0 52.7% (\$4 G 4.0 1.0 Lag 59.6 0.54 0.63 15.9 15.9 15.9 C-Max 26.4 C 21 5 5.0 10.0 29.0 26.4% { 4.0 1.0 25.0 0.23 0.77 480 Prot SBL Min 51.1 D 51.1 R 278 pt+ov 2.3 VBR 23 60.0 54.5% Intersection LOS: C ICU Level of Service C 62.6 0.57 0.31 4.1 4.1 4.1 < 82 Offset: 96 (87%), Referenced to phase 2 NBT and 6 SBT, Start of Green 2 5.0 21.0 39.0 35.5% 2 **NBT 1**92 31.7 0.0 31.7 26.6 C 4.0 1.0 42.2 0.38 0.68 C-Max o Ea 🎶 5 14.3 \$ s, id 5.0 5.0 10.0 9.1% 1.0 ead Min 7.5 0.04 48.5 0.0 F 4.0 NBL 4 4: Los Volcanes Rd & Unser Blvd WBT ф. 60 5.0 21.0 28.0 25.5% 4.0 1.0 ţ Min 20.0 0.18 0.63 12.6 0.0 12.6 34.5 C 5.0 10.0 21.0 19.1% WBL e 297 4.0 Lead Min 17.4 0.16 53.0 0.0 0.74 6 4: Los Volcanes Rd & Unser Blvd EBT 5.0 21.0 21.0 19.1% <u>+</u>7 4.0 1.0 Lag Min 13.4 0.12 0.48 49.6 0.0 49.6 D 52.3 D Intersection Capacity Utilization 69,7% Analysis Period (min) 15 t Control Type: Actuated-Coordinated N 5.0 10.0 14.0 12.7% Min 10.8 0.10 0.55 53.8 53.8 53.8 D 137 Prot Lead EB Intersection Signal Delay: 29.4 33 * Cycle Length: 110 Actuated Cycle Length: 110 Maximum v/c Ratio: 0,77 Lead/Lag Lead-Lag Optimize? Recall Mode ntersection Summary ane Configurations Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) Act Effct Green (s) Actuated g/C Ratio Minimum Initial (s) oplits and Phases: Permitted Phases Frotected Phases Natural Cycle: 80 Detector Phases All-Red Time (s) Approach Delay 똃 Approach LOS Volume (vph) Queue Delay Total Delay Control Delay Group <u>85</u> Timings v/c Ratio ane Turn 1 SO

SBR

7

71.5 73.5 0.67

0.04

0.06 6.3 0.26 0.0 1.7 A

2010 AM Peak NOBUILD Conditions D:ATOBENPROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF2010ANX.sy7

2010 AM Peak NOBUILD Conditions D.NTOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF2010ANX,sy7

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1900 3.0 1.00 0.85 1.00 1.00 1.00 78 0.82 0.82 35 32 63 87 67 87 87 87 87 Terry O. Brown, P.E. SBR 10/30/2007 70.4 72.4 0.66 0.04 0.06 6.7 0.20 0.0 1.3 A 2010 AM Peak BUILD Conditions D.NTOBEVPROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unse\CaseF\2010ABX.sy7 7 1900 3.0 1.00 1.00 3505 3505 3505 1043 0.82 1272 ø SBT Q 58.4 60.4 5.0 3.0 1925 0.36 0.66 17.6 0.78 1.3 1.3 15.1 8 8 25.0 C 1272 1900 3.0 3.0 0.97 1.00 0.95 0.95 0.95 23.7 25.7 25.7 5.0 5.0 3.0 794 794 3400 516 0.82 629 ٦ 0 0.79 1.13 4.0 48.8 D SBL 629 Prot 1900 3.0 11.00 1568 1568 1568 pt+ov 23 NBR 279 0.91 307 107 200 59.9 61.9 0.56 882 0.13 12.0 D 0.23 1.00 0.1 0.1 B O ↑↑↑ 1900 3.0 3.0 1.00 1.00 1.00 1.00 5036 5036 **NBT** 2 1932 c0.28 1287 0.91 1414 0.73 29.1 1.00 2.5 31.5 28.2 C C 40.2 42.2 5.0 3.0 A1A 1900 3.0 3.0 3.0 1.00 1.00 0.95 0.95 0.95 0.95 NBL đ οσ n G 4 0.91 5.5 7.5 5.0 3.0 3.0 0.00 0.04 47.9 1.00 0.1 48.0 HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 1900 255 0.75 340 0 0 WBT 21.1 21.1 5.0 5.0 3.0 3.0 0.07 ŧ 00 0.35 38.5 1.00 0.7 0.7 39.2 1.00 1.0 0 1.0 1.0 0 1.0 0 0 0 HCM Signalized Intersection Capacity Analysis 14.7 16.7 5.0 5.0 3.0 516 516 516 WBL Ę 396 1.00 6.7 51.5 D 0.77 44.8 EBR 1900 0.75 0 31.2 0.72 110.0 74.5% 4: Los Volcanes Rd & Unser Blvd 1900 3.0 1.00 0.99 0.99 1.00 1.00 1.00 74 74 74 99 EBT 11.4 13.4 5.0 3.0 222 222 222 222 t 104 4 45.0 1.00 1.6 46.6 52.3 D 0.47 Intersection Capacity Utilization Analysis Period (min) c Critical Lane Group 1900 3.0 3.0 3.0 3.0 3.0 3.0 0.95 0.95 0.95 0.95 0.95 0.75 0.75 7.0 9.0 5.0 3.0 278 0.06 49.1 6.5 55.6 EBL 189 189 Į 0.68 HCM Volume to Capacity ratio HCM Average Control Delay Actuated Cycle Length (s) Adj. Flow (vph) RTOR Reduction (vph) Peak-hour factor, PHF Lane Group Flow (vph) Actuated Green, G (s) Effective Green, g (s) Lane Configurations Ideal Flow (vphpl) Total Lost time (s) g Clearance Time (s) Vehicle Extension (s) Intersection Summary Lane Grp Cap (vph) Approach Delay (s) Approach LOS Frt Flt Protected Satd. Flow (prot) Flt Permitted Actuated g/C Ratio Satd. Flow (perm) Volume (vph) Progression Factor Incremental Delay, Protected Phases Permitted Phases Uniform Delay, d1 ane Util. Factor Level of Service v/s Ratio Perm v/s Ratio Prot Movement ypa v/c Ratio Delay (s) [um] Terry O. Brown, P.E. 10/30/2007 2010 AM Peak BUILD Conditions D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF\2010ABX.sy7 pt+ov 6 7 71.0 SBR 5 67 < \mathbf{F} **\$** ģ 5.0 21.0 29.0 53.6% SBT 40 1.0 Lag C-Max 60.4 0.55 0.66 15.8 0.0 15.8 8 O 26.1 21 516 Prot 5.0 70.0 29.0 26.4% 1.0 Lead SBL 4.0 Min 25.7 0.23 0.79 50.7 50.7 50.7 50.7 50.7 ଞ୍ଚ pt+ov 2 3 NBR 279 23 60.0 54.5% 61.8 0.56 0.31 4.3 4.3 A Intersection LOS: C ICU Level of Service D 12 \$ 129 Offset: 90 (82%), Referenced to phase 2:NBT and 6:SBT, Start of Green 5.0 21.0 40.0 36.4% (4.0 1.0 Lag 0 203 NBT 287 42.2 0.38 0.73 32.9 32.9 C 27.9 C C-Max 5 Prot 5 5.0 10.0 10.0 1.0 ead Min 7.5 7.5 0.07 0.04 48.5 48.5 48.5 4.0 NBL. ¥ 4: Los Volcanes Rd & Unser Blvd WBT 80 8 5.0 21.0 29.0 26.4% ţ ±₽ 4.0 1.0 Lag 21.1 0.19 Min 0.66 12.1 0.0 12.1 34.3 C B 5.0 10.0 20.0 18.2% WBL 297 297 3 1.0 Lead 16.7 0.15 0.0 6 Min Ŀ. 0.77 4: Los Volcanes Rd & Unser Blvd EBT t 5.0 21.0 21.0 14 19.1% 0.0 49.6 57.6 E 4.0 1.0 Lag Min 13.4 0.12 0.48 19.6 Intersection Signal Delay: 30.0 Intersection Capacity Utilization 74.5% Control Type: Actuated-Coordinated ß 5.0 10.9% 10.9% Min 9.0 0.08 0.68 0.0 62.2 62.2 E Prot 52 Lead EBL 40.5 Actuated Cycle Length: 110 Maximum v/c Ratio: 0.79 Analysis Period (min) 15 Intersection Summary Lead-Lag Optimize? Recall Mode -ane Configurations Turn Type Protected Phases Minimum Initial (s) Total Split (s) Total Split (%) Yelkow Time (s) All-Red Time (s) Act Effct Green (s) Actuated g/C Ratio ⁵ermitted Phases Splits and Phases: Minimum Split (s) Cycle Length: 110 **Detector Phases** Natural Cycle: 90 Approach Delay ശ്ല Control Delay Queue Delay Volume (vph) Approach LOS ane Group Total Delay LOS 10 s 159 s Timings Lead/Lag //c Ratio

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1900 3.0 0.85 0.85 1.00 1.00 1.27 0.89 1.43 6.0 83 6.7 67.5 69.5 0.58 908 Terry O. Brown, P.E. 10/30/2007 SBR 0.09 11.2 0.98 0.0 11.0 B 57.5 59.5 0.50 5.0 3.0 1738 0.29 SBT 1900 3.0 1.00 1.00 1.00 3505 894 0.89 1004 ¢ g 1004 0.58 21.4 0.77 17.5 17.5 17.5 28.0 C 1900 3.0 3.0 3.0 1.00 1.00 0.95 0.95 0.95 0.95 609 609 609 609 609 29.2 31.2 5.0 5.0 884 884 884 0.20 SBL. 684 Pad 1.07 3.0 46.9 0.77 Q 41.1 pt+ov 2 3 ABA NBA 67.3 69.3 0.58 906 0.25 0.43 14.3 0.3 0.3 14.6 B ۵ <u>о</u> ш NBT 1900 3.0 0.91 1.00 11.00 5035 5035 5035 0.85 0.85 0.85 0 N 34.3 36.3 5.0 3.0 1523 c0.25 0.84 39.1 5.6 5.6 44.7 1274 35.8 D 1900 5 of 6.0 8.0 5.0 3.0 227 227 14 NBL 0.06 52.5 1.00 0.1 52.6 _ 1 HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 1900 459 0.92 499 0 c 4 WBT 31.5 33.5 0.28 5.0 5.0 443 443 443 ŧ 0.59 37.3 1.00 2.0 39.3 53.1 53.1 HCM Signalized Intersection Capacity Analysis 28.0 30.0 5.0 850 850 24 1900 3.0 3.0 1.00 0.95 0.95 0.95 0.95 3400 736 0.92 800 6 **MB** 0 S is ш 0.94 44.1 1.00 1.00 18.2 62.3 EBR 1900 G 0.83 00 38.1 0.81 120.0 83.4% 4: Los Volcanes Rd & Unser Blvd 1000 11:00 1 8.5 10.5 5.0 5.0 3.0 158 0.02 t EBT 51.1 1.00 0.9 55.3 E 0.26 52.0 1006 0.97 0.95 0.95 0.95 0.95 EBL 3.0 3400 82 0.83 8 0 66 Prot 5.0 7.0 5.0 3.0 198 0.03 54.8 1.00 2.0 56.8 Intersection Capacity Utilization 0.50 ш HCM Volume to Capacity ratio HCM Average Control Delay Actuated Cycle Length (s) Adj. Flow (vph) RTOR Reduction (vph) Peak-hour factor, PHF Lane Group Flow (vph) Actuated Green, G (s) Critical Lane Group Incremental Delay, d2 Effective Green, g (s) Intersection Summary Vehicle Extension (s) ane Configurations Analysis Period (min) Lane Grp Cap (vph) v/s Ratio Prot Satd. Flow (perm) Volume (vph) Clearance Time (s) Approach Delay (s) Actuated g/C Ratio Progression Factor deal Flow (vphpl) Total Lost time (s) Protected Phases Uniform Delay, d1 Satd. Flow (prot) Permitted Phases -ane Util. Factor Level of Service Approach LOS v/s Ratio Perm Flt Protected Flt Permitted **Movement** Furn Type v/c Ratio Delay (s) Terry O. Brown, P.E. 10/30/2007 6 67 5.0 21.0 56.0 66.0 46.7% 55.0% SBR pt+ov 67 127 68.5 0.58 0.15 2.3 2.3 2.3 2.3 2.3 < 7 SBT 0.0 ₽8 4.0 1.0 Lag C-Max 59.5 0.50 0.58 28.4 C 18.1 5.0 10.0 29.0 24.2% 609 Prot 4.0 1.0 31.2 0.26 0.77 48.9 48.9 48.9 Ť SBL c Mir 2 463 463 23 58.3% NBR 23 70.0 69.3 0.58 6.7 6.7 6.7 6.7 6.7 Intersection LOS. D ICU Level of Service E Offset: 51 (43%), Referenced to phase 2 NBT and 6 SBT, Start of Green 37.0 30.8% { 4.0 1.0 Lag NB1 ^o 5.0 21.0 683 C-Max 36.3 0.30 0.84 45.5 0.0 45.5 34.0 C 80 ŧ ŧ e7 1443 ₹¢ 83 5 of 5.0 10.0 13% 4.0 1.0 Min 8.0 0.07 0.06 52.8 52.8 52.8 D ABL VBL 1 10 = s 🛸 4. Los Volcanes Rd & Unser Blvd WBT 5.0 21.0 44.0 48 36.7% 4.0 1.0 Lag 33.5 0.28 0.75 17.6 0.0 17.6 B 45.4 Ť Min ۵ Min 30.0 0.25 0.94 64.0 64.0 E4.0 5.0 10.0 33.0 27.5% 4.0 1.0 NBL 738 Prot ო 6 4: Los Volcanes Rd & Unser Blvd 5.0 21.0 21.0 4.0 1.0 17.5% 33 f EBT Min 10.5 0.09 0.29 49.4 0.0 0.0 0 0 59.2 59.2 intersection Capacity Utilization 83,4% Control Type: Actuated-Coordinated 5.0 10.0 8.3% 1.0 1.0 Lead Pat 82 7.0 0.06 0.50 63.9 0.0 83.9 Ш EBL Min Intersection Signal Delay: 35.7 പ്പ Actuated Cycle Length: 120 Maximum v/c Ratio: 0.94 Analysis Period (min) 15 All-Red Time (s) Lead/Lag Lead-Lag Optimize? Intersection Summary Lane Configurations Act Effct Green (s) Actuated g/C Ratio Minimum Initial (s) Natural Cycle: 100 ³rotected Phases ²ermitted Phases Minimum Split (s) Splits and Phases. Total Split (s) Total Split (%) Yellow Time (s) Cycle Length: 120 Detector Phases Queue Delay Total Delay LOS Approach Delay ശ്ഛ Volume (vph) Approach LOS Control Delay Recall Mode Lane Group Furn Type Timings 156 3 ¢, //c Ratio ß 10

2010 PM Peak NOBUILD Conditions D.ATOBE/PROJECTS/Heritage_Neighborhood_Marketplace_Laderr_Unser/CaseF12010PNX.sy7

2010 PM Peak NOBUILD Conditions D.\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF12010PNX.sy7

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133 0.89 149 66 83 83 1900 3.0 1.00 0.85 1.00 1.00 1.00 Terry O. Brown, P.E. 10/30/2007 SBR 63.0 67.0 5.0 5.0 915 915 915 0.01 0.05 0.05 0.05 0.05 7.5 A 2010 PM Peak BUILD Conditions D.MTOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_UnsenCaseFl2010PBX.sy7 1900 3.0 3.0 3505 3505 3505 3505 SBT 0.89 ω 58.0 60.0 5.0 3.0 3.0 0.32 o 0.65 22.1 1.1 1.1 17.0 B 27.4 C 131 3400 0.95 0.95 0.95 0.95 0.95 3400 651 0.89 731 731 731 30.0 32.0 5.0 3.0 3.0 907 907 0.22 SBL. Prot 0.81 41.1 1.08 3.3 3.3 47.6 D 463 0.85 545 166 379 1900 3.0 11.00 1568 1568 1568 ×. VBR vo+mq ۵ <u>о</u> ш 1900 3.0 3.0 1.00 1.00 5036 5036 11.00 10.00 100 VBT 2 -33.7 35.7 0.30 5.0 3.0 1498 c0.28 43.1 1400 41.0 1.00 12.2 53.2 0.93 1900 3.0 3.0 3.0 11.00 11.00 0.95 0.95 0.95 0.95 5.7 7.7 5.0 5.0 3.0 218 0.00 NBL 0.85 14 14 14 5 of 0.06 52.8 0.1 0.1 52.9 c 4 HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 006 0.92 543 543 4 WBT 31.3 33.3 5.0 5.0 440 440 60.20 ŧ 310 0.70 38.9 5.0 5.0 44.0 59.0 59.0 HCM Signalized Intersection Capacity Analysis 27.0 29.0 5.0 822 822 822 5 Prot MBC 8 0.97 45.1 1.00 24.8 69.9 ш EBR 1900 0 41.7 0.87 120.0 88.8% 0.83 4: Los Volcanes Rd & Unser Blvd EBT 1900 3.0 1.00 0.98 1.00 0.98 1.00 1.00 1.00 1.00 40 40 40 40 40 40 t 4 9.3 5.0 3.0 170 0.02 0.02 0.24 50.4 0.8 0.8 51.1 51.1 55.6 E 1.00 0.95 0.95 0.95 3400 5.0 7.0 5.0 3.0 0.03 0.03 87 0.83 105 Intersection Capacity Utilization Analysis Period (min) EBL **1**06 3.0 0.97 0 105 Prot 0.53 1.00 2.7 57.6 HCM Volume to Capacity ratio HCM Average Control Delay Actuated Cycle Length (s) Peak-hour factor, PHF RTOR Reduction (vph) (Hay) Actuated Green, G (s) Critical Lane Group incremental Delay, d2 Effective Green, g (s) Actuated g/C Ratio Vehicle Extension (s) Lane Grp Cap (vph) Intersection Summary Lane Configurations Clearance Time (s) Approach Delay (s) Ideal Flow (vphp!) Total Lost time (s) Progression Factor Satd. Flow (perm) Volume (vph) Lane Group Flow (Protected Phases Uniform Delay, d1 Satd. Flow (prot) Permitted Phases Lane Util. Factor Level of Service Adj. Flow (vph) v/s Ratio Perm Approach LOS v/s Ratio Prot Fit Protected Fit Permitted Movement Fum Type v/c Ratio Delay (s) E 0 Terry O. Brown, P.E. 10/30/2007 2010 PM Peak BUILD Conditions D.MTOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF12010PBX.sy7 SBR 133 5.0 10.0 10.0 4.0 1.0 Min 70.0 0.58 1.5 1.5 1.5 1.5 1.5 A G N0+⊡d 7 SBT \$2 G 5.0 21.0 57.0 47.5% 4.0 1.0 C-Max 60.0 0.50 0.64 17.7 17.7 28.1 C TE A 4.0 1.0 Lead 5.0 10.0 29.0 24.2% 4 SBL Prot 32.0 0.0 Min 0.81 21 \$ 5.0 10.0 32.0 26.7% NBR. 4.0 1.0 Lead 463 vo+mq Min 67.7 0.56 0.52 6.9 6.9 6.9 6.9 Intersection LOS. D ICU Level of Service E Offset: 40 (33%), Referenced to phase 2:NBT and 6.SBT, Start of Green NBT 190 5.0 21.0 38.0 31.7% 1.0 1.0 1.0 Lag 뗿 35.7 0.30 0.93 53.6 0.0 53.6 0.04 0.05 0 C-Max a7 435 ₹ a3 5.0 10.0 3.3% 1.0 1.0 1.0 NBL 52 5 of ŝ Min 7.7 7.7 7.7 53.7 53.7 53.7 53.7 D 4 10 \$ ผู้ 4: Los Volcanes Rd & Unser Blvd MBT 5.0 21.0 43.0 Ť ±8 80 œ 35.8% 40 1:0 G 33.3 0.28 0.82 0.0 23.8 0.0 C 51.2 51.2 D Ri 736 Prot 26.7% 4.0 1.0 Lead MBL 5.0 32.0 0.97 71.0 0.0 71.0 -Min 29.0 4: Los Volcanes Rd & Unser Blvd 21.0 21.0 t EBT 中間 5.0 17.5% 4.0 1.0 Lag 11.3 0.09 0.27 47.5 0.0 0.0 59.6 E Min Intersection Capacity Utilization 88.8% Control Type: Actuated-Coordinated 5.0 10.0 8.3% 4.0 1.0 Lead Min 7.0 0.53 65.1 65.1 65.1 B7 Prot ~ EBL Intersection Signal Delay: 39.2 2 Actuated Cycle Length: 120 Maximum v/c Ratio: 0,97 Analysis Period (min) 15 Intersection Summary Configurations -ead-Lag Optimize? Minimum Initial (s) Actuated g/C Ratio Act Effct Green (s) Protected Phases ^oermitted Phases Minimum Split (s) Yellow Time (s) All-Red Time (s) Natural Cycle: 110 Splits and Phases: Cycle Length: 120 **Detector Phases** Total Split (s) Total Split (%) Approach Delay Approach LOS ശ്ല /olume (vph) Control Delay Recall Mode Queue Delay ane Group fotal Delay Timings urn Type Lead/Lag 22 v/c Ratio te B 'G ane °os 10

