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Country Club Plaza
(Central Ave / San Pasquale Ave)

Traffic Impact Study

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Presented to:

City of Albuquerque
Transportation Development Section

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Country Club Plaza
(Central Ave / San Pasquale Ave)
TRAFFIC IMPACT STUDY

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**Country Club Plaza
(Central Ave / San Pasquale Ave)
TRAFFIC IMPACT STUDY**

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a site development plan for implementation of a commercial / office / residential site 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 sector plan amendment. This study is being submitted to satisfy the requirements of the City of Albuquerque Transportation Development Section.

STUDY PROCEDURES

A scoping meeting was held on Friday, September 21, 2007 with City of Albuquerque Transportation staff members Tony Loyd and Steele Nowak prior to beginning the study to discuss scope and methodology to be utilized within the proposed Country Club Plaza Traffic Impact Study. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition.

The basic procedure followed is described as follows:

- 1) Calculate the generated trips for the proposed development consisting of the following described land uses (See Appendix Pages A-13 thru A-31):
 - a. A 3,110 S.F. High Turnover Sit-Down Restaurant
 - b. A 3,420 S.F. High Turnover Sit-Down Restaurant
 - c. A 16,520 S.F. Supermarket
 - d. 44 unit Residential Condominiums / Townhomes
 - e. Approximately 16,140 S.F. of Retail Commercial (Shopping Center)
 - f. A 6,870 S.F. Office Building
- 2) Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2010 population within a two (2) mile radius boundary for the commercial uses, and the new office / residential trips will be distributed based on year 2010 population citywide inversely proportional to the distance of the population center from the new project. (See Appendix Pages A-16 thru A-37).
- 3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Appendix Pages A-21 thru A-24 and Pages A-33 thru A-37).
- 4) Acquire recent traffic counts for all intersections to be analyzed in this report. Traffic counts for signalized intersections were furnished by the Mid-Region Council of Governments and the consulting engineer.
- 5) Calculate growth rate for the area utilizing a Mid-Region Council of Governments' Traffic Flow Map Data to define area traffic growth rate. [See Appendix Pages A-38 thru A-42].

- 6) Determine 2010 NO BUILD Volumes by growing the existing turning movement counts to the year 2010 utilizing the calculated annual historic growth rate for the area.
- 7) Add in data from Trip Assignments Maps and Tables to the 2010 NO BUILD Volumes to obtain 2010 BUILD Volumes for this project.
- 8) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Central Ave / Rio Grande Blvd	Traffic Signal	2010	2010
2) Central Ave / San Pasquale Ave	Traffic Signal	2010	2010
3) Laguna Blvd / Central Ave	Traffic Signal	2010	2010
4) Laguna Blvd / San Pasquale Ave	Traffic Signal	2010	2010
13) Driveway "A" / San Pasquale Ave	Stop Sign	N/A	2010
14) Central Ave / Driveway "B"	Stop Sign	N/A	2010
15) Central Ave / Driveway "C"	Stop Sign	N/A	2010

PREVIOUS RELATED TRAFFIC IMPACT STUDIES

There were no previously approved projects to consider in the 2010 NO BUILD background traffic volumes in this report.

GENERAL AREA CHARACTERISTICS

The proposed requested site development plan is for a property bounded on the north by Central Ave and between San Pasquale Ave and Laguna Blvd as shown on the Vicinity Map on Page A-1 of the Appendix of this report. Aerial photographs of the adjacent transportation system to be considered and analyzed in this study may be found on Page A-3 in the Appendix of this report. The subject tract of land is a re-development of land. The surrounding development is a mix of commercial, residential, and office uses.

AREA STREET NETWORK

The impacted adjacent street network targeted for analysis in this study includes Rio Grande Blvd, Central Ave, Lomas Blvd, San Pasquale Ave and Laguna Blvd.

Central Ave and Lomas Blvd are classified as a Limited Access Principal Arterial Roadways on the Long Range Roadway Plan for the Albuquerque Urban Area. Central Ave is generally a six lane urban facility with raised medians. Lomas Blvd is a six lane divided urban roadway. The posted speed limit along both roads in the vicinity of this project is 30 MPH.

Rio Grande Blvd is classified as a Minor Arterial Roadway on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. Rio Grande Blvd is a six lane divided urban roadway. The posted speed limit in the vicinity of this project is 30 MPH.

San Pasquale Ave and Laguna Blvd are not classified on the Long Range Roadway Plan for the Albuquerque Metropolitan Area.