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Ladera Dr / Ouray Rd

0

WBT WBR NBL NB AA T T T 214 30 101 7 Perm Perm	SBL 6B	Source (in the second s	3y Rd → → → → ← ← = ================================	5: Ladera Dr & Ouray Rd Movement EBL, 7 EBT25 EBR Walt 7 American EBL, 7 EBT25 EBR Walt 7 American 1900 1900 1900 1 Total Lost time (s) 3.0 3.0 3.0				Terry O. Brown, P.E. 10/30/2007 10/30/2007 10/30/2007 10/30/2007 10/200	× 0. B	10/30/2007 10/30/2007 10/30/2007 10/30/2007 10/30/2007 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 19/0 10/30/2007 10/30/200 1
7 4 3 8 8 8 8 7 7 4 3 8 8 8 8 7 7 4 3 8 8 8 8 8 10.0 21.0 21.0 10.0 21.0 10.0 21.0 21.0	6 6 6 5 6 5.0 5.0 21.0 21.0 21.0 21.0 4.0 4.0 4.0 4.0 4.0 4.0 1.0 1.0	PHF PHF	004848004	3.0 1.00 1.00 1.00 1.05 0.35 0.36 0.36 0.36 0.36 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35	046868000		3.0 1.00 0.99 1.00 1.00 1.00 1.00 1.00 7.9 0.79 2 2		3.0 3.0 1.00 1.00 1.00 1.00 1.00 1.00 1.	
Act Effectioner (a) min C-max C-max C-max min C-max C-ma	Min Min Min Min 21.7 21.7 21.7 21.7 21.7 0.20 0.20 0.20 0.20 0.20 0.46 0.65 0.05 43.5 48.4 13.5 0.0 0.0 43.5 48.4 13.5 D 45.4 D 45.4 D 45.4		pm+pt pm+pt 4 614 75.4 69.7 73.4 617.7 79.4 71.7 0.57 0.65 50	0 pm+pt 28 75 8 7 9 20 25 55 55 55 55 55 55 55 55 55	89.66 69.66 71.65 5.0 5.0 5.0 3.0 0.65 5.0 2.281 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	Perm Perm Perm Perm Perm Perm Perm Perm	104 7 19.7 7 19.7 7 19.7 7 19.7 7 21.3 0 0.20 5 361 2 2.06 3.0 10.23 1 0.23 3.1.6 33.0 1 10.23 3 1.00 1 1.00 1 1.00 1 10.5 1 105.7 1 105.7	Perm 6 111.7 211.7 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	23 36 36 36 36 37 36 37 36 37 37 37 37 37 37 37 37 37 37 37 37 37	0 0 0000 40 000000 0
Splits and Phases. 5. Ladera Dr. & Ouray Rd 14.5 14.5 14.5 14.5 14.5 14.5 14.3 2010 AM Peak NOBULD Conditions D:ATOBE\PROJECTSNHeritage_Neighborhood_Marketplace_Ladera_UnserConton 12 D:ATOBE\PROJECTSNHeritage_Neighborhood_Marketplace_Ladera_UnserConton XsV7	Case F - full access at Intersection 12	HCM Average Control Delay 28.8 HCM Level of Services C HCM Volume to Capacity ratio 0.43 20.0 M fevel of Services C Actualed Cycle Length (s) 110.0 Sum of host time.(s) 6.0 Intersection Capacity Utilization 44.8% ICU Level of Service A Analysis Period (min) 15 CU Level of Service A Critical Lane Group 15 CU Level of Service A Cuiter Section 12 CU Level of Service A Critical Lane Group 15 CU Level of Service A CU Level of Service A Cuiter Section 12 CU Level of Service A A Critical Lane Group 15 CU Level of Service A A A A A A A A A A A A A A A A A A A	ay ration 4 2onditions	28.8 0.43 1.10.0 15 15 15	HCM Level of Servic Sum of lost time.(s) ICU Level of Service	HCM Level of Service Sum of lost time, (s) ICU Level of Service	G.0 6.0 A Case F - full access at Intersection 12	6.0 6.0	t Interse	1 1 1

A- 99

0

5: Ladera Dr & Ouray Rd			ourations K	1900 1900 1900 1900 1900 1900 1900 1900	s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	19 Util: Factor 1.00 0.95 1.00 0.95 1.00 1.00 1.00 1.00	1.00 0.94 1.00 0.85 1.00 0.89	0.95 1.00 0.95 1.00 1.00 0.95 1.00 0.95 1.00	rot) 1752 3290 1752 3505 1568 1752 1829 1752 1845 1	0.54 1.00 0.31 1.00 1.00 0.40 1.00 0.64 1.00	erm) 990 3290 565 3505 1568 746 1829 1174 1845 1	287 4 291 30 156 79 5 99	76 455 345 4 272 0.89 0.89 0.79 0.79 0.89 0.89 0	on (vph) 0 72 0 0 0 14 0 2 0 0 2 0	4 327 20 197 10	pm+pt Perm Perm Perm	2	2 (a) 60.2 62 2 68 2	73.7 65.3 77.6 65.0 63.0 53.0 26.1 26.1 26.1 26.1	0.67 0.59 0.66 0.59 0.56 0.59 0.56 0.59 0.56 0.59 0.56 0.59 0.56 0.59 0.56 0.59 0.56 0.59 0.56 0.59 0.56 0.56 0.59 0.56 0.56 0.56 0.59 0.56 0.56 0.56 0.56 0.56 0.56 0.56 0.56	5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	C100 C0.21 0 00 0 27 191 467 300 471	0.02 0.01 0.01 c0.26	0.36 0.01 0.16 0.02 1.03 0.22 0.37 0.51	0.3 11.5 6.8 10.2 9.3 40.9 32.3 33.7 35.0	d2 0.0 0.5 0.0 0.2 0.0 7.00 1.00 1.00 1.00 1.00 1.00 1.00	4.7 7.9 6.8 10.3 9.4 114.5 32.6 3.4.4 35.0	A A B A F C C	85.9 35.1	¢	ratio	Actuated Cycle Length (s) 110.0 Sum of lost time (s) 6.0 Intersection Capacity Utilization 50.4% Int I averated structure	halysis Period (min) 15	c Critical Lane Group
10/30/2007	+ <	WBR NBL NBT SBL SBT SBR	+	Perm Perm Perm	6	2	2 2 2 2	5.0 5.0 5.0 5.0 5.0 5	21.0 21.0 21.0 21.0 2	49.0 49.0 49.0	44.5% 44.5% 44.5% 44.5% 4	4.0 4.0 4.0 4.0 4.0	1.0 1.0 1.0 1.0		C-Max Min Min Min Min	28.1 28.1 28.1 28.1	0.26	0.04 0.80 0.23 0.35 0.51	0.0 0.0 30.0 34.2 37.2	5.0 60.3 30.0 34.2	A E C		0			Offset: 56 (51%), Referenced to phase 4.EBTL and 8.WBTL, Start of Green			Intersection LOC / D	ICU Level of Service A			50 SEP		

Terry O. Brown, P.E. 10/30/2007	→ ♪ ∢	NBR SBL SRT		3.0	1.00 1.00	0.85 1.00	-	0.41 1.00 763 1845	88	0.89		0 40 147 Baar	Lan		35.0 35.0 37.0 37.0		3.0 3.0	235 569	0.05		30.3 31.2 1.00 1.00		30.6 31.4	с 31.1 31.1	Construction of the local distance	v	0.6	A			
	←	NBT	49081	3.0	1.0	00.1	1827	1.00	233	0.94	947 C	262	2		37.0	0.31 5.0	3.0	563		0.47	1.00	0.6	34.1	55.3 5.35	1						
	-	NBL	1900	3.0	1.8	0.95	1752	0.58	293	0.94	20	312 Perm	5	0 0	0.05 37.0	0.31 5 0	3.0	333	c0.29	0.94	1.00	33.0	13.3	1	1000	Inice	(s)	VICE			
	~	WBT WBR	1900		1.00		1568	1.00	121	0.87	69	Parm 76		80 6	65.8	0.55 5 0	3.0	860	0.05	0.09	1.00	0.2	13.1	1		/el of Se	ost time	el of Ser			
sis	↓	13	1900		0.95	Ċ	3505	1.00 3505	427	0.87		481	60	0 03	65.8	0.55	3.0	1922 0.14		0.26	1.0	0.3	0.4L	14.0		HCM Level of Service	Sum of lost time (s)	ICU Level of Service			
Anaty	1	MBL	1900	3.0	8.6	0.95	1752	0.3/	1	0.87		pm+pt	5	20.4	74.1	0.62	3.0	498 c0.00	0.03	0.05	1.00	0.0	8.5 A		1011010	L.	0	×			
apacity	1	EBR	1900						227]														26.3	120.0	52.2% 15			
tion U	Ť	EBT.	1900		0.92		0	3281	ļ	341			4	63.7		5.0	ľ	c0.16		0.29		0.2		10.6 B	and the			_			
itersec ray Rd	1	EBL	1800	3.0	8.6	0.96	1752	0.4.0 793		0.90		E		4 g 9 d	73.9	0.62 5.0	0.0	0.00	0.02	0.04	0.73	0.0	e e		STORE STORE	Delay ity ratio	(s)	tilizatior			
HCM Signatized Intersection Capacity Analysis 5: Ladera Dr & Ouray Rd		Movement	Lane Configurations Ideal Flow (vphpl)	Fotal Lost time (s)	Laire VIII. Factor Fri	Fit Protected	Satd. Flow (prot) Elt Permitted	Satd. Flow (perm)	Volume (vph) Peek-bour factor DHE	Adi. Flow (vph)	RTOR Reduction (vph)	Furn Type	Protected Phases	Permitted Phases Actuated Green G (s)	Effective Green, g (s)	clearance Time (s)	Vehicle Extension (s)	v/s Ratio Prot	v/s Ratio Perm	vic ratio Uniform Delay, d1	Progression Factor	incremental Delay, d2 Delav (s)	Level of Service	Approach Delay (s) Approach LOS	Intersection Summary	HCM Average Control Delay HCM Volume to Canacity ratio	Actuated Cycle Length (s)	Intersection Capacity Utilization Analysis Period (min)	Critical Lane Group		
10/30/2007		T SBR			6		0 21.0	ų	0.4.0			Min Carlos Carlo			9.6								ł			[
ă [-	SBT	131	9		904	21.0	61.0 En ew E	4.0	1.0		Min 0.75	0.31	0.26	30.1 0.0	30.1	27.9	U												 	
ă [→ >	SBL SBT	36 131 Berr	9	9	9 U U U U	21.0 21.0	61.0 61.0 #0 844 ED 844 E	4.0 4.0	1.0 1.0		Min Min 37.0 37.0	0.31 0.31	0.14 0.26	27.U 30.1 0.0 0.0	27.0 30.1 C C	27.9													 	
10/01/10/10/10/10/10/10/10/10/10/10/10/1	→ → +	NBT SBL SBT	233 36 131	2 6	9	50 50 50 50	21.0 21.0 21.0	61.0 61.0 61.0 50 8% 50 8% 50 8% 5	4.0 4.0 4.0	1.0 1.0 1.0		Min Min Min Min 37.0 37.0	0.31 0.31 0.31	0.47 0.14 0.26	0.0 0.0 0.0	34.2 27.0 30.1 C C C C	48.6 27.9				af Green			OS: C Service A				80 B	1.1	 	
δĺ	→ → ↓ ↓	NBL NBT SBL SBT	283 233 36 131 Perm Derm	2 6	9	2 2 6 6 5.0 5.0 5.0 5.0 5.0	21.0 21.0 21.0 21.0	51.0 51.0 51.0 51.0 50 8% 50 8% 50 8% 50 8% 5	4.0 4.0 4.0 4.0 4.0	1.0 1.0 1.0 1.0		Min Min Min Min Min 37.0 37.0 37.0 37.0 37.0 37.0 37.0 37.0	0.31 0.31 0.31 0.31	0.86 0.47 0.14 0.26	0.0 0.0 0.0 0.0 0.0	60.8 34.2 27.0 30.1 E C C C C	48.6 27.9				L, Start of Green			ection LOS: C evel of Service A					33 *	 	
ă [$\rightarrow \rightarrow \leftarrow \rightarrow \rightarrow$	WBR NBL NBT SBL SBT	7 121 283 233 36 131	2 6	8 2 6	8 2 2 6 6 5.0 5.0 5.0 5.0 5.0 5.0	21.0 21.0 21.0 21.0 21.0	39.0 61.0 61.0 61.0 61.0 61.0 32.5% 50.8% 50.8% 50.8% 50.8% 5	4.0 4.0 4.0 4.0 4.0 4.0	1.0 1.0 1.0 1.0 1.0	rag	C-Max Min Min Min Min Min 65.8 37.0 37.0 37.0 37.0	0.55 0.31 0.31 0.31 0.31	0.15 0.86 0.47 0.14 0.26 36 60 8 34 0.7 0.1	0.0 0.0 0.0 0.0 0.0 0.0	3.6 60.8 34.2 27.0 30.1 A E C C C C	48.6 27.9				18:WBTL, Start of Green			intersection LOS; C ICU Level of Service A			e3	200 La	1 39 \$		
δĺ		WBT WBR NBL NBT SBL SBT	427 121 283 233 36 131 Perm Perm Perm	8 2 6	8 2 6	50 50 50 50 50 50 50 50	21.0 21.0 21.0 21.0 21.0 21.0	39.0 39.0 61.0 61.0 61.0 61.0 32.5% 37.5% 50.8% 60.8\% 60.8\%	4.0 4.0 4.0 4.0 4.0 4.0 4.0	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1 20 1 20	ray tag	G-Max C-Max Min Min Min Min Min 65.8 65.8 37.0 37.0 37.0 37.0	0.55 0.55 0.31 0.31 0.31 0.31	0.26 0.15 0.86 0.47 0.14 0.26 16.5 3.5 50.6 34.5 25 50.5		16.5 3.6 60.8 34.2 27.0 30.1 B A E C C C C	48.6 27.9				BTL and 8:WBTL, Start of Green			intersection LOS; C		Rd		200 La	133 \$		
δĺ	$\rightarrow \checkmark \leftarrow \checkmark \rightarrow \checkmark \leftarrow \checkmark$	WBL WBT WBR NBL NBT SBL SBT	427 121 283 233 36 131 Perm Perm Perm	8 2 6	9 9 9	5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	10.0 21.0 21.0 21.0 21.0 21.0 21.0	20.0 39.0 39.0 61.0 61.0 61.0 61.0 16.7% 32.5% 37.5% 50.8% 50.8% 50.8% 50.8% 50.8% 5	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	roor rag	Min C-Max C-Max Min Min Min Min Min 74.1 65.8 65.8 37.0 37.0 37.0 37.0	0.62 0.55 0.55 0.31 0.31 0.31 0.31	0.07 0.26 0.15 0.86 0.47 0.14 0.26 114 165 36 608 343 320 32		11.4 16.5 3.6 60.8 34.2 27.0 30.1 B B A E C C C	13.5 48.6 27.9	0			ase 4.EBTL and 8.WBTL, Start of Green	p				& Ouray Rd	e3	200 La	1 39 \$		
		WBT WBR NBL NBT SBL SBT	23 427 121 293 233 36 131 pm+pi Perm Perm	4 3 8 2 6	9 5 5 6 7 7 8 8 7 7 8	50 50 50 50 50 50 50 50 50	21.0 21.0 21.0 21.0 21.0 21.0	39.0 20.0 39.0 39.0 61.0 61.0 61.0 61.0 32.5% 32.5% 50.8% 50.8% 50.8% 50.8% 50.8% 50.8% 50.8% 50.8% 50.8% 50.8%	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0		C-Max Min C-Max C-Max Min Min Min Min Min 65.7 74.1 65.8 65.8 37.0 37.0 37.0 37.0 37.0	0.55 0.62 0.55 0.55 0.31 0.31 0.31 0.31	0.07 0.26 0.15 0.86 0.47 0.14 0.26		11.4 16.5 3.6 60.8 34.2 27.0 30.1 B B A E C C C	13.5 48.6 27.9	0		Actuated Cycle Length 120	Orrset: 2/ (23%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green Natural Cycle: 55	Control Type: Actuated-Coordinated		Intersection Detery 25.4 Intersection LOS: C Analysis Borned Annual Villization 52.2% ICU Level of Service A		5: Ladera Dr & Ouray Rd	e3	200 La	1 39 \$		