EXISTING TRAFFIC VOLUMES

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

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted either by the Mid-Region Council of Governments (M.R.C.O.G.) or by the consulting engineer conducting the Traffic Impact Study.

Existing AM and PM Peak Hour turning movement counts for the year 2006 were provided by the City of Albuquerque for the following intersections:

Central Ave / Rio Grande Blvd

In addition, the consulting engineer collected new traffic count data in 2007 for the following intersections:

Central Ave / San Pasquale Ave

Laguna Blvd / Central Ave

Laguna Ave / San Pasquale Ave

Alb. Little Theater entrance (Driveway 'A') / San Pasquale Ave.

Central Ave / Driveway 'B'

Central Ave / Driveway 'C'

The counts are included at the end of this report.

EXISTING (2007) LEVELS OF SERVICE

The Highway Capacity Manual (2000) 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. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered.

EXISTING TRANSIT SERVICE

This area is serviced by the #66 Central bus route which provides service approximately every 15 minutes from 6:30 a.m. to 10:00 p.m. weekdays, and the Rapid Ride bus routes #766 & #790 which provides hourly service during the AM and PM Peak Hour periods weekdays.

PROPOSED DEVELOPMENT

The proposed conceptual site development plan associated with project consists of different land use facilities summarized in the following table:

Land Use Description	Size Proposed
High Turnover Sit-down Restaurant	3,110 S.F. Gross Floor Space
High Turnover Sit-down Restaurant	3,420 S.F. Gross Floor Space
Supermarket	16,520 S.F. Gross Floor Space
Residential Condominiums / Townhouses	44 units
Retail Commercial (Shopping Center)	16,140 S.F. Gross Floor Space
General Office Building	6,870 S. F. Gross Floor Space

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 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. The conceptual site plan as it is shown in this report proposes three primary access points into the site. The first existing driveway (Driveway "A") is along San Pasquale Ave. It is an existing right-turn-in, right-turn-out only driveway. Driveways "B" and "C" are existing full access driveways located along Central Ave. Driveway "A" may be restricted to right-turn-out only in the future.

TRIP GENERATION

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

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

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
			GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet			Units					
Retail 1		High Turnover (Sit-Down) Restaurant (932)	3.11	396	19	17	21	13
Retail 2		High Turnover (Sit-Down) Restaurant (932)	3.42	434	20	19	23	15
Retail 3		Shopping Center (820)	8.22	1,338	21	14	58	63
Retail 4		Shopping Center (820)	2.25	577	10	6	25	27
- Retail 5		Shopping Center (820)	0.91	321	6	4	14	15
Retail 6		Supermarket (850)	16.52	2,498	17	11	115	110
- Mixed 7		Shopping Center (820)	4.76	939	15	10	40	44
Mixed 7		Residential Condominium / Townhouse (230)	44	319	5	22	21	10
Office 6		General Office Building (710) - Less than 51,000 S.F.	6.87	101	12	2	3	14
Subtotal				6,923	125	105	320	311

* - Land uses are designated by 1,000 S. F. Gross Leaseable Floor Space. No adjustments are made for Pass-By Trips.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Commercial Land Use

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2010 projected population of Data Analysis Subzones within a three-mile radius of the proposed development. Population data for the years 2004 and 2030 were taken from the 2030 Socioeconomic Forecasts by Data Analysis Subzones for the MRCOG Region, 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 are shown in the Appendix on Pages A-25 thru A-32. The Trip Distribution map can be found in the Appendix on Page A-33.

Office & Residential Land Uses

Primary and diverted linked trips for office / residential development have been distributed proportionally to the 2010 projected population of Subareas area wide. Population data for 2004 and 2030 were taken from the 2030 Socioeconomic Forecasts for Data Analysis Subzones for the MRCOG Region (S-07-01), supplied by the Mid-Region Council of Governments (MRCOG). Population Data was interpolated linearly to obtain 2010 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas are shown on Appendix Pages A-16 thru A-19. The Trip Distribution Map for Office / Residential use can be found in the Appendix on Page A-20.

TRIP ASSIGNMENTS

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignment maps are shown in the Appendix on Pages A-21 thru A-24 and A-33 thru A-37.

BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for the collective study area that was targeted for analysis based on data from the 2002, 2003, 2004, 2005 and 2006 Traffic Flow maps prepared by the Mid-Region Council of Governments.