41.6 43.6 5.0 5.0 570 Terry O. Brown, P.E. 10/30/2007 SBR Perm ø 0.01 1.00 24.5 24.5 C 7 SBT 131 0.89 147 0 ø 41.6 43.6 0.36 8 3.0 001.00 1.00 845 845 147 5.0 670 0.08 0.22 26.4 0.2 0.2 26.5 C 26.2 C C C C 3.0 1.00 1.00 0.85 0.45 842 36 0.89 40 40 SBL 1900 erm ø 41.6 43.6 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 0.05 0.13 25.5 1.00 1.00 0.2 25.7 25.7 υ NBR 1900 16 0.94 0 0 0 0.6 B υ NBT 1800 3.0 1.00 1.00 1.00 1.00 1.00 1.00 233 233 248 41.6 43.6 5.0 5.0 3.0 0.14 0.14 -3262 N 0.40 28.4 0.4 0.4 0.4 C 50.8 358 0.94 381 1900 3.0 1.00 1.00 0.95 0.95 0.61 **VBL** Perm 41.6 43.6 5.0 3.0 406 406 1.00 29.2 66.1 8 c0.34 0.94 щ * HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 57.0 59.0 0.49 Ē 3.0 0.04 0.09 16.2 1.00 1.00 m 11 ↑ 3.0 3.0 3.0 1.00 1.00 1.00 3505 505 582 582 0 0 57.0 59.0 5.0 3.0 WBT 00 ŧ 582 1723 0.34 18.6 1.00 0.5 19.1 m æ 18.4 HCM Signalized Intersection Capacity Analysis pm+pt 5 WBL 30 292 0.90 324 0 1900 EBR 27.2 0.60 120.0 59.2% ↑ 1900 3.0 0.95 0.94 1.00 1.00 1.00 3283 3283 57.0 59.0 5.0 5.0 1614 1614 t EBT 400 444 81 81 687 0.43 19.6 0.83 0.5 16.8 16.5 16.5 8 8 3.0 1.00 1.00 0.95 0.36 0.36 Intersection Capacity Utilization Analysis Period (min) 27 5: Ladera Dr & Ouray Rd 80 8 pm+pt 63.4 67.4 0.56 EBL 8 ٩ HCM Volume to Capacity ratio HCM Average Control Delay Actuated Cycle Length (s) Peak-hour factor, PHF (hdv) (hdv) Critical Lane Group Actuated Green, G (s) ß Effective Green, g (s) Actuated g/C Ratio Intersection Summary Vehicle Extension (s) ane Configurations Lane Grp Cap (vph) v/s Ratio Prot Approach Delay (s) Approach LOS Clearance Time (s) otal Lost time (s) Progression Factor Incremental Delay, deal Fłow (vphpi) Adj. Flow (vph) RTOR Reduction / Protected Phases Satd. Flow (perm) Volume (vph) Permitted Phases Lane Group Flow **Jniform Delay, d1** Satd. Flow (prot) ane Util. Factor evel of Service v/s Ratio Perm Fit Protected Flt Permitted Movement Furn Type //c Ratio Delay (s) Terry O. Brown, P.E. 10/30/2007 Pera 20 5.0 21.0 65.0 54.2% 1.0 SBR œ Min 6.8 6.8 6.8 6.8 8.8 8.8 7 5.0 21.0 65.0 54.2% (4.0 Min 43.6 0.36 0.36 0.0 25.0 25.0 25.0 C C C C C **SBT** 131 9 9 54.2% g Perm 5.0 21.0 65.0 40 0,1 Min 43.6 0.36 0.11 22.1 22.1 C SBL 21.0 533 h 2 5.0 54.2% 4 0 Min 43.6 0.36 0.40 28.1 28.1 28.1 45.4 D NBT Intersection LOS: C ICU Level of Service B Actuated Cycle Length: 120 Offset: 7 (6%), Referenced to phase 4:EBTL and 8.WBTL, Start of Green 40 \$ 8 358 Perm 5.0 21.0 65.0 N 54.2% 4.0 Min 43.6 0.36 0.89 57.5 57.5 57.5 57.5 NBL 140 \$ ¥ 5.0 21.0 40.0 WBR Pett ø 4.0 1.0 33.3% 121 C-Max 59.0 0.49 0.17 4.5 4.5 A 4 3 67 15 \$ 15 \$ 59.0 0.49 0.34 21.5 0.0 WBT 198 5.0 21.0 40.0 33.3% 4.0 1.0 C-Max ł 21.5 C 18.2 B 23 23 3 8 3 8 5.0 10.0 15.0 12.5% 12.5% 1.0 1.0 Lead WBL Min 67.4 0.56 0.10 15.2 15.2 15.2 15.2 5: Ladera Dr & Ouray Rd ∖, EBT 4.0 1.0 5.0 21.0 t <u>8</u>0 40.0 33.3% 59.0 0.49 0.45 15.0 C-Max 0.0 15.0 14.9 B Intersection Capacity Utilization 59.2% Control Type: Actuated-Coordinated pm+pt 5.0 10.0 12.5% 4.0 1.0 Intersection Signal Delay: 24.8 5: Ladera Dr & Ouray Rd EBL 27 15.0 Lead Min 0.56 0.08 12.2 12.2 12.2 8 67.4 Maximum v/c Ratio: 0.89 Analysis Period (min) 15 Lead/Lag Lead-Lag Optimize? Recall Mode Intersection Summerv ane Configurations Turn Type Protected Phases Minimum Split (s) Total Split (s) Total Split (%) Minimum Initial (s) Act Effct Green (s) Actuated g/C Ratio Splits and Phases: Permitted Phases Yellow Time (s) All-Red Time (s) Length: 120 Natural Cycle: 60 Detector Phases Approach Delay Control Delay Queue Delay Approach LOS Volume (vph) ane Group **Fotal Delay** Timings v/c Ratio N Cycle LOS

2010 PM Peak BUILD Conditions D'MTOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF\2010PBX.sy7

k BUILD Conditions D.ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unsen\CaseF12010PBX.sy7

2010 PM Peak BUILD Conditions

A 102

I-40 South ramp / Unser Blvd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	ODE
Lane Configurations	٢					VUDI V	NUL	† †	NDIX	JDL		SBF
Sign Control	•	Stop			Stop			Free			†† Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	50	0	0	0	0	0	0	804	0	0	1329	0
Peak Hour Factor	0.75	0.75	0.75	0.85	0.85	0.85	0.80	0.80	0.80	0.88	0.88	0.88
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	67	0	0	0	0	0	0	1005	0	0	1510	0
Median type	F	Raised		1	Raised							
Median storage veh) Upstream signal (ft) pX, platoon unblocked		1			1							
vC, conflicting volume	2013	2515	755	1760	2515	502	1510			1005		
/C1, stage 1 conf vol	1510	1510		1005	1005							
/C2, stage 2 conf vol	502	1005		755	1510							
Cu, unblocked vol	2013	2515	755	1760	2515	502	1510			1005		
C, single (s) C, 2 stage (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
F (s)	6.6 3.5	5.6	2.2	6.6	5.6							
0 queue free %	34	4.0 100	3.3 100	3.5	4.0	3.3	2.2			2.2		
M capacity (veh/h)	101	116	349	100 161	100 116	100 512	100			100		
Direction, Lane #	EB 1	NB 1				512	434		Cristian Zoor	679		
/olume Total	67	502	NB 2 502	SB 1 755	SB 2 755	EN SUL						
/olume Left	67	0	0	0	0							
olume Right	0	0	õ	ŏ	Ő							
SH	101	1700	1700	1700	1700							
olume to Capacity	0.66	0.30	0.30	0.44	0.44							
Queue Length 95th (ft)	83	0	0	0	0							
Control Delay (s)	92.8	0.0	0.0	0.0	0.0							
ane LOS	F											
pproach Delay (s) pproach LOS	92.8 F	0.0		0.0								
tersection Summary												1929
verage Delay verage Delay ntersection Capacity Util nalysis Period (min)	ization	7	2.4 2.1% 15	IC	U Level	of Serv	ice		с			

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2010 AM Peak NOBUILD Conditions

Case F - full access at Intersection 12

D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF\2010ANX.sy7

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ή							† †		OBL	<u>†</u> †	ODIX
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	60	0	0	0	0	0	0	939	0	0	1425	0
Peak Hour Factor	0.75	0.75	0.75	0.85	0.85	0.85	0.80	0.80	0.80	0.88	0.88	0.88
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	80	0	0	0	0	0	0	1174	0	0	1619	0
Median type		Raised			Detect							
Median storage veh) Upstream signal (ft) pX, platoon unblocked	·	1		'	Raised 1							
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	2206 1619 587	2793 1619 1174	810	1983 1174 810	2793 1174 1619	587	1619			1174		
vCu, unblocked vol	2206	2793	810	1983	2793	587	1619			1174		
C, single (s) C, 2 stage (s)	7.6 6.6	6.6 5.6	7.0	7.6 6.6	6.6 5.6	7.0	4.2			4.2		
tF (s) p0 queue free %	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
M capacity (veh/h)	6 85	100 98	100	100	100	100	100			100		
			321	131	98	450	394			585		
Direction, Lane # /olume Total	EB 1	NB 1	NB 2	SB 1	SB 2			Sec.	""是是"			
Volume Left	80 80	587	587	810	810							
/olume Right	0	0 0	0 0	0	0							
SH	85	1700	1700	0 1700	0 1700							
/olume to Capacity	0.94	0.35	0.35	0.48	0.48							
Queue Length 95th (ft)	129	0	0.00	0.40	0.40							
	167.6	0.0	0.0	0.0	0.0							
ane LOS	F											
Approach Delay (s) Approach LOS	167.6 F	0.0		0.0								
ntersection Summary	C BARD						danada			ensietasi		21.14

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HCM Unsignalized 6: I-40 South ramp	Interse & Uns	ection er Blvo	Capac	ity Ana	alysis				Те	rry O.	Brown 10/30	, P.E. 0/2007
	۶	->	7	4	+	×.	1	†	1	1	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7							† †			† †	001
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	94	0	0	0	0	0	0	1335	0	0	1908	0
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.92	0.92	0.92	0.97	0.97	0.97
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	104	0	0	0	0	0	0	1451	0	0	1967	0
Median type	1	Raised		F	Raised							
Median storage veh) Upstream signal (ft) pX, platoon unblocked		1		·	1							
vC, conflicting volume	2693	3418	984	2435	3418	726	1967			1451		
vC1, stage 1 conf vol	1967	1967		1451	1451							
vC2, stage 2 conf vol	726	1451		984	1967							
Cu, unblocked vol	2693	3418	984	2435	3418	726	1967			1451		
C, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
C, 2 stage (s) F (s)	6.6	5.6	0.0	6.6	5.6							
0 queue free %	3.5 0	4.0 100	3.3	3.5	4.0	3.3	2.2			2.2		
M capacity (veh/h)	52	65	100 246	100 88	100	100	100			100		
and the second					65	365	288			458		
Direction, Lane # /olume Total	EB 1	NB 1	NB 2	SB 1	SB 2		100.00	是有19月1日。		State in		
/olume Left	104 104	726	726	984	984							
/olume Right	0	0	0	0	0							
SH	52	1700	0 1700	0 1700	0 1700							
olume to Capacity	2.01	0.43	0.43	0.58	0.58							
Queue Length 95th (ft)	258	0.40	0.40	0.55	0.58							
Control Delay (s)	637.2	0.0	0.0	0.0	0.0							
ane LOS	F		0.0	0.0	0.0							
opproach Delay (s) Approach LOS	637.2 F	0.0		0.0								
ntersection Summary									Sector 1	ione an		
Average Delay ntersection Capacity Ut Analysis Period (min)	ilization	11	18.9 8.6% 15	IC	U Level	of Serv	ice		Н			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7							† †	TTERT	OBL	<u>†</u> †	ODIN
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	105	0	0	0	0	0	0	1489	0	0	2069	0
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.92	0.92	0.92	0.97	0.97	0.97
Hourly flow rate (vph) Pedestrians Lane Width (ft)	117	0	0	0	0	0	0	1618	0	0	2133	0
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)												
Median type Median storage veh)	1	Raised		ŀ	Raised							
Upstream signal (ft)		1			1							
pX, platoon unblocked												
vC, conflicting volume	2942	3751	1066	2685	3751	809	2133			1010		
vC1, stage 1 conf vol	2133	2133	1000	1618	1618	009	2100			1618		
vC2, stage 2 conf vol	809	1618		1066	2133							
vCu, unblocked vol	2942	3751	1066	2685	3751	809	2133			1618		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6					1.5		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	100	100	100	100	100			100		
cM capacity (veh/h)	41	53	216	71	53	321	247			394		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2						an bar	
Volume Total	117	809	809	1066	1066							
Volume Left	117	0	0	0	0							
Volume Right	0	0	0	0	0							
SH	41	1700	1700	1700	1700							
Volume to Capacity	2.85	0.48	0.48	0.63	0.63							
Queue Length 95th (ft)	322	0	0	0	0							
Control Delay (s) Lane LOS	1042.9	0.0	0.0	0.0	0.0							
	F	0.0										
Approach LOS	1042.9 F	0.0		0.0								
ntersection Summary		W.Servi	NO. STATE							建制法 引	DIMES	1.15
Average Delay Intersection Capacity U Analysis Period (min)	tilization	12	31.5 7.9% 15	IC	U Level	of Serv	ice		Н			

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HCM Unsignalized Intersection Capacity Analysis	
7: Ladera Dr & Market Rd	

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Terry O. Brown, P.E. 10/30/2007

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control Grade	7	free 6%		لو			۲			UDL	Stop 0%	ODIC
Volume (veh/h)	0	425	28	15			113	0	72	0	1	0
Peak Hour Factor	0.88		0.88	0.79	0.79	0.79	0.86	0.86	0.86	0.85	0.85	0.85
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage	0	483	32	19	504	0	131	0	84	0	1	0
Right turn flare (veh)												
Median type								Raised		1	Raised	
Median storage veh) Upstream signal (ft)		865						1			1	
pX, platoon unblocked		000										
vC, conflicting volume	504			515			789	1041	257	867	1057	252
vC1, stage 1 conf vol							499	499	201	542	542	202
vC2, stage 2 conf vol							290	542		325	515	
vCu, unblocked vol	504			515			789	1041	257	867	1057	252
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			66	100	89	100	100	100
cM capacity (veh/h)	1050			1040			390	340	739	334	332	745
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1			
Volume Total	0	322	193	19	336	168	131	84	1			
Volume Left	0	0	0	19	0	0	131	0	0			
Volume Right	0	0	32	0	0	0	0	84	0			
cSH	1700	1700	1700	1040	1700	1700	390	739	332			
Volume to Capacity	0.00	0.19	0.11	0.02	0.20	0.10	0.34	0.11	0.00			
Queue Length 95th (ft)	0	0	0	1	0	0	37	10	0			
Control Delay (s)	0.0	0.0	0.0	8.5	0.0	0.0	18.9	10.5	15.9			
Lane LOS				Α			С	В	С			
Approach Delay (s) Approach LOS	0.0			0.3			15.6 C		15.9 C			
Intersection Summary		(2) mpress					u contra a		a. San anna seo			
Average Delay Intersection Capacity Uti	lization	3	2.8 2.2%	IC	U Leve	l of Serv	/ice		A			
Analysis Period (min)			15									

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Case F - full access at Intersection 12

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HCM Unsignalized Intersection Capacity Analysis 7: Ladera Dr & Market Rd

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Terry O. Brown, P.E. 10/30/2007

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Movement	EBL	EBT	EBR			WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻ			٦			ሻ				4	
Sign Control		Free			Free			Stop			Stop	
Grade	0	0%	470		0%			0%			0%	
Volume (veh/h) Peak Hour Factor	0	559	170			0	83		36	1	1	1
Hourly flow rate (vph)	0.93	0.93	0.93	0.80		0.80	0.88	0.88	0.88	0.85	0.85	0.85
Pedestrians	0	601	183	65	631	0	94	1	41	1	1	1
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1		1	laiseu	
Upstream signal (ft)		865						,			1	
pX, platoon unblocked												
vC, conflicting volume	631			784			1140	1454	392	1103	1545	316
vC1, stage 1 conf vol							692	692		761	761	
vC2, stage 2 conf vol							447	761		342	784	
vCu, unblocked vol	631			784			1140	1454	392	1103	1545	316
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s) p0 queue free %	2.2 100			2.2			3.5	4.0	3.3	3.5	4.0	3.3
cM capacity (veh/h)	940			92			65	100	93	100	99	100
				824			269	239	604	247	209	677
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB2	WB 3	NB 1	NB 2	SB 1		Section 2	
Volume Total Volume Left	0	401	383	65	421	210	94	42	4			
Volume Right	0	0	0	65	0	0	94	0	1			
SH	0 1700	0	183	0	0	0	0	41	1			
Volume to Capacity	0.00	1700 0.24	1700 0.23	824	1700	1700	269	580	291			
Queue Length 95th (ft)	0.00	0.24	0.23	0.08 6	0.25	0.12	0.35	0.07	0.01			
Control Delay (s)	0.0	0.0	0.0	9.7	0 0.0	0 0.0	38 25.5	6	1 17.5			
ane LOS	0.0	0.0	0.0	9.7 A	0.0	0.0	25.5 D	11.7 B	17.5 C			
Approach Delay (s)	0.0			0.9			21.2	D	17.5			
Approach LOS	0.0			0.0			21.2 C		17.5 C			
ntersection Summary				1000000		STATES T			les sound			
Verage Delay			2.2							100 C 100	THE SHELP HAVE	
ntersection Capacity Uti	ilization	2	15.5%	IC	CU Leve	l of Sen	/ice		А			
Analysis Period (min)			15									

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HCM Unsignalized Intersection Capacity Analysis	
7: Ladera Dr & Market Rd	

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Terry O. Brown, P.E. 10/30/2007

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Movement	EBL	EBT	EBR	WBL	WBT	WBF	R NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control Grade	٦ ار	†∔ Free 0%		لر			۲				t top 0%	
Volume (veh/h)	1	669	176	260	505	1	129	1		1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.80		0.80	0.88	0.88	0.88	0.85	0.85	0.85
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	1	719	189	325	631	1	147	1	166	1	1	1
Median type								Raised			Raised	
Median storage veh)								1 1		1	Taiseu 1	
Upstream signal (ft) pX, platoon unblocked		888									,	
vC, conflicting volume	632			909			1784	2099	454	1810	2193	316
vC1, stage 1 conf vol							816	816		1282	1282	
vC2, stage 2 conf vol							967	1282		528	911	
vCu, unblocked vol	632			909			1784	2099	454	1810	2193	316
tC, single (s) tC, 2 stage (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tF (s)	2.2			2.2			6.6	5.6		6.6	5.6	
p0 queue free %	100			2.2 56			3.5	4.0	3.3	3.5	4.0	3.3
cM capacity (veh/h)	939			739			0 106	99 98	70	95	95	100
Direction, Lane #	EB 1	EPO			WD o	14/17 0			550	22	25	677
Volume Total	<u>ED I</u>	EB 2 480	EB 3 429	WB 1 325	WB 2 421	WB 3 212	NB 1	NB 2	SB 1	Trans I al	1.41-61	
Volume Left	1	0	425	325	421	212	147 147	167 0	4 1			
Volume Right	O	ŏ	189	020	0	1	0	166	1			
SH	939	1700	1700	739	1700	1700	106	533	34			
Volume to Capacity	0.00	0.28	0.25	0.44	0.25	0.12	1.38	0.31	0.10			
Queue Length 95th (ft)	0	0	0	56	0	0	259	33	8			
Control Delay (s)	8.8	0.0	0.0	13.6	0.0	0.0	292.2	14.8	121.3			
ane LOS	Α			В			F	В	F			
Approach Delay (s) Approach LOS	0.0			4.6			144.5 F		121.3 F			
ntersection Summary									SAUTHORN			
Average Delay ntersection Capacity Uti Analysis Period (min)	lization	6	23.0 2.3% 15	IC	CU Leve	l of Ser	vice		В			

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Ladera Dr / Laurelwood Parkway

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control Grade	<u>ار</u>	† ₽ Free 0%		, T	↑ Free 0%		ሻ	∱ Stop 0%	1		⇔ Stop 0%	
Volume (veh/h)	1	490	28	7	363	0	78	0	65	5	0	8
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.89	0.89	0.89	0.75	0.75	0.75
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s)	1	544	31	9	484	0	88	0	73	7	0	11
Percent Blockage Right turn flare (veh)												
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked								Raised 1		I	Raised 1	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	484			576			834 562 271	1065 562 503	288	850 503 347	1080 503 578	242
vCu, unblocked vol	484			576			834	1065	288	850	1080	242
tC, single (s) tC, 2 stage (s)	4.2			4.2			7.6 6.6	6.6 5.6	7.0	7.6 6.6	6.6 5.6	7.0
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free % cM capacity (veh/h)	100 1068			99 987			76	100	90	98	100	99
Direction, Lane #	EB 1	EDO	EB 2			14/0 0	366	335	706	347	329	756
Volume Total	<u>ED </u> 1	EB 2 363	EB 3 213	WB 1 9	WB 2 323	WB 3 161	NB 1	NB 2	NB 3	SB 1		
Volume Left	1	0	213	9	323 0	0	88 88	0	73	17		
Volume Right	0	Ő	31	Ő	0	0	0	0	0 73	7 11		
cSH	1068	1700	1700	987	1700	1700	366	1700	706	520		
Volume to Capacity	0.00	0.21	0.13	0.01	0.19	0.09	0.24	0.00	0.10	0.03		
Queue Length 95th (ft)	0	0	0	1	0	0	23	0	9	3		
Control Delay (s)	8.4	0.0	0.0	8.7	0.0	0.0	17.9	0.0	10.7	12.2		
Lane LOS	A			Α			С	Α	В	В		
Approach Delay (s) Approach LOS	0.0			0.2			14.6 B			12.2 B		
ntersection Summary Average Delay ntersection Capacity Uti Analysis Period (min)	lization	3	2.1 31.8% 15	IC	U Leve	l of Serv	/ice		A			

HCM Unsignalized Intersection Capacity Analysis

Terry O. Brown, P.E.