Most of the Traffic Flow Data for the years 2002, 2003, 2004, 2005 and 2006 taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format $y=mx+b$. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the growth rate for each approach if that calculated rate appeared feasible. However, there may be some instances where the rate indicated a negative growth trend or appeared to be unreasonably high or low. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was used, a shorter time span was used to determine the growth rate, or the growth rate was considered to be zero or a generic 3% if appropriate. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. Therefore, a growth rate of 3.0% was often used if the linear regression analysis showed the growth rate to be negative. Additionally, if the R^2 value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression trendlines are shown in the Appendix on Pages A-38 through A-42. Additionally, the growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-47 through A-78).

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) to establish the 2010 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Country Club Plaza (100% development) were added to obtain 2010 BUILD volumes for the intersection analyses. See Appendix Pages A-47 thru A-81a 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 Synchro (Version 7, Build 755) Transportation System analysis software program as required by the New Mexico

Department of Transportation. Synchro software deviates from the 2000 Highway Capacity Manual methods in several areas. The results obtained using Synchro software are generally deemed by the State to be 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. In addition to utilizing the operational analysis for the intersections, the 1985 planning method was also used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution. (The Highway Capacity Software does not include the planning analysis).

Generally speaking, the operational analyses following utilized data obtained from the traffic count data furnished by the Mid-Region Council of Governments or collected by the consulting engineer. The percent heavy commercial traffic was 3% on the major roads and 2% on minor / residential roads. Peak Hour Factors (PHF) were taken from the AM or PM Peak Hour Traffic Count Data Sheet. If the volume of traffic for the 2010 NO BUILD and / or 2010 BUILD analysis increased significantly above that of the existing traffic count, then it was considered appropriate to increase the Peak Hour Factors for those movements by up to 0.02 or 0.03.

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

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)

Central Ave / Rio Grande Blvd - Pages A-82 thru A-90

The results of the implementation year analysis of the signalized intersection of Central Ave / Rio Grande Blvd are summarized in the following table:

Central Ave / Rio Grande Blvd	2010 No Build		2010 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	C - 27.5	D - 49.0	C - 29.9	D - 51.9

Existing Geometry (Central Ave / Rio Grande Blvd)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Central Ave	2	0	1	1	0
WB Central Ave	1	0	2	1	0
NB Rio Grande Blvd	1	0	0	1	1
SB Rio Grande Blvd	2	0	0	1	0

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2010 AM and PM Peak Hour NO BUILD and BUILD Conditions considered in this report.

The results of the queuing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project:
Intersection:

Country Club Plaza (Central Ave / San Pasquale Ave)
Central Ave / Rio Grande Blvd

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	758	220	2	1,358	Cont	0	11	0
AM NO BUILD Queue	2	849	475	2	1,521	775	0	12	25
AM BUILD Queue	2	849	475	2	1,564	800	0	12	25
Existing Lane Length	2	376	220	2	485	Cont	0	8	0
PM NO BUILD Queue	2	421	325	2	543	375	0	9	25
PM BUILD Queue	2	421	325	2	661	450	0	9	25
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	1	80	3	548	Cont	0	195	0
AM NO BUILD Queue	1	1	0	3	614	275	0	218	250
AM BUILD Queue	1	1	0	3	646	275	0	249	275
Existing Lane Length	1	17	80	3	1,728	Cont	0	291	0
PM NO BUILD Queue	1	19	50	3	1,935	825	0	326	425
PM BUILD Queue	1	19	50	3	2,050	875	0	399	500
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	8	80	1	123	Cont	0	6	0
AM NO BUILD Queue	1	9	25	1	138	175	0	7	25
AM BUILD Queue	1	9	25	1	138	175	0	7	25
Existing Lane Length	1	55	80	1	165	Cont	0	9	0
PM NO BUILD Queue	1	62	125	1	185	250	0	10	25
PM BUILD Queue	1	62	125	1	185	250	0	10	25
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	436	180	1	90	Cont	1	312	250
AM NO BUILD Queue	2	488	300	1	101	150	1	349	375
AM BUILD Queue	2	521	325	1	101	150	1	349	375
Existing Lane Length	2	196	180	1	57	Cont	1	913	250
PM NO BUILD Queue	2	220	200	1	64	125	1	1,023	1,001
PM BUILD Queue	2	295	225	1	64	125	1	1,023	1,001

Cycle Length: AM PM
100 120

NOTE: Queue lengths are in feet.