2010 AM Peak NOBUILD Conditions

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HCM Unsignalized Intersection Capacity Analysis 8: Ladera Dr & Laurelwood Pkwy

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Terry O. Brown, P.E. 10/30/2007

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations Sign Control Grade	٦	Free 0%		۲	Free 0%		٦		۴		Stop 0%	
Volume (veh/h)	2	602	44	7	526	1	101	1	65	5	1	9
Peak Hour Factor Hourly flow rate (vph)	0.90 2	0.90 669	0.90 49	0.75 9	0.75 701	0.75 1	0.89 113	0.89 1	0.89 73	0.75 7	0.75 1	0.75 12
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)												
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked								Raised 1		I	Raised 1	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	703			718			1080 698 382	1419 698 721	359	1133 721 412	1443 721 722	351
vCu, unblocked vol	703			718			1080	1419	359	1133	1443	351
C, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s) F (s)	2.2			2.2			6.6	5.6		6.6	5.6	
00 queue free %	100			2.2 99			3.5 60	4.0	3.3	3.5	4.0	3.3
cM capacity (veh/h)	884			872			286	100 256	88 635	97 258	99 250	98 642
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	NB 3	SB 1	ALC: NO	
/olume Total	2	446	272	9	468	235	113	1	73	20	n e.e	
/olume Left	2	0	0	9	0	0	113	0	0	7		
/olume Right :SH	0	0	49	0	0	1	0	0	73	12		
/olume to Capacity	884 0.00	1700	1700	872	1700	1700	286	256	635	401		
Queue Length 95th (ft)	0.00	0.26 0	0.16 0	0.01 1	0.28	0.14	0.40	0.00	0.12	0.05		
Control Delay (s)	9.1	0.0	0.0	9.2	0 0.0	0 0.0	45 25.6	0	10	4		
ane LOS	0.1 A	0.0	0.0	9.2 A	0.0	0.0	25.6 D	19.1 C	11.4 B	14.4 B		
Approach Delay (s) Approach LOS	0.0			0.1			20.0	C	D	ы 14.4		
							С			В		
ntersection Summary									A			
verage Delay htersection Capacity Utilization		3	2.5 7.0%	IC	U Leve	l of Serv	/ice		A			
analysis Period (min)			15									

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Movement Lane Configurations Sign Control Grade Volume (veh/h) Peak Hour Factor Hourly flow rate (vph) Pedestrians	EBL 10 0.89	EBT †	EBR	WBL	WBT	~	7		- C		÷ –	
ane Configurations Sign Control Grade /olume (veh/h) Peak Hour Factor lourly flow rate (vph) Pedestrians	ሻ 10	∱ ∱ Free	EBR		\A/DT							
Sign Control Grade /olume (veh/h) Peak Hour Factor lourly flow rate (vph) Pedestrians	10	Free				WBR	NBL	NBT	NBR	SBL	SBT	SBR
Grade /olume (veh/h) Peak Hour Factor lourly flow rate (vph) Pedestrians				٦			ሻ	†	T.			
Peak Hour Factor lourly flow rate (vph) Pedestrians					Free 0%			Stop 0%			Stop	
lourly flow rate (vph) Pedestrians	0.89	481	98	82		10	37	1	34	1	0% 1	2
Pedestrians		0.89	0.89	0.91	0.91	0.91	0.85	0.85	0.85	0.75	0.75	3 0.75
	11	540	110	90	647	11	44	1	40	1	1	4
ane Width (ft) Valking Speed (ft/s) Percent Blockage Right turn flare (veh)												·
ledian type ledian storage veh) lpstream signal (ft) X, platoon unblocked							I	Raised 1		F	Raised 1	
C, conflicting volume	658			651			1126	1456	325	1166	1506	329
C1, stage 1 conf vol				- 10			618	618	020	833	833	525
C2, stage 2 conf vol							509	838		333	673	
Cu, unblocked vol C, single (s)	658			651			1126	1456	325	1166	1506	329
C, 2 stage (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
(s)	2.2			2.2			6.6 3.5	5.6 4.0	2.2	6.6	5.6	0.0
O queue free %	99			90			3.5 84	4.0 99	3.3 94	3.5 99	4.0 99	3.3 99
V capacity (veh/h)	919			925			267	226	667	223	207	664
	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	NB 3	SB 1		(BER)
olume Total	11	360	290	90	432	227	44	1	40	7		And an
olume Left	11	0	0	90	0	0	44	0	0	1		
olume Right SH	0 919	0 1700	110 1700	0	0	11	0	0	40	4		
olume to Capacity	0.01	0.21	0.17	925 0.10	1700 0.25	1700 0.13	267 0.16	226	667	361		
ueue Length 95th (ft)	1	0.21	0.17	8	0.25	0.13	14	0.01 0	0.06 5	0.02 1		
ontrol Delay (s)	9.0	0.0	0.0	9.3	0.0	0.0	21.1	21.0	10.7	15.1		
ane LOS	Α			А			C	C	B	C		
oproach Delay (s) oproach LOS	0.2			1.1			16.2 C			15.1 C		
tersection Summary		L.S. A.		and the			bizition					EUSAM.

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2010 PM Peak NOBUILD Conditions Case F - full access at Intersection 12

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HCM Unsignalized 8: Ladera Dr & Lau	relwoo	d Pkw	/y			Terry O. Brown, P.E 10/30/2007						
	۶	-	\rightarrow	1	-			†	1	1	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control Grade	۲	free 0%		آ	† ‡ Free 0%		ሻ	∱ Stop 0%	۴		top Stop 0%	001
Volume (veh/h)	11	674	124	82	769	10	63	1	34	1	1	4
Peak Hour Factor Hourly flow rate (vph) Pedestrians	0.89 12	0.89 757	0.89 139	0.91 90	0.91 845	0.91 11	0.85 74	0.85 1	0.85 40	0.75 1	0.75 1	0.75 5
Lane Width (ft) Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)												
Median type]	Raised		I	Raised	
Median storage veh) Upstream signal (ft) pX, platoon unblocked								1			1	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	856			897			1460 852 609	1888 852 1036	448	1475 1031 444	1952 1031 921	428
vCu, unblocked vol	856			897			1460	1888	448	1475	1952	428
tC, single (s) tC, 2 stage (s)	4.2			4.2			7.6 6.6	6.6 5.6	7.0	7.6 6.6	6.6 5.6	7.0
tF (s) o0 queue free %	2.2 98			2.2			3.5	4.0	3.3	3.5	4.0	3.3
cM capacity (veh/h)	774			88 747			61 191	99 163	93 555	99 160	99 143	99 572
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	NB 3	SB 1		012
Volume Total	12	505	392	90	563	293	74	1	40	8		
/olume Left /olume Right	12	0	0	90	0	0	74	0	0	1		
SH	0 774	0 1700	139 1700	0 747	0 1700	11 1700	0	0	40	5		
/olume to Capacity	0.02	0.30	0.23	0.12	0.33	0.17	191 0.39	163 0.01	555 0.07	296 0.03		
Queue Length 95th (ft)	1	0	0	10	0	0	42	1	6	2		
Control Delay (s) Lane LOS	9.7	0.0	0.0	10.5	0.0	0.0	35.2	27.2	12.0	17.5		
Approach Delay (s)	A 0.1			В 1.0			E	D	В	С		
Approach LOS	0.1			1.0			27.1 D			17.5 C		
ntersection Summary						1 Allanda		1.40M0			n Altra da	1000
verage Delay htersection Capacity Uti malysis Period (min)	lization	4	2.2 17.3% 15	IC	U Leve	l of Serv	rice	and a standing	Α			

HCM Unsignalized Intersection Capacity Analy

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Ladera Dr / Driveway 'A'

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HCM Unsignalized Intersection Capacity Analysis 9: Ladera Dr & 'A'

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Terry O. Brown, P.E. 10/30/2007

	->	\rightarrow	×	-	-	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations Sign Control Grade	†₽ Free 0%			†† Free 0%	Stop 0%	ŕ	
Volume (veh/h)	526	33	0	493	0	65	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.85	0.85	
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	666	42	0	624	0	76	
Median type Median storage veh) Upstream signal (ft) DX, platoon unblocked	481				None		
/C, conflicting volume /C1, stage 1 conf vol /C2, stage 2 conf vol			708		999	354	
Cu, unblocked vol			708		999	354	
C, single (s) C, 2 stage (s)			4.2		6.9	7.0	
F (s)			2.2		3.5	3.3	
0 queue free %			100		100	88	
M capacity (veh/h)			880		238	640	
Virection, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1		
olume Total	444	264	312	312	76		
olume Left	0	0	0	0	0		
olume Right	0	42	0	0	76		
SH	1700	1700	1700	1700	640		
olume to Capacity	0.26	0.16	0.18	0.18	0.12		
ueue Length 95th (ft)	0	0	0	0	10		
ontrol Delay (s) ane LOS	0.0	0.0	0.0	0.0	11.4		
pproach Delay (s)	0.0		0.0		В		
pproach LOS	0.0		0.0		11.4 B		
tersection Summary					REFERENCE	STURDER	
verage Delay ntersection Capacity Uti nalysis Period (min)	lization	2	0.6 26.3% 15	IC	U Level	of Servi	ce A

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HCM Unsignalized Intersection Capacity Analysis 9: Ladera Dr & 'A'

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Terry O. Brown, P.E. 10/30/2007

		\rightarrow	4	4	-	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations Sign Control Grade	†‡ Free 0%			Free 0%	Stop 0%	1	
Volume (veh/h)	664	85	0	757	0	111	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.85	0.85	
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	714	91	0	814	0	131	
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked	481				None		
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol			805		1167	403	
vCu, unblocked vol			805		1167	403	
tC, single (s) tC, 2 stage (s)			4.2		6.9	7.0	
tF (s)			2.2		3.5	3.3	
p0 queue free % cM capacity (veh/h)			100 808		100 185	78 594	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1		
/olume Total	476	329	407	407	131	and the second second	
/olume Left	0	0	0	0	0		
Volume Right	0	91	0	0	131		
SH	1700	1700	1700	1700	594		
olume to Capacity	0.28	0.19	0.24	0.24	0.22		
Queue Length 95th (ft)	0	0	0	0	21		
Control Delay (s)	0.0	0.0	0.0	0.0	12.8		
ane LOS					В		
Approach Delay (s) Approach LOS	0.0		0.0		12.8 B		
ntersection Summary		a search	- CHARLEN		HUND GRA		
Average Delay Intersection Capacity Util Analysis Period (min)	ization	3	1.0 34.6% 15	IC	U Level	of Servi	ce A

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Driveway 'B' / Market Rd

HCM Unsignalized Intersection Capacity Analysis 10: 'B' & Market Rd

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Terry O. Brown, P.E. 10/30/2007

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ર્ન	ef 👘		
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	88	3	5	189	48	187	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.86	0.86	
Hourly flow rate (vph)	104	4	6	222	56	217	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)	=				i.t		
Median type	None						
Median storage veh)							
Jpstream signal (ft)							
X, platoon unblocked	000						
C, conflicting volume	399	165	273				
C1, stage 1 conf vol							
Cu, unblocked vol	399	105	070				
C, single (s)	599 6.4	165 6.2	273				
C, 2 stage (s)	0.4	0.2	4.1				
F (s)	3.5	3.3	2.2				
0 queue free %	83	100	100				
M capacity (veh/h)	602	877	1284				
Direction, Lane #				Natarationati		in the data and the second second second	
olume Total	EB 1 107	NB 1 228	SB 1 273			6月1月1月1日	
olume Left	107	220 6	273				
olume Right	4	0	217				
SH	608	1284	1700				
olume to Capacity	0.18	0.00	0.16				
ueue Length 95th (ft)	16	0.00	0.10				
ontrol Delay (s)	12.2	0.2	0.0				
ane LOS	B	Ā	0.0				
pproach Delay (s)	12.2	0.2	0.0				
pproach LOS	В		0.0				
tersection Summary		NAME OF					
verage Delay			2.2				
tersection Capacity Util	ization	2	25.8%	ICL	J Level	of Service	e A
nalysis Period (min)			15				

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HCM Unsignalized Intersection Capacity Analysis 10: 'B' & Market Rd

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Terry O. Brown, P.E. 10/30/2007

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			स्	4		
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	150	5	6	126	210	209	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	176	6	7	143	239	238	
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	514	357	476				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	514	357	476				
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	66	99	99				
cM capacity (veh/h)	515	685	1081				
Direction, Lane #	EB 1	NB 1	SB 1	Sale light			
Volume Total	182	150	476				
Volume Left	176	7	0				
Volume Right cSH	6	0	238				
Volume to Capacity	519	1081	1700				
Queue Length 95th (ft)	0.35	0.01	0.28				
Control Delay (s)	39	0	0				
Lane LOS	15.6	0.4	0.0				
Approach Delay (s)	C 15.6	A	0.0				
Approach LOS	15.6 C	0.4	0.0				
ntersection Summary			SNE SIR DO				
Average Delay		C-SASSISSIS	3.6		MDC 311/44		
ntersection Capacity Uti	ilization		3.6 39.1%			of Servi	
Analysis Period (min)		ι. ·	15		- revel	UI SEIVI	ce A
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Hanover Rd / Driveway 'C'

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations Sign Control Grade		ধ Free 0%	₽ Free 0%		Stop 0%		
Volume (veh/h)	0	-	0	11	7	0	
Peak Hour Factor	0.85		0.85	0.85	0.85	0.85	
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	0	0	0	13	8	0	
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked					None		
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	13				6	6	
vCu, unblocked vol	13				6	6	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s) tF (s)							
p0 queue free %	2.2 100				3.5	3.3	
cM capacity (veh/h)	1599				99	100	
Direction, Lane #			004	Maria Maria	1012	1073	
Volume Total	EB 1 0	WB 1 13	SB 1 8	100	a state	A PROVIDE	
Volume Left	0	0	о 8				
Volume Right	Ő	13	0				
SH	1700	1700	1012				
olume to Capacity	0.00	0.01	0.01				
Queue Length 95th (ft)	0	0	1				
Control Delay (s)	0.0	0.0	8.6				
ane LOS			A				
Approach Delay (s)	0.0	0.0	8.6				
Approach LOS			A				
ntersection Summary			STATE AND				
verage Delay			3.3	a service and	Carl Constanting	and the all of the a	
ntersection Capacity Uti analysis Period (min)	lization	1	3.3% 15	ICL	J Level	of Servi	ice A

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HCM Unsignalized Intersection Capacity Analysis
11: Hanover Rd & 'C'

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations Sign Control Grade Volume (veh/h)		ৰ্ণ Free 0%	Free 0%		Stop 0%		
Peak Hour Factor	0 0.85	-	0	11	12	0	
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s)	0.85		0.85 0	0.85 13	0.85 14	0.85 0	
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft)					None		
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	13				6	6	
vCu, unblocked vol tC, single (s) tC, 2 stage (s)	13 4.1				6 6.4	6 6.2	
tF (s) p0 queue free % cM capacity (veh/h)	2.2 100 1599				3.5 99 1012	3.3 100 1073	
Direction, Lane #	EB 1	WB 1	SB 1	RINDER I		92000A	
Volume Total	0	13	14				
Volume Left	0	0	14				
Volume Right cSH	0 1700	13	0				
Volume to Capacity	0.00	1700 0.01	1012 0.01				
Queue Length 95th (ft)	0.00	0.01	0.01				
Control Delay (s)	0.0	0.0	8.6				
_ane LOS		0.0	A				
Approach Delay (s) Approach LOS	0.0	0.0	8.6 A				
ntersection Summary							
Average Delay ntersection Capacity Uti Analysis Period (min)	lization	1	4.5 3.3% 15	ICI	J Level	of Servi	ice A

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Unser Blvd / Driveway 'D'

HCM Unsignalized Intersection Capacity Analysis	
12: 'D' & Unser Blvd	

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Terry O. Brown, P.E. 10/30/2007

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Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations	1	i f	<u>^</u>	7	ካ							
Sign Control	Stop		Free	-		Free						
Grade	0%		0%			0%						
Volume (veh/h)	144			216	116	1806						
Peak Hour Factor	0.85		0.85	0.85	0.85	0.85						
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s)	169	94	938	254	136	2125						
Percent Blockage												
Right turn flare (veh) Median type	Delead											
Median storage veh)	Raised											
Upstream signal (ft)	1											
pX, platoon unblocked	0.62					649						
vC, conflicting volume	2273	469			1100							
vC1, stage 1 conf vol	938	409			1192							
vC2, stage 2 conf vol	1335											
vCu, unblocked vol	2440	469			1192							
tC, single (s)	6.9	7.0			4.2							
tC, 2 stage (s)	5.9				7.2							
tF (s)	3.5	3.3			2.2							
p0 queue free %	0	83			76							
cM capacity (veh/h)	105	538			576							
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		1991 (1993)		anne an ta
Volume Total	169	94	469	469	254	136	1062	1062		E A SALA		Will Aller
Volume Left	169	0	0	0	204	136	0	0				
Volume Right	0	94	Ō	Ő	254	0	0	0				
cSH	105	538	1700	1700	1700	576	1700	1700				
Volume to Capacity	1.61	0.17	0.28	0.28	0.15	0.24	0.62	0.62				
Queue Length 95th (ft)	324	16	0	0	0	23	0.02	0.02				
Control Delay (s)	387.2	13.1	0.0	0.0	0.0	13.2	0.0	0.0				
Lane LOS	F	В				B	0.0	0.0				
Approach Delay (s)	253.6		0.0			0.8						
Approach LOS	F											
Intersection Summary						9400 M					City of	
Average Delay Intersection Capacity Ut	6	18.5 4.6%	% ICU Level of Service C									
Analysis Period (min)			15									

2010 AM Peak BUILD Conditions

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Movement	WBL	WBR	NBT	NBR	SBL	SBT				NATION AND		n (marine at teach
Lane Configurations	N)		† †	7		<u>+</u>						
Sign Control	Stop		Free			Free						
Grade	0%		0%			0%						
Volume (veh/h)	340	242	1613	327	204	1011						
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95						
Hourly flow rate (vph) Pedestrians	400	285	1698	344	215	1064						
Lane Width (ft) Walking Speed (ft/s)												
Percent Blockage Right turn flare (veh)												
Median type Median storage veh)	Raised											
Upstream signal (ft) pX, platoon unblocked	1					649						
vC, conflicting volume	2659	849			2042							
vC1, stage 1 conf vol	1698											
vC2, stage 2 conf vol	962											
vCu, unblocked vol	2659	849			2042							
tC, single (s)	6.9	7.0			4.2							
tC, 2 stage (s)	5.9											
tF (s)	3.5	3.3			2.2							
p0 queue free %	0	6			20							
cM capacity (veh/h)	42	302			269							
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				TELEPER PER
/olume Total	400	285	849	849	344	215	532	532				
/olume Left	400	0	0	0	0	215	0	0				
/olume Right	0	285	0	0	344	0	0	0				
SH	42	302	1700	1700	1700	269	1700	1700				
olume to Capacity	9.60	0.94	0.50	0.50	0.20	0.80	0.31	0.31				
Queue Length 95th (ft)	Err	232	0	0	0	155	0	0				
Control Delay (s)	Err	76.0	0.0	0.0	0.0	56.0	0.0	0.0				
ane LOS	F	F				F						
pproach Delay (s) pproach LOS	5873.0 F		0.0			9.4						
tersection Summary					病的設		() said	25 - 5 5e				
verage Delay	llization		006.9 4.7%					1	_	a stand to a	, titp	
nalysis Period (min)	uizaliui	ð	4.7% 15	ICU Level of Service					E			

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Case F - full access at Intersection 12 D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF\2010PBX.sy7

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→ メ < ← ✓ <			4	~	←		→ ▲	
Lane Group WBL WBR NBT NBR SBL SBT	出行したというわれたなな	Movement	WBL V	WBR N	NBT N	NBR SBL	L SBT	のないれていたのであるとうというないので、「「「「「」」
Lane Configurations 75 7 77 77 77 74		Lane Configurations	5	×	ŧ	×	144 2	
Volume (vph) 144 80 797 216 116 1806		Ideal Flow (vphpl)		-	_	-		
		Total Lost time (s)						
Protected Phases 8 1 2 8 1 6		Lane Util. Factor		Ĩ				
8		Frt	_		_			
8 1 2 8 1		Fit Protected			Ċ	1.00 0.95		
) 5.0 5.0 5.0 5.0 5.0		Satd. Flow (prot)	-		-	`		
10.0 21.0 21.0 10.0		Fit Permitted	0.95	1.00		1.00 0.27		
15.0 15.0 80.0 15.0 15.0		Satd. Flow (perm)			-			
13.6% 72.7% 13.6% 13.6% 8		Volume (voh)	144	80		216 1	116 1806	
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0		Peak-hour factor, PHF						
1.0		Adi Flow (vnh)						
Lead		RTOR Reduction (voh)	20					
Optimize?		Lane Group Flow (vph)	169	17		213 1	136 2125	
Recall Mode Min Min C-Max Min Min C-Max		Tim Type				15		
en (s) 11.4 23.0 81.0 95.4 92.6		Protected Phases	8	5	6		1 F	
0.21 0.74		Permitted Phases	5	• a			, 	
0.48 0.23 0.25 0.18 0.27		Actuated Green, G (s)	4.6				6 90.6	
51.1 8.8 8.7 0.8		Effective Green, a (s)			81.0 9		92.6 92.6	
ly 0.0 0.0 0.0 0.0 0.0		Actuated o/C Ratio						
Delay 51.1 8.8 8.7 0.8 1.8		Clearance Time (s)	5.0	5.0		5.0		
DAAAA		Vehicle Extension (s)			3.0			
y 36.0 7		Lane Grp Cap (vph)		۳	Ľ		516 4239	
Approach LOS D A A A		v/s Ratio Prot				ĭ		
Intersection Summary	Support and the second s	v/s Ratio Perm				0.12 0.		
Cvcla Length: 110		v/c Ratio			0.25 0		0.26 0.50	
Actuated Cycle Length: 110		Uniform Delay, d1						
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green		Progression Factor		•		ĭ.	0	
Vatural Cycle: 55		incremental Delay, 02	2.1				1.0 1.0	
Control Type: Actuated-Coordinated		Letay (s)				ר איג גיג	e. م م	
			2 4	c	۲ ¢	¢	< ; <	
		Approact Leiay (s)	4 7 7		<u>،</u> ح		ο <	
Intersection Capacity Utitization 45.7%			2		c		c	
Analysis Period (min) 15		Intersection Summary		1	SALAN SALAN			It is a second to the second s
Splits and Phases: 12: 'D' & Unser Blvd		HCM Average Control Delay	elay		6.7	HCM	HCM Level of Service	vice A
1		HUM VOULTIE to Lapacity ratio	y rauo	- ;	0.00			
01		Actuated Cycle Lengur (s)	S) Ili-ofion	- 4r	110.0		Sum or lost time (s)	0.0
5s 60s		Analysis Dariod (min)	INUBSI	4	8 11	2		
g	and the second s	c Critical Lane Group			2			
	15 a							

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2010 AM Peak BUILD Conditions - MITIGATED Case F - full access at Intersection 12 D:IATOBE\PROJECTS\Herltage_Neighborhood_Marketplace_Ladera_Unser\CaseF12010AB_Mit.sy7

2010 AM Peak BUILD Conditions - MITIGATED Case F - full access at Intersection 12 D:ATOBE\PROJECTS\Hentiage_Neighborhood_Marketplace_Ladera_Unser\CaseF\2010AB_Mit.sy7

A-1290

Determination of Warrants for Auxiliary Lanes

 Project Name:
 Heritage Neighborhood Center

 Name of Highway:
 Unser Blvd

 Name of Cross Street:
 Driveway 'D'

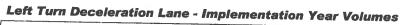
Determination of Warrants for: Westbound Driveway

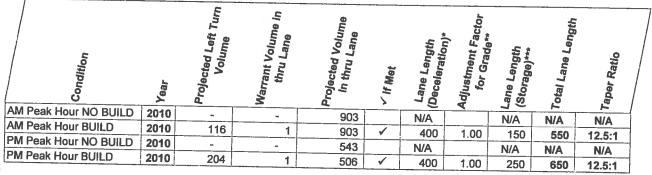
Implementation Year Volumes - 2010 Posted Speed Limit: 45

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume In thru Lane	Projected Volume In thru Lane	< if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD		-	-	399		N/A	T	-	N/A	N/A
AM Peak Hour BUILD	2010	216	1	399	1	400	1.00	-	400	12.5:1
PM Peak Hour NO BUILD	2010	-	-	855		N/A		-	N/A	N/A
PM Peak Hour BUILD	2010	327	1	807	~	400	1.00	_	400	12.5:1

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)





Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleration Lengths)

** Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.

Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.
 Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.
 Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Notes and Comments:

1. This warrant sheet is for the westbound Driveway 'D' at 100% Development of the Project

Worksheet Developed by Terry O. Brown, P.E.

Turning Movement Count Data

 Date:
 6/13/2007

 E-W Street:
 98th St

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Day: N-S Street:

Wednesday Unser Blvd

										A	I Peri	od										
_			astbou				w	estbou	nd			N	orthboi	ind			Sc	outhbo	und			Hour
Time	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	Sum	Total
7:00-7:15	8	2	51	0	61	7	0	2	0	9	9	111	3	4	123	3	169	2	0	174	367	1 10/4
7:15-7:30	7	0	62	0	69	2	0	0	ο	2	7	161	2	1	170	0	215	2	o	217	458	
7:30-7:45	17	0	55	0	72	5	0	1	0	6	6	163	4	3	173	3	209	_	0			
7:45-8:00	6	0	42	0	48	1	0	1	0	2	5	160	3	5	168	5	191	4	0	216	467	1
8:00-8:15	4	3	36	0	43	6	0	2	0	8	10	147	6	2	163	2	168		0	204	422	1714
8:15-8:30	10	0	35	0	45	6	0	3	0	9	14	121	4	3		1.7			0	177	391	1738
8:30-8:45	9	1	40	٥	50	11	0	4	õ	15	8			-	139	4	131	2	0	137	330	1610
8:45-9:00	2	1	28	1	31	5	4	3	o		-	126	4	8	138	3	161	3	0	167	370	1513
9:00-9:15	10	1	23	1	34	4	4	4		9	19	99	3	3	121	3	136	3	0	142	303	1394
9:15-9:30	8	1	27	ò	36	6	0	-	0	6	17	71	3	4	91	2	120	2	0	124	255	1258
9:30-9:45		0	26	0	33	2	-	1	0		12	69	6	1	87	2	118	6	0	126	256	1184
9:45-10:00	10	2	20	2			2	3	0	12	22	96	7	1	125	3	94	4	0	101	271	1085
Peak Hour	34	3			36	4	0	2	0	_6	15	93	2	1	110	3	102	8	0	113	265	1047
PHF		-	195	0	232	14	0	4	0	18	28	631	15	11	674	10	783	21	0	814	1738	Peak
	0.50	0.25	0.79		0.81	0.58	#####	0.50		0.56	0.70	0.97	0.63		0.97	0.50	0.91	0.66		0.94	0.93	7:15
ruck %				0%					0%					2%					0%		1%	8:15

	1									Mid-	Day P	eriod										
There			astbou				v	/estbou	Ind			N	orthbo	und			Sc	outhbo	und			Hourt
Time		TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	Sum	Total
11:00-11:15	1	0	22	0	31	4	0	4	0	8	16	74	8	3	98	3	99	7	0	109	246	Tiotai
11:15-11:30	6	0	30	0	36	15	0	2	0	17	20	100	8	2	128	6	84	6	0	96		
11:30-11:45	8	1	30	0	39	13	0	3	0	16	12	106	7	3	125	5	105	4	0	114	277	1
11:45-12:00	2	0	21	0	23	12	1	3	0	16	14	81	10	2	105	3	78	6	-		294	
12:00-12:15	4	1	20	1	25	11	0	4	0	15	24	96	13	4	133	5	86	-	0	87	231	1048
12:15-12:30	7	2	22	0	31	16	2	8	0	26	33	116	4	2	153			5	0	96	269	1071
12:30-12:45	8	1	26	0	35	8	2	4	õ	14	24	98	4	2			120	8	0	135	345	1139
12:45-1:00	10	0	23	1	33	3	0	11	0	14	20			1	129		78	7	0	86	264	1109
1:00-1:15	10	2	28	0	40	12	0	9	0			100	11	0	131	5	85	4	0	94	272	1150
1:15-1:30	5	1	22	0	28	15	2	6	-	21	24	77	7	2	108	10	96	9	0	115	284	1165
1:30-1:45	8	1	17	õ	26	8	4	6	0	23	23	99	5	1	127	4	85	5	0	94	272	1092
1:45-2:00	6	4	11	0	18	0	1	4	0	13	23	102	4	4	129	4	89	9	0	102	270	1098
Peak Hour	35	5	99			/	2		0	10	22	100	11	2	133	4	93	3	0	100	261	1087
PHF	0.88	0.63		1	139	39	4	32	0	75	101	391	29	5	521	23	379	28	0	430	1165	Peak
Truck %	0.00	0.03	0.88		0.87	0.61	0.50	0.73		0.72	0.77	0.84	0.66		0.85	0.58	0.79	0.78		0.80	0.84	12:15
				1%					0%					1%	J				0%		1%	1:15

										P	<u> </u>	od										
Time		E TH	astbou RT	nd Truck	Sum	LT	тн	/estbou RT	und Truck	Sum	LT	N TH	orthbo	und Truck	Sum			outhbo				Hourly
3:00-3:15	2	1	11	0	14	13	0	5	0	18	27	116	8				TH	RT	Truck	Sum	Sum	Total
3:15-3:30	11	1	14	0	26	5	0	8	ō	13	30		-	6	151	9	122	5	0	136	319	
3:30-3:45	6	1	28	0	35	10	0	5	Ő	15	1	148	14	3	192	5	129	12	0	146	377	
3:45-4:00	12	2	22	0	36	11	1	7	0		23	170	6	1	199	4	154	4	0	162	411	
4:00-4:15	8	õ	26	0	34	10	2	5	-	19	42	186	10	0	238	2	147	8	0	157	450	1557
4:15-4:30	3	3	13	ō	19	18	-	5	0	17	38	161	7	0	206	5	182	11	0	198	455	1693
4:30-4:45	6	0	33	0	39		4		0	29	45	203	10	2	258	9	168	11	0	188	494	1810
4:45-5:00	4	0	20	-		6	3	8	0	17	40	201	6	0	247	6	158	13	0	177	480	1879
5:00-5:15	8	4	20 17	0	24		1	11	0	19	45	172	17	1	234	3	183	8	0	194	471	1900
5:15-5:30				0	26	22	1	8	0	31	48	216	8	1	272	6	180	13	0	199	528	1973
5:30-5:45		0	17	0	24	11	0	0	0	11	45	229	з	0	277	10	179	5	0	194	506	1985
	8	0	20	0	28	20	0	11	0	31	34	206	6	0	246	6	219	15	0	240	545	2050
5:45-6:00	8	1	14	0	23	12	0	5	0	17	52	189	5	1	246	6	192	14	õ	212	498	2050
Peak Hour	31	2	68	0	101	65	1	24	0	90	179	840	22	2	1041	28	770	47	0	845	2077	
PHF	0.97	0.50	0.85		0.90	0.74	0.25	0.55		0.73	0.86	0.92	0.69	-	0.94	0.70	0.88	0.78	0			Peak
Truck %	L			0%					0%				2.00	0%	0.04	0.70	0.00	0.70		0.88	0.95	5:00
														070					0%	- 1	0%	6:00

Mike Henderson Consulting, LLC

Page 2

Turning Movement Count Data

Date: 6/12/2007 E-W Street: Ladera Dr

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Day: N-S Street:

Tuesday Unser Blvd

										A	/ Peri	od										
			astbou	nd			W	/estbou	nd			N	orthbo	und			Sc	outhboi	und			Hourly
Time		<u></u>	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	Sum	Total
7:00-7:15	46	52	88	3	186	68	16	10	0	94	10	88	42	2	140	9	237	17	1	263	683	1 10001
7:15-7:30	44	66	91	1	201	75	15	6	1	96	6	104	49	2	159	10	263	11	2	284	740	
7:30-7:45	44	77	106	0	227	76	43	9	0	128	18	120	69	1	207	17	227	15	ñ	259	821	ļ
7:45-8:00	41	56	80	2	177	98	31	19	1	148	14	117	64	4	195	9	179	15	õ	203	723	0007
8:00-8:15	26	35	80	1	141	61	16	27	1	104	17	109	49	4	175	22	198	10	0	203		2967
8:15-8:30	32	49	80	1	161	86	14	8	1	108	17	100	55	3	172	22	179	12	2		650	2934
8:30-8:45	33	38	65	2	136	61	19	6	1	86	17	79	46	1	142	11	179		_	213	654	2848
8:45-9:00	28	31	63	2	122	45	23	10	1	78	17	76	33	3	126			13	5	201	565	2592
9:00-9:15	25	24	37	2	88	42	19	7		68	14	72		3		13	149	14	4	176	502	2371
9:15-9:30	21	31	37	õ	89	41	15	5	ò	61	19		28	1	115	14	128	17	2	159	430	2151
9:30-9:45	26	38	31	2	97	40	26	9	3	75		71	36	3	129	8	105	14	2	127	406	1903
9:45-10:00	29	62	30	1	122	47	19	9	3		16	88	44	3	151	12	126	17	7	155	478	1816
Peak Hour	175	251	365	6	791	317	105			75	18	72	38		128	14	100	17	0	131	456	1770
PHF	0.95	0.81	0.86	5	0.87			44	2	466	48	429	224	9	701	45	906	58	3	1009	2967	Peak
Truck %	0.35	0.01	0.00	40/	0.07	0.81	0.61	0.58		0.79	0.67	0.89	0.81		0.85	0.66	0.86	0.85		0.89	0.90	7:00
TTAGA 70				1%					0%					1%					0%		1%	8:00

·										Mid-	Day P	eriod										
Time			astbou					Vestbou	ind			N	orthbo	und			S	outhbo	und			Hourty
Time		TH	RT	Truck	Sum		<u></u> TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	LT	TH	RT	Truck	Sum	Sum	Total
11:00-11:15	1	30	32	0	88	43	19	12	0	74	28	80	41	3	149	15	75	16	2	106	417	1 10121
11:15-11:30	29	24	29	1	82	41	27	16	3	84	34	73	47	3	154	14	86	14	2	114		
11:30-11:45	22	32	29	0	83	38	22	8	1	68	18	74	49	1	141	21	76	18	_		434	
11:45-12:00	17	38	24	0	79	46	27	6	2	79	14	71	53	2	138				0	115	407	
12:00-12:15	22	26	15	0	63	37	34	8	2	79	53	97				16	103	19	0	138	434	1692
12:15-12:30	17	31	37	0	85	48	43	10	ō	101	31		62	2	212	22	98	16	2	136	490	1765
12:30-12:45	25	28	31	ō	84	39	40	12	0			98	58	4	187	13	99	21	1	133	506	1837
12:45-1:00	27	29	32	õ	88			12	U	91	30	81	48	3	159	8	98	18	2	124	458	1888
1:00-1:15	26	26	17	4		50	33	1	0	90	31	83	42	2	156	15	98	20	5	133	467	1921
1:15-1:30	20			1	69	46	26	18	0	90	28	95	46	1	169	16	80	17	2	113	441	1872
1:30-1:45	r	38	24	0	82	53	29	7	1	89	31	92	46	4	169	16	100	15	0	131	471	1837
	18	39	26	0	83	30	29	5	0	64	27	69	58	0	154	17	91	19	3	127	428	1807
1:45-2:00	15	32	16	1	63	_58	25	3	1	86	24	76	71	1	171	16	90	21	0	127	447	1787
Peak Hour	91	114	115	0	320	174	150	37	2	361	145	359	210	11	714	58	393	75	10	526	1921	
PHF	0.84	0.92	0.78		0.91	0.87	0.87	0.77		0.89	0.68	0.92	0.85		0.84	0.66	0.99	0.89	10			Peak
Truck %				0%					1%			0.01	0.00	2%	0.04	0.00	0.99	0.09		0.97	0.95	12:00
						_								<u> 270</u>					2%		1%	1:00

										P	/ Peri	od										
Time	LT	E TH	astbou RT	nd Truck	Sum	LT	W TH	estbol RT	Ind Truck	Sum	LT		orthbo		_			outhbo	und			Hourty
3:00-3:15	27	21	32	0	80	49	36	_	TTUCK			TH	RT	Truck		1	TH	RT	Truck	Sum	Sum	Total
3:15-3:30	29	24	28	0	81	43		12	1	97	38	116	60	1	214	10	97	30	1	137	528	
3:30-3:45	29	47	33	0	109		42	12	3	97	43	123	59	0	225	16	117	32	0	165	568	1
3:45-4:00	21	26	17	0		57	-44	16	1	117	35	174	99	1	308	16	160	22	0	198	732	
4:00-4:15	29	20 38		-	64	50	45	22	0	117	64	154	82	1	300	14	151	35	0	200	681	2509
4:15-4:30	29		22	0	89	53	36	21	3	110	56	180	104	2	340	36	145	41	0	222	761	2742
4:30-4:45		42	16	0	78	59	62	21	2	142	59	172	67	1	298	20	144	50	0	214	732	2906
	26	44	32	0	102	61	56	16	1	133	70	209	86	0	365	21	144	36	3	201	801	2975
4:45-5:00	33	45	31	1	109	56	58	16	0	130	65	213	85	4	363	13	128	52	0	193	795	3089
5:00-5:15	32	36	34	0	102	78	58	19	0	155	73	238	89	3	400	33	149	33	õ	215	872	3200
5:15-5:30	36	52	33	0	121	83	64	29	1	176	66	215	102	1	383	22	131	54	0	207	887	
5:30-5:45	34	50	39	1	123	53	75	27	0	155	68	222	103	3	393	17	124	50	0			3355
5:45-6:00	38	44	32	0	114	67	67	32	1	166	81	185	78	õ	344	22	143		-	191	862	3416
Peak Hour	140	182	138	1	460	281	264	107	2	652	288	860	372	7	1520			47	0	212	836	3457
PHF	0.92	0.88	0.88		0.93	0.85	0.88	0.84	-	0.93	0.89	0.90	0.90	'		94	547	184	0	825	3457	Peak
Truck %	1			0%				0.04	0%	0.00	0.09	0.90	0.90		0.95	0.71	0.92	0.85		0.96	0.97	5:00
									V /0					0%					0%		0%	6:00

Mike Henderson Consulting, LLC

5301 Camino Sandia NE Albuquerque, NM 87111 (505) 275-5706

9/28/2007

Traffic Count Data Sheet

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2007

E-W Street I-40 N. ramp N-S Street: Unser Blvd

25 45 5/22/07 Speed Limit (I-40 N. ramp)=

MPH HdW

1	4	
	Speed Limit (Unser Blvd)=	

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	Limit ((
>>> -	Speed Limit (Unser Blvd)=	
, 		

	Blvd)=	
	(Unser	
-	d Limit	
	Speed	

it (Unser Blvd)=	
Speed Limit	

d Limit (Unser Blvd)=	Date of Count:
Speed	

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Begin	End	Eastbo	Eastbound (I-40 N	(. ramp)	Westbo	Westbound (I-40 N ramn)	N ramn)	Northh	Northhouse // Januard How	AL. HO	0.11		i
Time	Time			2	-					(DAIG IA	JUINOS	sournbound (Unser Blvd)	er Blvd)
7:00 AM	7:15 AM	0	0	: c	7 L	- ~	< 00		-	×			2
7:15 AM	7:30 AM	0	0		5 6		20	20	100	•	0	496	19
7:30 AM	7:45 AM	0			36		2	٥	9/1	0	0	498	13
7:45 AM	8:00 AM				500		200	~	180	•	0	424	25
8-00 AM	8-15 AM				00	5	62	2	167	0	0	357	1
8-15 AM	0.20 AM		₽	₽	ŝ	₽	51	CH	134	θ	θ	356	13
	0.3U AIM	₽	A	θ	74	θ	67	4	456	θ	Ø	310	L L
8:30 AM	8:45 AM	θ	θ	θ	<i>±</i> ±	θ	61	54	130	Q		000	DC
8:45 AM	9:00 AM	θ	θ	θ	78	đ	47	Q	00		Þ	200	Ð
AM Peak Hour Volumes	r Volumes	-	c	-	242			Þ	*	₽	A	261	9
% of Total Traffic		/00/0)		0	100	24	687	0	0	1775	68
% Directional		%,0,0	0.U.0	0.0%	11.1%	0.1%	6.1%	0.8%	22.2%	0.0%	0.0%	57.5%	2.2%
AM Dool: Hours T			0.0%			17.3%			23.0%		,÷:	28.7%	2
AIM FEAK FOUL FACTOR	actor					0.91			0.97				
	-											0.09	
negin		Eastbo	Eastbound (I-40 N.	. ramp)	Westbo	Westbound (I-40 N	l. ramp)	Northbu	Northbound (Unser	r Blvd)	Southh	Southhound (I hear Dhal	- Dhud
lime	Lime	_	⊢	8		F	6		+				(DAID I
4:00 PM	4:15 PM	θ	0	q	158	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	101	1		צו		-	œ
4:15 PM	4:30 PM	0	D		177	DC	101	4,	8/1	0	θ	276	13
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4.45 PM	5-00 DM		D C	₽	+0+	+	143	9	146	θ	θ	207	46
E-OD PM	5.15 DM	₽⋖	₽ ¢	₽	101	θ	193	#	166	θ	θ	229	18
5-15 DM	2.10 FW		-	-	153	0	217	9	210	0	0	219	20
MD 02.3	C.AE DAA	5	-	-	145	•	190	œ	193	0	0	208	14
C.AE DM	MIL 04.0	5	5	-	168	0	190	S	148	0	0	232	15
Die Doub Louis	0.00 PM			0	160	0	174	7	174	0	0	244	24
	volumes	0	0	0	626	0	171	24	725	0		803	
% of Total Traffic		0.0%	0.0%	0.0%	20.1%	0.0%	24.7%	0.8%	23.2%	2 U 0%	0.0%		
% Directional			0.0%			44.8%			24 D0.	0,0,0	e 0.0	23.U%	9,77
PM Peak Hour Factor	actor					0.94			24.U70			31.2%	

140NR_Unser_CNT2007xls.xls

PM Peak Hour Factor

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9/28/2007

Traffic Count Data Sheet

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Year Counts Taken:

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E-W Street Los Volcanes N-S Street: Unser Blvd

35 45 5/23/07 Speed Limit (Los Volcanes)=

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Begin	End	Eastbol	Eastbound (Los Vo	olcanes)	Westbo	Westbound (Los Volcanes)	(olcanes)	North	Northbound (I Inear	er Bhudh	Conthe		
Time	Time	1	F	2			ď						sr biva)
7:00 AM	7:15 AM	32	36		20			-	-	צ			¥
7:15 AM	7-30 AM	2	48		24	= •	47	- -	293	6	62	208	13
7-30 AM	7-45 AM	200	2	*	5	0	42	4	307	17	61	235	17
7-45 AM	MIL 01-0	0 0	Ş,	-	×	-	24	ო	297	25	97	256	19
	0.00 AIM	97	0	2	24	2	26	0	204	19	40	198	20
0.00 AM	MH CI :0	48 9	Φ	CH	o p	++	28	ന	217	46	9E	162	4
MA CI :0	8:30 AM	52	4	Ð	4	സ	28	4	233	4	33	130	2 9
8:30 AM	8:45 AM	44	ማ	сh	4	9	46	4	470	đ	34	136	17
8:45 AM	9:00 AM	50	4	6	42	ŝ	23	9	148	9	22	128	‡ 7
AM Peak Hour Volumes	Volumes	137	69	7	95	27	134	œ	1101	101	260	207	100
% of Total Traffic		4.7%	2.4%	0.2%	3.3%	0.9%	4.6%	0.3%	37.9%	3.5%	80 6	30 UE	20 V C
% Directional			7.3%			8.8%			41 7%				8, 1, 7
AM Peak Hour Factor	actor		0.73			0.75			0.91			46.470	
	- L											70'0	
Degin		Eastbou	Eastbound (Los Vo	Can	Westbou	Westbound (Los Volcanes	olcanes)	Northb	Northbound (Unser Blvd)	r Blvd)	Southb	Southbound (Unser	r Bivd)
Ð	- IIIIe	_		R		F	£		-	œ	-	} - 	
4:00 PM	4:15 PM	42	+	θ	55	7	4	4	178	: a	150	- 000	
4:15 PM	4:30 PM	6	ন্স	Ð	40	4	4	0	150	77	5 0	150	9
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5:00 PM	5:15 PM	18	ო	÷	17	~	37	~	186	42	5 6	242	₽
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PM Peak Hour Volumes	Volumes	54	15	4	73	23	132	Ę	702	364	2	717	202
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% Directional			2 9%			20.00	200	e 	%D.70	4.0%	4.4%	41.3%	4.9%
PM Peak Hour Factor	actor					9.7.6			37.3%			50.5%	
	IC[0]		0.03			0.92			0.85			0.89	

Los Voicanes_Unser_CNT.xls

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Traffic Count Data Sheet

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2007

E-W Street LADERA

Speed Limit (LADERA)=	Speed Limit (OURAY)=	
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HPH MPH		JRAYI	æ	Ch	6	4	3	3	ጭ	4	CH	13	1.0%				RAY)	~	CH	9	Ъ	9	က	4	7	4	13	0.8%	2	
40 30/35	9/20/07	Southbound (OURAY)		36	42	56	39	54	45	46	4 9	191	15.0%	23.0%	0.89		Southbound (OURAY)	-	30	36	39	35	34	30	31	28	123	7.2%	10.0%	0.89
RA)= 4Y)=	Count:	South		42	18	22	32	17	Ð	9	φ	68	7.0%				Southb]	40	43	45	13	÷	12	ი	œ	34	2.0%		
Speed Limit (LADERA)= Speed Limit (OURAY)=	Date of Count:	AY)	2	CH	-	-	~	2	cub	74	54	10	0.4%				۶ ر	<u>د</u>	ო	C ⁴	3	CH CH	4		9	5	16	0.9%		
Speed L Speed L		Northbound (OURAY)	-	\$	16	22	3		+	+16	45	77	6.0%	14.1%	0.79		Northbound (OURAY)		75	69	75	+	67	22	99	51	233	13.6% (31.7%	0.94
		Vorthbol	-	_				+	-	+	_			÷	0		orthbou									-			31	0
				8	3	ñ			Ф ⁹		19	8 6	7.7%				Z	-1	89	5	99	₹			2	74	293	17.2%		
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	DIONO	Westbound (LADERA)	_ 6	97	02	200	94 7	20	25	PP C	5	140	11.4%	13.2%	0.89			- 8	₩,	23	1 0	8	38	10E	3	RR C	379	22.2%	29.6%	0.87
LADER/ OURAY		West		+ 4	5		- ~	• •		+ 0	h e	?	0.7%			VALAAL	AVESTO	יר יר	200	D×	+ 9	4	-		> 0		20	1.2%		
E-W Street LADERA N-S Street: OURAY		JEKA)	r d	00	23	2 5	64	55	4	46	247	10.48/	0.4%			EPA1		22	5 8	24	37	48	4	52	104	500	200	11.7%		
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7002	1400		10	4	- 40	9	2	0	-+	0	200	16%				Eastho		4	. ch	4	e	4	4	6	9	19		.1%		
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	Regin	Time	MA 00:7	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	AM Peak Hour Volumes	% of Total Traffic	% Directional	AM Peak Hour Factor		Begin		4:00 PM		4:30 PM	4:45 PM	5:00 PM	5:15 PM		5:45 PM		% of Total Traffic	% Directional	PM Peak Hour Factor	

LADERA_OURAY_2007_CNT.xls

9/28/2007

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E-W Street I-40 S. ramp N-S Street: Unser Blvd

25 45 5/21/07 Speed Limit (I-40 S. ramp)=

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	NAUC./	Ð	₽	0	θ	θ	θ	θ	0	θ	θ	đ	D
7.45 AN	MA 04: /	₽	0	0	θ	θ	θ	θ	θ	θ	θ	đ	D
MA C4: 1	8:UU AM	פ	0	9	0	0	0	3	173	172		296	145
8:00 AM	WH CL:8	9	0	-	0	0	0	0	126	141		206	206
MA CI :8	8:30 AM	6	0	0	0	0	0	0	128	138	. c	406	999
8:30 AM	8:45 AM	e	0	7	0	0	0	0	108	129	,	154	RNZ P
8:45 AM	9:00 AM	9	θ	7+	θ	0	θ	44	90	110	24		100
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			02.C.1			0.0%			41.1%			57.5%	
ANI FEAK HOUL FACIO	actor		0.67			10///IC#			0.80			0.99	
Banin	Pud L	Eastha	1 10 0									000	
Timo		Eastbo		o. ramp)	Westbo	Westbound (I-40 S. ramp	. ramp)	Northb	Northbound (Unser	r Blvd)	Southbe	Southbound (Unser Blvd)	r Bivd)
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4:15 PM	4:30 PM	19	0	9	0	0	0	0	168	106		205	\$
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4:45 PM	5:00 PM	18	0	2	0	c	c		163	2		734	R
5:00 PM	5:15 PM	15	0	00	c				104	32	•	2/2	2
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02 Diroctional		Q 1.7	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	25.0%	14.2%	0.0%	45.3%	12.0%
	-		3.5%			0.0%			39.2%			57.3%	
LINI FEAK FIOUR FACTOR	ICTOL		0.90			i0//\IC#			0.92			0.07	

I-40 SR_Unser_CNT2007.xls

57.3% 0.97

Traffic Count Data Sheet

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E-W Street LADERA N-S Street: MARKET

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745 AM 0 121 7 3 83 0 27 0 16 0 </td <td>7:15 AM</td> <td>7:30 AM</td> <td>0</td> <td>112</td> <td>4</td> <td></td> <td>75</td> <td>₽¢</td> <td>\$</td> <td>•</td> <td>59</td> <td>0</td> <td>θ</td> <td>θ</td> <td>1</td>	7:15 AM	7:30 AM	0	112	4		75	₽¢	\$	•	59	0	θ	θ	1	
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If 0.8 0.7 0.7 0.2 0.2 0.0%<	% Ulrectional			44.5%			37.3%			10.00		0.0.0	0.0%	0.0%		
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00 PM 0 124 46 8 100 100 22 0 12 0 0 00 PM 0 124 46 8 105 0 20 0 13 0 0 umes 0 513 156 48 463 0 83 0 36 0 0 0.0% 39.5% 12.0% 3.7% 35.6% 0.0% 6.4% 0.0% 2.8% 0.0% 0.0% 0.33 0.33 0.35% 12.0% 3.7% 35.6% 0.0% 6.4% 0.0% 0.0% 0.33 0.33 0.35% 0.36 0.0% 0.0% 0.0% 0.0% 0.33 0.33 0.36% 0.0% 0.0% 0.0% 0.0% 0.33 0.33 0.36% 0.0% 0.0% 0.0% 0.0%	5:30 PM	5.45 PM		145		2	143	-	22	0	°.	0	0	0		
Umes 0 124 45 8 105 0 20 0 13 0 0 Umes 0 513 156 48 463 0 83 0 36 0 0 0.0% 39.5% 12.0% 3.7% 35.6% 0.0% 6.4% 0.0% 2.8% 0.0% 0.0% 51.5% 0 39.3% 0.0% 6.4% 0.0% 2.8% 0.0% 0.0% 0.93 0.93 0.8% 0.8% 0.0% 0.0% 0.0%		R-DD DM					202	0	22	0	12	0				
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51.5% 51.5% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0	% of Total Traffic		0.0%	39.5%	12.0%	3.7%	35.6%	70 U	C 40/			5	C	0		
0.93 0.80 0.88 0.88	% Directional			51.5%			20.20	800	0.470	0.0%	2.8%	0.0%	0.0%	0.0%		
0.80 0.88	PM Peak Hour Fact	tor		0 03			00.00			9.2%			0.0%			
				00			0.80			0.88			10//JU#			

LADERA_MARKET_2007_CNT.xis

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4	-WOOD I	UNSIG	Westbound (LADERA)		_	77	Ŧ	52	U C	60	<u>6</u>		4
E-W Street LADERA	N-S Street: LAURELWOOD PKWY		West	-		-	-	7	-		-	¢	μ
E-W Stree	N-S Street		JERA)		<	-		9	α	>		40	P
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LADERA_LAURELWOOD PKWY_2007_CNT.xis

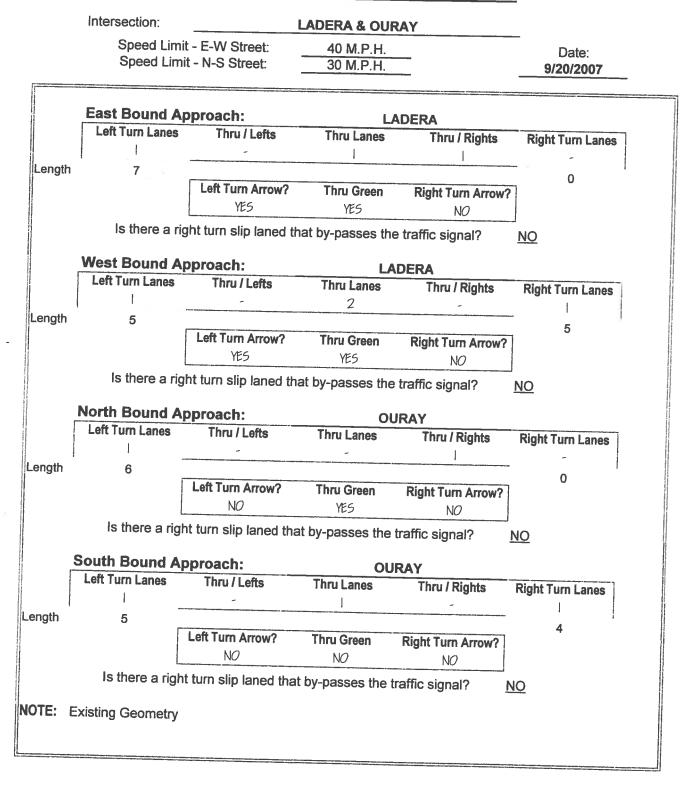
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10/3/2007

# **Intersection Data Sheet**

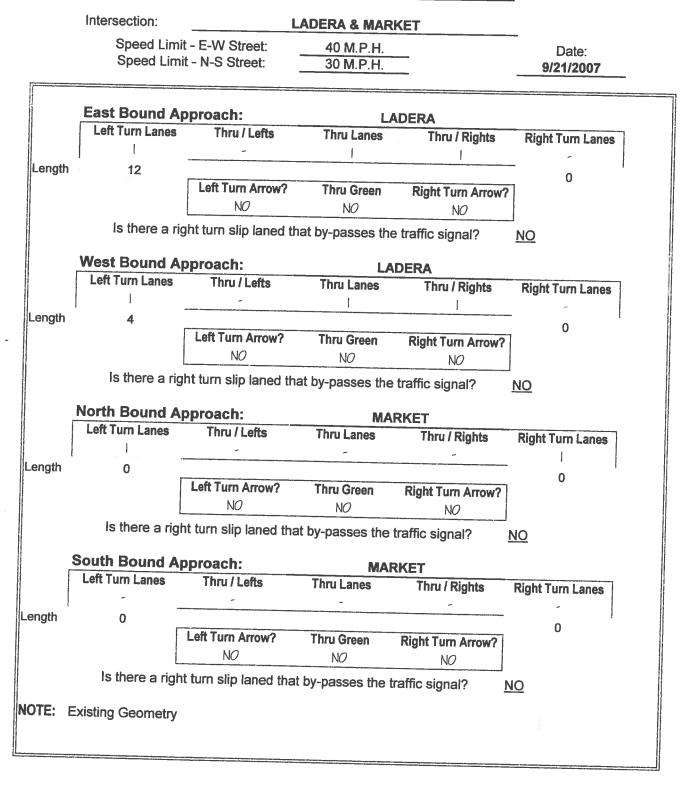
		Rd / Unser Blvd.		
Posted Speed	Limit (E-W Street):	36	5	
<u>Eastbour</u>	nd Approach:	Los Volcanes Rd	Date	8/8/200
Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
2	0	0	1	0
Length: 95 feet				
	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	]
	Y	Y	Y	
s there a right turn	slip lane that by-pass	es the traffic signal?		No
Westbour	d Approach:	Los Volcanes Rd		
Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	1	0	1
ength: 140 feet			0	1
	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	
	Y	Y	Y	
	.imit (N-S Street): d Approach:	45 Unser Blvd.		
Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	stripes	2	0	
				1
ength: 600 feet			<b>v</b>	1
ength: 600 feet	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	<u>1</u>
ength: 600 feet	Left Turn Arrow? Y	Thru Green? Y		<u>1</u>
ength: 600 feet	Left Turn Arrow? Y lip lane that by-passe	Y	Right Turn Arrow?	1
there a right turn s	Y lip lane that by-passe	Y	Right Turn Arrow?	8
there a right turn s	Y lip lane that by-passe	Y s the traffic signal?	Right Turn Arrow? Y	Yes
there a right turn s <u>Southbound</u> Left Turn Lanes 1	Y lip lane that by-passe Approach:	Y s the traffic signal? Unser Blvd.	Right Turn Arrow? Y Thru/Right Lanes	Yes Right Turn Lanes
there a right turn s <u>Southbound</u> Left Turn Lanes	Y lip lane that by-passes A Approach: Thru/Left Lanes Stripes	Y s the traffic signal? Unser Blvd. Thru Lanes	Right Turn Arrow? Y	Yes
there a right turn s <u>Southbound</u> Left Turn Lanes 1	Y Slip lane that by-passes Approach: Thru/Left Lanes Stripes Left Turn Arrow?	Y s the traffic signal? Unser Blvd. Thru Lanes	Right Turn Arrow? Y Thru/Right Lanes	Yes Right Turn Lanes
there a right turn s <u>Southbound</u> Left Turn Lanes 1	Y lip lane that by-passes A Approach: Thru/Left Lanes Stripes	Y s the traffic signal? Unser Blvd. Thru Lanes 2	Right Turn Arrow? Y Thru/Right Lanes O	Yes Right Turn Lanes

# Signalized Intersection Information Sheet



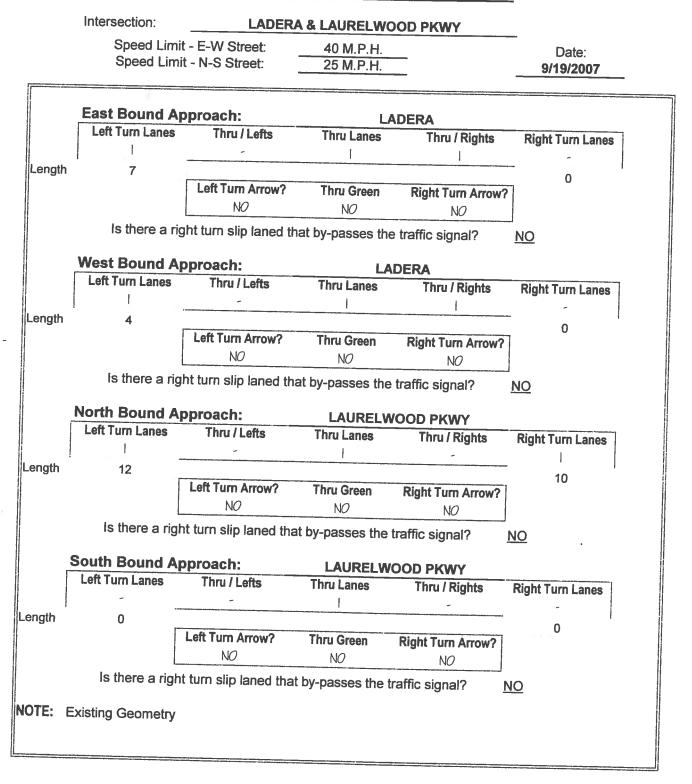
LADERA_OURAY_2007_IDs.xls - Sheet1

# Signalized Intersection Information Sheet



LADERA_MARKET_2007_IDS.xls - Sheet1

# Signalized Intersection Information Sheet



LADERA_LAURELWOOD PKWY_2007_IDS.xis - Sheet1

#### Storm Cloud Turning Novement Tebulation

#### INTERSECTION: Ladera and Unser (existing table signa)

AM Peek Hour

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AM Peak Hour			Seut	hbound			181										
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Existing" (2002)		75	2	262	14	the second se		-		-	_	_		_		u Rig	ht
Background Growth** (2002-2003)		9		278	2	-						_		-			8
2005 V Background Growth** (2003-2005)	olizmes		2	540	16	and the second se				-	_	in the second se	_	_	-		ī
Approved Future Developments:		7	2	208	1	57	-	7		_	_				the second se		-
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										17	₩			<u> </u>	+	the second se	7
					_					3	11				+		-#
			-6							114	TT				+	the second se	H
		91				L				10	1 2	ナ			+		Н
Background Gmuth fr	2007	7	_				1	-	41	168	414		313	44	128		-
New Network: Laders extended to 98th		. 1		• {		-61		8	3	12	31		23	3	-		-
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PM Post Hour					1		ي د	,			ич				112	147	_
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82 - S	20			AUC)		1				N	orthbom	nd		Ē	mbound		
	1	eft (		1							Unser						
Existing* (2002)			-		_		_	-			Tlanu	Rigt	1	Left		Rinte	
Background Growsh** (2002-2003)		3		_	-	-		the second se			the second s	550		34			
2005 Volum Background Growin** (2003-2005)	es 📑	ro 🛛	572	-				_	-			-		1	4	and the second se	
Approved Future Developments:		5	47	the second se		_		_		_			_	_	106	145	
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Cielo Oest			-	+				<u> </u>					1			_	
		17	13)	+	+		_	+								_	
2005 Editin	75		701	3	7		4/19	<u> </u>								10	
New Network: Laders extended to 98th	User         Learn         Learn         Learn         Learn         Learn         Learn           10         177         2.727         17         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100																
	<u> </u>	- <b> </b>					-						+				
-	User         Learn         Learn         Learn         Learn         Learn         Learn           10         177         2.727         17         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100																
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	75	70	H I	83	287	1	17	73	387	1	205	849		_			
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	_	<u> </u>		(30)		1/3	)T		177	7							
		+				Te			10	4			7			-	
	_			123	287	22	5	73	AH4	1 44							
		B	3	91	0.950							610			24	<u></u>	
* 2002 Volumes from Middle Rio Grande COG 11/12/02				4.7		11	Ŷ								10	2	
": Growth rates 7% on the WB approach, and 4% on a	t to al-	ti anno 1							121				59		1 9.	~	
Citaria raine	4.1%			4.1%	7 944		,		r -								
Residential Trip Distribution % Enter			-		0.076	-	-	3.8%		3.7	5 3	7%	4.0%	4.09	4.01	6	
Residential Trip Distribution % Exit		•				19.14			1.25%	<b> </b>	-+	_	_				
							- 1	d		<u> </u>			10.10%	111.12	7,25	6]	

MProjects/Storm Clouding SCale

### INTERSECTION: Tierra Pintada and Unser (exisiting traffic signal)

1.

AM Peak Hour		Southbou	md		Westbo			Northbo	und		Eastbo	und
		Unser		_	Tierra P			Unse	r		Tierra Pi	ntada
Existing (2007)	Left 10	Thru	Righ						Righ	t Left	Thru	Rig
Background Growth* (2007-2012)	2	783	21	14	0	4	15		2	34	3	19
Approved Future Developments**:	- 4	161	4	3	0	1	3	17	0	7	1	3
								_				
Storm Cloud	0	0	10	0				_				
2012 No Build Volume	-	944	35	_	0	0	0	0	0	34	0	0
Proposed Developments:	1			17	0	5	18	110	2	75	4	23
Watershed Residential			_		_			_				
Enter	0	0	24	0	+		_	_				
Exi		0	0	0	0	0	5	0	0	0	0	0
Retail	<b> </b>		<u> </u>		0	0	0	0	0	78	0	17
Enter	0	0	0		<u> </u>	+	+	<u> </u>	<u> </u>			
Exit		0	0	0	0	0	1	0	0	0	0	0
2012 Bulid		944	59		0	0	0	0	0	0	0	0
PHF		344	29	17	0	5	24	110	2	153	4	25
	0.540			0.560			0.970			0.810		
PM Peak Hour												
		Southbound	d		Westbou							
		Unser	u					Northbou	nd	1	Eastbour	nd
	Left	Thru	Right		Tierra Pint	· · · · · · · · · · · · · · · · · · ·		Unser			Tierra Pinta	ada
Existing (2007)	28	770	47	Left 65	Thru	Right	Left	Thru	Right	Left	Thru	Righ
Background Growth* (2007-2012)	6	158	10			24	179	840	22	31	2	68
Approved Future Developments**:		100		12	0	5	33	155	4	6	0	14
Storm Cloud	0	0	30	+	+			<u> </u>				
2012 No Build Volumes	34	928	87		0	0	0	0	0	20	0	0
Proposed Developments:		320	0/	77	1	29	212	995	26	57	2	82
Watershed					<b> </b>		<u> </u>	<u> </u>	L			
Enter	0	0	78		<u> </u>			<u> </u>				
Exit	0	0		0	0	0	17	0	0	0	0	0
Retail			<u> </u>	0	0	0	0	0	0	44	0	10
Enter	0	0	0	0		<u> </u>				L		
Exit	0	0	0	0	0	0	2	0	0	0	0	0
2012 Build	34	928	165	77	0	0	0	0	0	0	0	2
	0.880	720	105	0.730	1	29	231	995	26	102	2	93
				0.730			0.940			0.900		
growth rates	4.1%	4.1%	4.1%	3.8%	3.8%	3.8%	3.7%	3.7%	3.7%	4.09/	4.00/	4.001
Residential Trip Distribution % Enter			11.45%				2.51%	0.170	J.1 70	4.0%	4.0%	4.0%
Residential Trip Distribution % Exit										11 450/		0.546
			1						l	11.45%		2.51%
Retail Trip Distribution % Enter							3.00%					
Retail Trip Distribution % Exit			1	r			3,00%		1			

* - Background traffic growth estimates

#### INTERSECTION: Ladera and Unser (exisiting traffic signal)

IJ

AM Peak Hour		Southbou	nd		Westbo			Northbo			Eastbo	und
	Left	Unser		_	Lade		_	Unse			Lade	ra
Existing (2007)	45	Thru 906	Righ	_								J Right
Background Growth* (2007-2012)	9	186	58	317			48	429				365
Approved Future Developments**:		100	12	60	20	8	9	79	41	35	50	73
			-					_	<u> </u>			
Storm Cloud	0	0	0	0	13		+	+		_		_
Vista Oriente Development	21	11	7		0	0	0	0	0	0	44	24
Ladera Business Park	5	47	0				0	13	0	9	0	0
Target	0	42	0	161		3	0	28	0	0	0	0
2012 No Build Volume		1,192	77	538			32	32	121	0	0	43
Proposed Developments:					130		89	581	386	219	345	505
Watershed Residential												<u> </u>
Enti	ar 0	0	0	0	24							
Đ		17	0	0	0	- 0	0	5	0	0	0	0
Retail			+					0	0	0	78	0
Ente	r O	0	0	1 0	0	0	0		+	+		
Ex		0	0				0	1	0	0	0	0
2012 Build		1,209	$\overline{\pi}$	538	162	80	89	0	0	0	0	0
PH				0.790		00	0.850	587	386	219	424	505
				0.730			0.600			0.870		
PM Peak Hour												
		Southbound	1		Westbou	nd		Nothhau				
		Unser	-		Ladera			Northbou	na		Eastbour	ıd
	Left	Thru	Right	Left	Thru	Right	Left	Unser	Disht		Ladera	
Existing (2007)	94	547	184	281	264	107	288	Thru	Right	Left	Thru	Right
Background Growth* (2007-2012)	19	112	38	53	50	20	53	860	372	140	182	138
Approved Future Developments**:						20	33	159	69	28	36	28
									<u> </u>	<u> </u>	<u> </u>	
Storm Cloud	0	0	0	0	39	0	21			<u> </u>		<u> </u>
Vista Oriente Debelopment	41	0	0	113	10	39	0	0	0	0	26	14
Ladera Business Park	23	204	0	0	0	14	0	49	68	3	7	0
Target	0	77	0	292	0	0	77	123	0	0	0	0
2012 No Build Volumes	177	940	222	739	363	180	439	77 1,268	290	0	77	0
Proposed Developments:					000	100	459	1,208	799	171	328	180
Watershed Residential								<u> </u>	<u> </u>			
Enter	0	0	0	0	78	0	0	17				
Exit	0	10	0	0	0	0	0	0	0	0	0	0
Retail					+			0	0	0	44	0
Enter	0	0	0	0	0	0	0	-				
Exit	0	2	0	0	0	0	0	2	0	0	0	0
2012 Build	177	952	222	739	441	180	439	0	0	0	0	0
PHF	0.960			0.930	1 441	100	0.950	1,287	799	171	373	180
				0.000			0.900			0.930		
growth rates	4.1%	4.1%	4.1%	3.8%	3.8%	3.8%	3.7%	2 70/	9 741	4.004		
Residential Trip Distribution % Enter				0.070	11.45%	J.0 /0	3.170	3.7%	3.7%	4.0%	4.0%	4.0%
Residential Trip Distribution % Exit		2.51%			11.10/0			2.51%			44.4	
L					1	1					11.45%	
Retail Trip Distribution % Enter	T			1			r	2 000/				
Retail Trip Distribution % Exit		3.00%					—— <u> </u>	3.00%				
L				1	1							

* - Background traffic growth estimates

### INTERSECTION: Unser and I-40 WB Ramp (existing un-signalized intersection)

#### AM Peak Hour

AM Peak Hour		Southboun	d		Westboun	d		Northboun	d		Eastboun	d
	<u> </u>	Unser			I-40			Unser			1-40	
				L	Off-Ramp		On-Ramp					
Evi-the (approx)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	1,491	54	265	5	215	13	535	0	0	0	0
Background Growth* (2007-2012)	0	224	8	50	1	41	2	66	0	0	0	
Approved Future Developments**:												
							<u> </u>					
Storm Cloud	0	0	0	0	0	0	0	24	0	0	0	
Southwest Mesa Subdivisions	0	10	0	37	0	0	0	26	0			0
Target	0	246	0	28	0	0	20	186		0	0	0
2012 No Build Volumes	0	1,971	62	380	6	256	35		0	0	0	0
Proposed Developments:		.,		000			- 30	837	0	0	0	0
Watershed Residential							——	{				
Enter	0	0	0	0	0	5	0	0	0		0	0
Exit	0	17	0	0	0	0	0	0	0	0	0	0
2012 Build	0	1,988	62	380	6	261	35	837	0	0	0	
PHF	0.950			0.940			0.890	001		U		0

#### PM Peak Hour

	L	Southboun	d		Westbound	d	1	Vorthbour	Id		Eastboun	d
	<u> </u>	Unser	L		1-40			Unser			1-40	
		L			Off-Ramp		On-Ramp		On-Ramp			
Evisting (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	981	86	586	2	754	22	729	Ō	0	0	0
Background Growth* (2007-2012)	0	147	13	111	0	143	3	90	0	0	0	0
Approved Future Developments**:												
									<u> </u>			
Storm Cloud	0	0	0	0	0	0	0	14	0	0	0	
Southwest Mesa Subdivisions	0	6	31	93	0	0	0	38	0	0		0
Target	0	447	0	51	0	0	49	445			0	0
2012 No Build Volumes	0	1,581	130	841	2	897	74	1,316		0	0	0
Proposed Developments:							- 14	1,310	0	0	0	0
Watershed Residential												
Enter	0	0	0	0		17						
Exit	0	10		0			0	0	0	0	0	0
2012 Build	0	1,591	130		0	0	0	0	0	0		0
PHF	0.99	1,001	130	841	2	914	74	1,316	0	0	0	0
1.1.16	0.99			0.97			0.96					

Posidontial Trip Diability in a state	3.0%	3.0%	3.0%	3.8%	3.8%	3.8%	2.5%	2.5%	2.5%	4.0%	4.0%	4.0%
Residential Trip Distribution % Enter						2.51%						
Residential Trip Distribution % Exit		2.51%										
												<u> </u>

* - Background traffic growth estimates

### INTERSECTION: Unser and I-40 EB Ramp (existing un-signalized intersection)

AM	Pea	k⊦	lour
-			

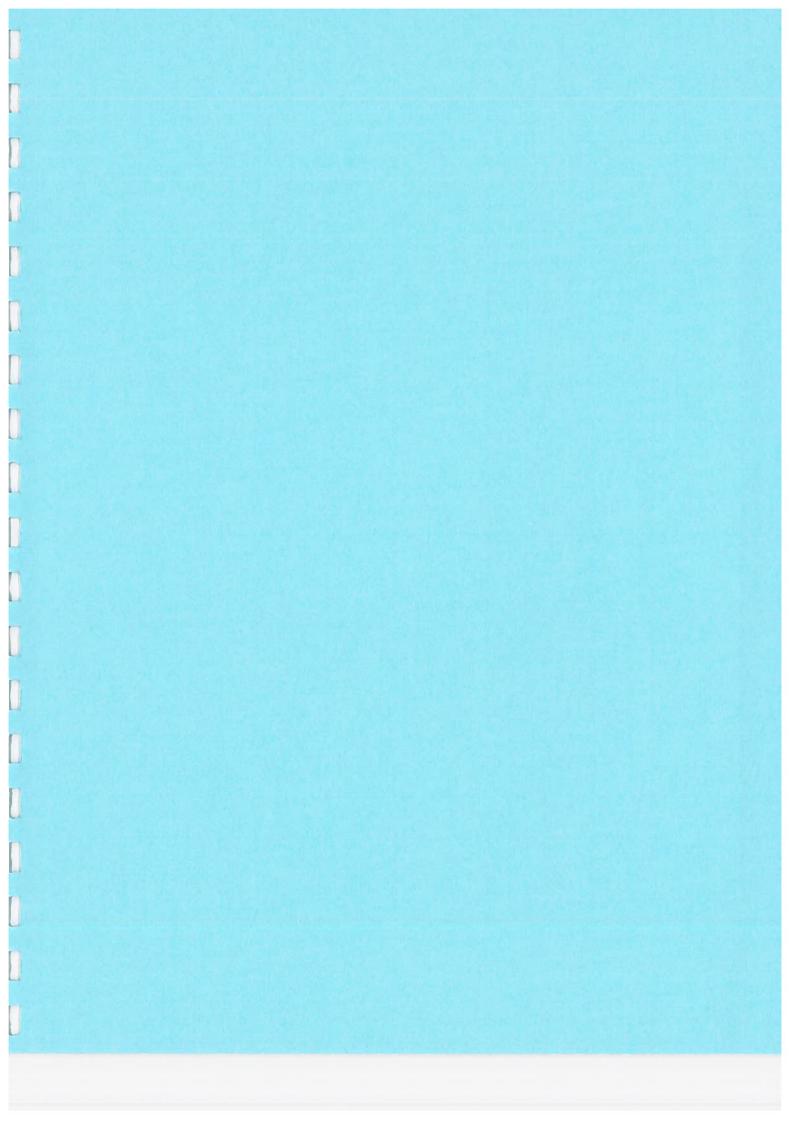
AM Peak Hour		Southbou Unser	Ind		Westbor I-40	und		Northbo			Eastbou	ind
					T		-	T	On-Ram	p	7	Off-Ramp
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	788	917	0	0	0	0	486	874	53	1	23
Background Growth* (2007-2012)	0	118	138	0	0	0	0	60	108	11	0	5
Approved Future Developments**:												<u> </u>
Storm Cloud	0	0	0	0	0			<u> </u>				
Southwest Mesa Subdivisions	0	77		0		0	0	24	0	0	0	0
Target	0	274	0	+	0	0	0	26	49	0	0	0
2012 No Build Volumes		1.257	1,055	0	0		0	207	21	0	0	27
Proposed Developments:		1,207	1,000		0	0	0	803	1,052	64	1	55
Watershed Residential							<b> </b>			<u> </u>	<u> </u>	<u> </u>
Enter	0	0	0	0	0	0	0	0		<u> </u>		
Exit	0	0	17	0		0	0	0	0	0	0	0
2012 Build	0	1.257	1,072	0	0	0	0	803	1.052	0	0	0
PHF	0.970						0.890	003	1,032	64 0.690	1	55
PM Peak Hour		outhboun			Nestbour							
		Unser	<u> </u>	<u> </u> '				Northbour	1d		Eastboun	d
		011301			1-40		<u> </u>	Unser			1-40	
	Left	Thru	Right	Left	Thru	Diebt	1.0		On-Ramp		l	Off Ramp
Existing (2007)	0	1,238	259	0	0	Right	Left	Thru	Right	Left	Thru	Right
Background Growth* (2007-2012)	0	186	39	0	0	0	0	663	395	56	0	31
Approved Future Developments**:							0	82	49	11	0	6
ŀ											<u> </u>	
Storm Cloud	0	0	0	0	0	0	0	14			<u> </u>	
Southwest Mesa Subdivisions	0	98	0	0	0	0	0	38	0	0	0	0
Target	0	498	0	0	0	0	0	496	96 51	0	0	0
2012 No Build Volumes	0	2,020	298	0	0	0	0	1,293	591	0	0	49
Proposed Developments:								1,233	291	67	0	86
Watershed Residential												
Enter	0	0	0	0	0	0	0	0	0	0		
Exit	0	0	10	0	0	0	0	0	0	0	0	0
2012 Build	0	2,020	308	0	0	0	0	1,293	591	67	0	
PHF	0.93						0.92	1,1200		0.62		86
										0.92		
	3.0%	3.0%	3.0%	3.8%	3.8%	3.8%	2.5%	2.5%	2 504	4.054	1.001	
Residential Trip Distribution % Enter					0.070	0.070	2.370	2.376	2.5%	4.0%	4.0%	4.0%
Residential Trip Distribution % Exit			2.51%									
									1			

* - Background traffic growth estimates

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Terry O. Brown P.E.

Civil / Transportation Engineering

Monday, January 14, 2008

**Richard H. Dourte**, City Engineer City of Albuquerque P. O. Box 1293 Albuquerque, NM 87103

### Re: Ladera Dr. / Unser Blvd.

Dear Richard:

As you and Tony Loyd have requested, I have prepared additional analysis of the intersection of Ladera Dr. / Unser Blvd. for the following conditions:

**Case "F"** – Assuming a full access signalized Driveway "D" on Unser Blvd. south of Ladera Dr. is approved for the Heritage Neighborhood Marketplace project. **Case "L"** – Assuming a right-turn-in, right-turn-out, left-turn-in driveway is approved for the Heritage Neighborhood Marketplace project.

For each of the preceding two cases, the following conditions were analyzed:

**Base Geometry** – assumes the geometry recommended in the Traffic Impact Study for the project.

w/Triple Left Turn Lanes – assumes the Base Geometry plus triple westbound left turn lanes on Ladera Dr. at Unser Blvd.

w/Left Turn Flyover – assumes the Base Geometry plus a westbound left turn flyover lane in lieu of at-grade left turn lanes.

The Base Geometry for the intersection of Ladera Dr. / Unser Blvd. as recommended in the Traffic Impact Study for Heritage Neighborhood Marketplace is summarized in the following table:

	Dase Geometr	y (Ladera I	Jr. / Unser I	Slvd.)	
Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Ladera Dr.	1	0	2	0	2
WB Ladera Dr.	2	0	1	1	2
NB Unser Blvd.	2	0	2	0	1
SB Unser Blvd.	2	Ō	2	0	1

### Base Geometry (Ladera Dr. / Unser Blvd.)

The volumes utilized in this analysis were all the same as those calculated and utilized in the Traffic Impact Study for the Heritage Neighborhood Marketplace project. The only thing that was changed for each case or the analysis was the geometry. Triple

Terry O. Brown • tobe@swcp.com • P.O. Box 92051 • Albuquerque, NM 87199 • 505 · 883 · 8807



A - 154

A-1

1900 3.0 3.0 1.00 1.00 1.85 1.00 1.85 1.00 1.85 1.00 1.85 1.00 1.85 1.00 1.85 1.00 1.85 1.00 1.85 1.00 1.65 1.00 1.568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1.1568 1. Terry O. Brown, P.E. 1/14/2008 **63.6** 67.6 **0.61** SBR 5.0 3.0 1006 0.01 8.6 0.87 0.87 0.87 0.87 7.5 2010 AM Peak BUILD Conditions - MITIGATED w/Triple Lefts D:\ATOBE\PROJECTS\Heritage_Neighborhood_Marketplace_Ladera_Unser\CaseF\Triple_Lefts\2010AB_Mit_TripleLefts.sy7 SBT 3.0 3.0 3.0 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 355 0 6 49.1 51.1 5.0 5.0 3.0 1628 1628 1522 0.93 27.9 0.88 0.88 35.2 0 D C C C -1900 3.0 3.0 11.00 11.00 0.95 0.95 0.95 0.95 0.95 125 0.89 140 140 6.0 8.0 5.0 3.0 247 0.04 SBL Pot 0.57 1.00 2.7 51.8 D 3.0 1.00 1.00 1.00 1.00 1.00 ABA A 8 vo+mq 67.0 71.0 378 0.85 12 12 12 12 0.21 0.21 0.41 0.41 0.41 0.88 0.88 0.38 8.5 12.0 D 3.0 ۵ < LIN 1900 3.0 3.0 3.0 1.00 11.00 11.00 11.00 704 0.85 0 828 N 54.0 5.0 3.0 1721 c0.24 0.48 18.7 0.70 14.0 14.0 17.3 B 3.0 3.0 3.0 3.0 3.0 1907 1907 1907 1907 1905 0.95 0.95 0.95 192 NBL 8.9 0.10 5.0 337 337 0.06 ²⁰ Prot 1 0.57 47.3 1.05 2.2 51.9 D HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 800 140 0.79 177 0 C 4 ŧ 
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2: Ladera Dr & Unser Blvd	HCM Signalized Intersection Capacity Analysis 2: Ladera Dr & Unser Blvd	Terry O. Brown, P.E. 1/14/2008
EBL EET EBR WARI WET AND MAT AND ON AND	× +	
rations 7 A Pr 77 191 45 14 44	Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR	SBI SAT SAP
ph) 192 334 369 594 496		*
Prot pm+ov Prot pm	1900 1900 1900 1900 1	1
		3.0
7 2 2	1.00 1.00 0.85 1.00 0.65 1.00 0.65	2
	1.00 1.00 0.65	8.5
	rot) 1752 3505 2760 4942 3316 3400 3505 4	
14.0 24.0 26.0 21.0 21.0 21.0 21.0 21.0 21.0	0.19 1.00 1.00 0.55 1.00 0.56 1.00	cocs
11.7% 20.0% 21.7% 17.5% 25.8% 21.7% 50 Rut 17.5% 44.7% 40.04%	erm) 351 3505 2760 4942 3316 3400 3	2400 2505 4100
4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	192 334 369 594 496 270 ANT 1524	5000
me (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	X, PHF 0.93 0.93 0.93 0.93 0.93 0.93 0.94 0.95 0.95	0.00 0.00 0.00
Lead Lag Lead Lead Lag Lead I an I had I had	206 359 397 639 533 300 639 160A	0.00
stimize?	0 0 13 0 65 0 0	0171
	P Flow (vph) 206 359 384 639 768 0 639 16/4 7	0101
32.0 21.0 47.0 18.0 28.0 23.0 58.0 79.0 11.0 46.0	pm+pt pm+ov Prot prot	1210
g/C Ratio 0.27 0.18 0.39 0.15 0.23 0.19 0.48 0.66 0.00 0.28	7 4 5 3 8 10	Prot pm+ov
0.83 0.59. 0.36 0.86 0.99 0.98 0.95 0.71 0.07	\$	1 9 1
77.2 49.9 25.6 61.5 69.6 81.1 33.0 43.8 67.0 40.8	) 28.0 19.0 40.0 16.0 26.0 24.0 50.0	
	32.0 21.0 44.0 18.0 28.0 21.0 56.0	9.0 44.0 53.0
77.2 49.9 25.6 61.5 69.6 81.1 32.0 12.0 0.0	0.27 0.18 0.37 0.45 0.22 2.40 2.58.0	46.0
	50 50 50 50 50 50 50 50 50 50 50 50 50 5	0.38
y 45.7 66.1 39.0 P		5.0
	222 613 1081 741 774 652 4	3.0
In succession of the succession of the	c0.09 0.10 0.07 c0.13 c0.23 c0 19 c0 45	0.00 0.35 0.04
Cycle Length: 120	Perm 0.16 0.07	200
Actuated Cycle Length: 120	0.33 0.59 0.35 0.86 0.99 0.98 0.85	0.07 0.01 0.42
Officet 26 (22%), Referenced to phase 2:NBT and 6:s.RT. shart of cancer	39.1 45.5 27.7 49.8 45.9 48.3 29.5	35.0
Natural Cycle: 90	1.00 1.00 1.00 0.98 0.97 1.06 0.71	0.91
Control Type: Actuated-Coordinated	Ital Detay, d2 40.5 1.4 0.2 10.0 30.0 29.3 12.0	7.8
Maximum v/c Ratio: 0.99	79.6 46.9 27.9 58.7 74.5 80.5 33.1 1	6.7
Intersection Signal Delay: 46.7 Intersection I.O.S. D		
ization 97.0%	38	44.1
Analysis Penod (min) 15		۵
Splits and Phases: 2: Ladera Dr & Uncer Blud		South States on
	HCM Volume to Capacity ratio 0.04	
Ea	120.0 Sum of lost time (e)	
	Utilization 97.0%	
e Se	alysis Period (min) 15	
49 1 31 2	c Critical Lane Group	
2010 PM Peak BUILD Conditions - MITIGATED w/Triple Left Turn Lanes Case F - full access at Intersection 12 ATOBE/PROJECTS/Hentiana Nein-bordrood Machanel Conditions 12	2010 PM Peak BUILD Conditions - MITICATED withink Last Time Last 2010 PM Peak BUILD Conditions	
and a second s	Ē	Case r - full access at Intersection 12 Inter Lefter2011/DD 114 Triated - access
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MBT     NBL     MBT       WBT     NBL     MBT       WBT     NBL     MBT       A 496     607     1524       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5     5       B     5	Terry O. Brown, P.E. 1/14/2008 2: Ladera Dr & Unser Blvd	د ۲	NBT NBR SBI. SBT SBR Movement EBI.	s	pm+ov Prot pm	Lane Util. Factor 1		5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	10.0 10.0 21.0 1	27.0 14.0 46.0 14.0 22.5% 11.7% 38.3% 11.7%	4.0 4.0 4.0	1.0 1.0 1.0 1.0 1.0 Adi. Flow (vph)		Min Min Max Min Turn Type Du	0.69 0.09 0.36 0.48 Protected Phases	0.68 0.96 0.95 0.45 Premitted Phases	14.7 96.6 56.0 20.1	0.0 0.0 0.0 0.0 1.0 1.0 1.0 1.0 1.0 1.0	B F E C Clearance Time (s)	8.9 55.9 verment contraction (s) 3.0 Lane Grp Cap (vph) 223	v/s Ratio Prot	vic Ratio 0.92	-	Prograssion Factor 1.00 Incremental Delay. d2 39.6	Detay (s)	D E Anomarch Datav (4)		Intersection Summary	el HCM Volume to Capacity ratio	21 *	8				2010 PM Peak BUILD Conditions - MITIGATED WITriplebels TurRightwist right-out, left-in access at Intersection 12 D:NTOBEPROJECTSINerriage_Neighborhood_Marketplace_Laders_Unser(CeseLTripleteriss2010PR Mark 1 Tripleteriss2010PR Marketplace).
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Terry O. Brown, P.E. SBT 3.0 0.95 1.00 1.00 1.00 1823 c0.43 **\$** 3505 1355 0.89 55.2 57.2 0.52 3.0 523 0.83 1.00 4.7 4.7 27.1 C C C C -> 3.0 0.87 0.95 0.95 0.95 0.95 0.95 1.00 1.25 1.25 1.40 0 1.40 1.40 F-86 7.0 9.0 5.0 3.0 278 0.04 0.50 48.4 1.00 1.4 SBL ğ NBR 61.3 65.3 5.0 3.0 974 0.03 0.24 0.43 1122 1125 125 B ×. e custom ပ 0.0 56.3 58.3 5.0 5.0 3.0 3.0 0.24 AB1 0 2 -828 0.45 11.00 0.8 0.8 16.7 16.7 C 0.8 C 0.0 Prot 3.0 0.97 1.00 0.95 3400 3400 1.95 163 192 192 192 192 100 8.1 5.0 5.0 3.2 0.06 0.06 0.62 1.00 3.6 51.7 D **N** HCM Level of Service Sum of lost time (s) ICU Level of Service WBR 140 0.79 177 0 006 ∢ 
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 ŧ WBT 0.64 44.4 1.00 2.9 77.3 47.3 77.3 77.3 13.9 0.14 5.0 3.0 0.09 0.09 HCM Signalized Intersection Capacity Analysis 1900 0.79 WBL 6 EBR 29.8 33.8 5.0 5.0 5.0 923 923 1.00 0.15 0.15 0.15 1.1 1.1 1.1 C C vo+mq 1 30.0 0.77 110.0 76.4% 1.00 1.00 3505 3505 3505 t 100 0° 00 460 0.87 529 21.7 23.7 5.0 5.0 3.0 755 0.15 EBT 39.9 7.00 7.00 72.9 72.9 72.9 738.2 7 7 529 0.70 2: Ladera Dr & Unser Blvd 5.0 303 303 0.10 0.76 围 pm+pt Actuated Cycle Length (s) Intersection Capacity Utilization 229 239 O 31.7 33.7 0.31 10.3 31.4 10 HCM Average Control Delay HCM Volume to Capacity ratio Peak-hour factor, PHF Adj. Flow (vph) RTOR Reduction (vph) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Group Flow (vph) Tum Type Permitted Phases Actuated Green, G (s) Critical Lane Group Incremental Delay, d2 Intersection Summary Lane Configurations Analysis Period (min) Satd. Flow (perm) Volume (vph) Lane Grp Cap (vph) v/s Ratio Prot Approach Delay (s) Approach LOS Ideal Flow (vphpl) Total Lost time (s) Frt Fit Protected Satd. Flow (prot) Fit Permitied Progression Factor Protected Phases Uniform Delay, d1 Lane Util. Factor Level of Service v/s Ratio Perm Movement v/c Ratio Delay (s) Terry O. Brown, P.E. 1/14/2008 5.0 10.0 18.0 16.4% vo+mq 4.0 1.0 Min 74.9 0.68 0.11 1.4 1.4 1.4 A SBR -8 7 59.0 53.6% SBT **\$** g 21.0 1.0 57.2 0.52 0.84 0.0 28.0 28.0 40 Lag C-Max 28.4 C C 앦 1.0 Lead ر 125 Prot 5.0 11.0 10.0% 4.0 lone 9.0 0.51 55.5 55.5 55.5 55.5 55.5 188 ŧ 2 5.0 10.0 4.0 1.0 ٩. NBR 376 e custom 9.1% Min 68.3 0.62 0.44 0.44 11.2 11.2 11.2 B Intersection LOS: C ICU Level of Service D Offset: 84 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green 10 = 12 5 5.0 21.0 60.0 54.5% 4.0 1.0 Lag NBT \$\$ -C-Max 58.3 0.53 0.45 17.1 0.0 17.1 8 20.6 C 18 : ŋ 5.0 10.0 12.0 4.0 1.0 Min 10.1 0.09 0.61 2 <u>19</u> 57.5 0.0 57.5 習 ш 21.0 21.0 4.0 1.0 1.0 WBT 80 **4**98 ø 5.0 Min 15.9 0.14 0.71 36.5 0.0 0.0 0.0 0 36.5 D D ļ 2: Ladera Dr & Unser Blvd EBR 5.0 10.0 10.9% ĥ V0+mq 4.0 1.0 Lead 165 Min 36.8 0.33 0.65 24.9 C 24.9 EB1 t **\$** 21.0 29.0 28.4% 45.1 40 5.0 1.0 Lag Min 23.7 0.22 0.70 45.1 ۵ 36.1 Intersection Capacity Utilization 76.4% Analysis Period (min) 15 Control Type: Actuated-Coordinated 2: Ladera Dr & Unser Blvd 10.0 18.0 1 199 pm+pt 5.0 4.0 1.0 Min 33.7 0.31 0.77 48.7 48.7 48.7 ٥ ntersection Signal Delay: 29.0 Actuated Cycle Length: 110 Maximum v/c Ratio: 0.84 Lane Group Lane Configurations Volume (vph) Lead/Lag Lead-Lag Optimize? Recall Mode Intersection Summary Actuated g/C Ratio Permitted Phases Minimum Initial (s) Act Effct Green (s) Splits and Phases: Protected Phases Minimum Split (s) Yellow Time (s) Ali-Red Time (a) Cycle Length: 110 **Detector Phases** Vatural Cycle: 80 g Approach Delay Approach LOS ଷ Total Split (s) Total Split (%) Queue Delay Total Delay Control Delay 59 € 8 Fum Type Timings v/c Ratio 12 SO **₹** 

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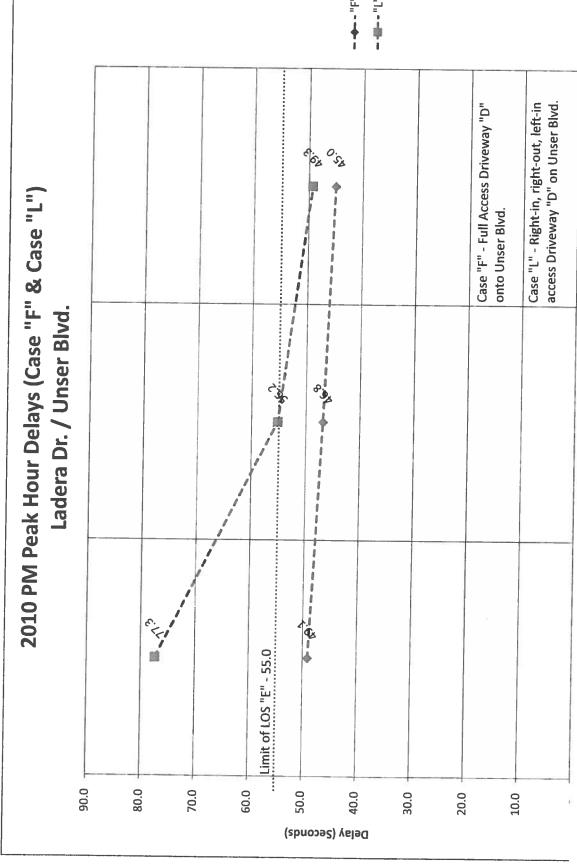
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