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

Note: The calculated length of the right turn deceleration lanes may be reduced by 50%.

Central Ave / San Pasquale Ave - Pages A-92 thru A-106

The results of the implementation year analysis of the signalized intersection of Central Ave / San Pasquale Ave are summarized in the following table:

Central Ave / San Pasquale Ave	2010 No Build		2010 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	A - 4.3	C - 25.1	A - 3.8	C - 23.7

It is difficult to describe the existing geometry of the intersection with a table. Therefore, the following portion of an aerial photo of the existing intersection is provided to demonstrate the current configuration of the intersection:



This study demonstrates that this existing signalized intersection will operate at acceptable levels-of-service for the 2010 AM and PM Peak Hour NO BUILD and BUILD Conditions considered in this report and that the newly generated traffic from this development will not have a significant adverse impact on this intersection.

The City of Albuquerque has plans to reconstruct the intersection in the near future. The proposed geometry for the intersection is shown on Page A-164 in the Appendix of this report. The results of the analysis of the newly constructed intersection is similar to the average delay of the existing intersection (See Pages A-102 and A-106 in the Appendix of this report). The intersection reconstruction does appear to provide a safer, more efficient and logical flowing intersection.

Laguna Blvd. / Central Ave - Pages A-107 thru A-114

The results of the implementation year analysis of the signalized intersection of Laguna Blvd. / Central Ave are summarized in the following table:

Laguna Blvd. / Central Ave	2010 No Build		2010 BUILD	
	<u>A.M.</u>	<u>P.M.</u>	<u>A.M.</u>	<u>P.M.</u>
Existing Geometry	A - 2.4	A - 3.9	A - 4.2	B - 10.9

Existing Geometry (Laguna Blvd. / Central Ave)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Laguna Blvd	1	0	0	1	0
WB Laguna Blvd.	1	0	0	1	0
NB Central Ave	1	0	1	1	0
SB Central Ave	1	0	1	1	0

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2010 AM and PM Peak Hour NO BUILD and BUILD Conditions considered in this report and that the newly generated traffic from this development will not have a significant adverse impact on this intersection.

The results of the queuing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project:
Intersection:

Country Club Plaza (Central Ave / San Pasquale Ave)
Laguna Blvd / Central Ave

2010

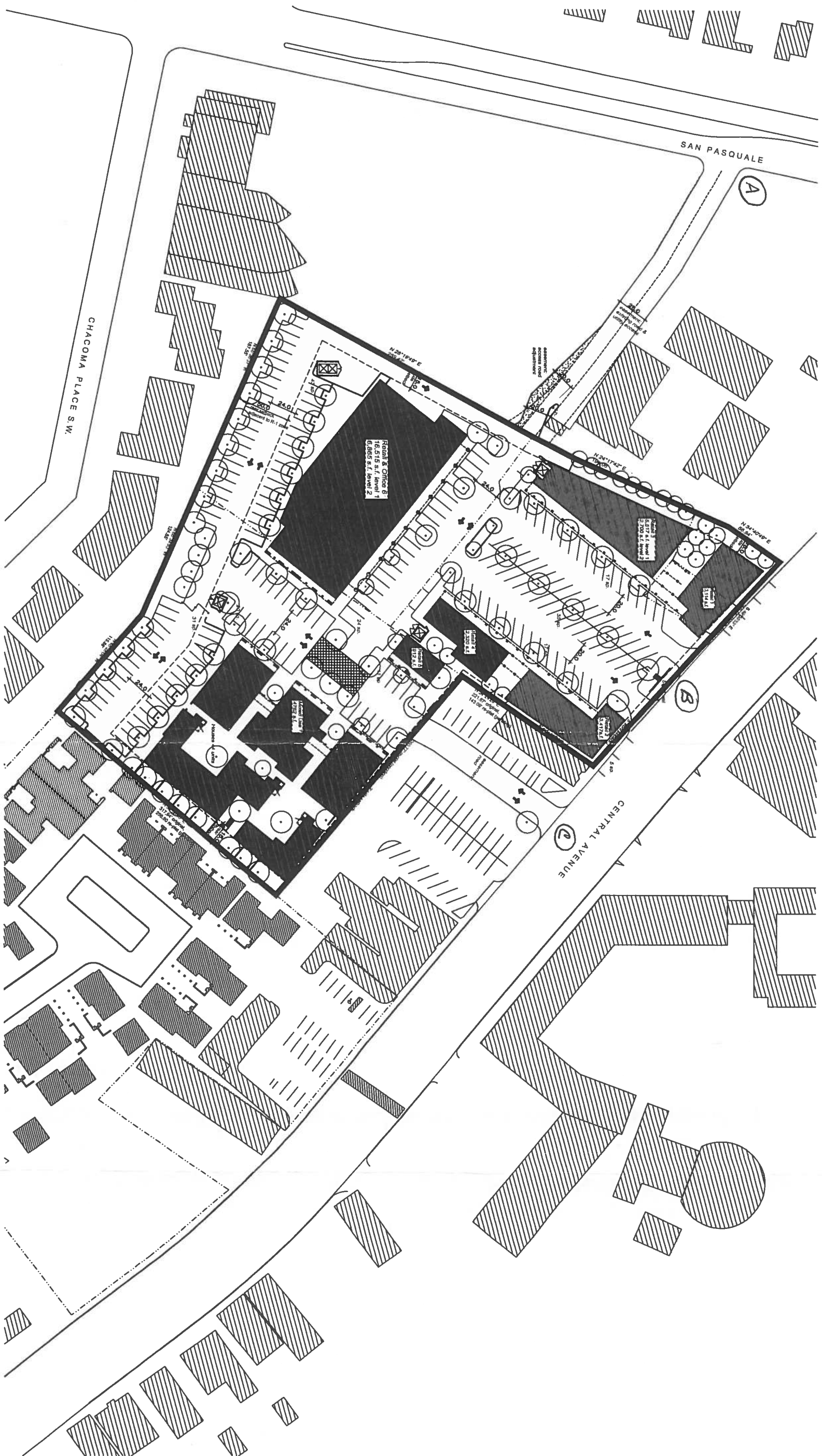
Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>	0	8	0	1	6	Cont	0	21	0
AM NO BUILD Queue	0	9	25	1	7	25	0	23	50
AM BUILD Queue	0	34	75	1	21	50	0	24	50
<i>Existing Lane Length</i>	0	14	0	1	8	Cont	0	9	0
PM NO BUILD Queue	0	15	50	1	9	25	0	10	50
PM BUILD Queue	0	100	175	1	41	100	0	13	50
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>	0	4	0	1	5	Cont	0	4	0
AM NO BUILD Queue	0	4	25	1	5	25	0	4	25
AM BUILD Queue	0	4	25	1	19	50	0	4	25
<i>Existing Lane Length</i>	0	0	0	1	10	Cont	0	31	0
PM NO BUILD Queue	0	0	0	1	11	50	0	34	75
PM BUILD Queue	0	0	0	1	43	100	0	34	75
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>	1	12	150	2	326	Cont	0	3	0
AM NO BUILD Queue	1	13	50	2	355	225	0	3	0
AM BUILD Queue	1	13	50	2	355	225	0	3	0
<i>Existing Lane Length</i>	1	8	150	2	682	Cont	0	7	0
PM NO BUILD Queue	1	9	25	2	743	525	0	8	25
PM BUILD Queue	1	9	25	2	743	525	0	8	25
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>	1	18	110	2	844	Cont	0	12	0
AM NO BUILD Queue	1	20	50	2	920	500	0	13	50
AM BUILD Queue	1	20	50	2	920	500	0	46	75
<i>Existing Lane Length</i>	1	15	110	2	436	Cont	0	14	0
PM NO BUILD Queue	1	16	50	2	475	375	0	15	50
PM BUILD Queue	1	16	50	2	475	375	0	103	175

Cycle Length: **AM** **PM**
 100 130

NOTE: Queue lengths are in feet.

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

Note: The calculated length of the right turn deceleration lanes may be reduced by 50%. Construction of the new intersection should provide for the design queue lengths listed in the preceding table.



Building	Sq. Ft. (Gross)	Sq. Ft. (Net)	Parking
Retail 1	3,114	2,647	13 (1 sp./200 a.f.)
Retail 2	3,417	2,804	15 (1 sp./200 a.f.)
Retail 3	6,217	5,885	35 (1 sp./200 a.f.)
Retail 4	2,250	1,972	10 (1 sp./200 a.f.)
Retail 5	912	775	4 (1 sp./200 a.f.)
R. Offices 6	16,515	14,037	70 (1 sp./200 a.f.)
Level 7	6,885	5,835	20 (1 sp./200 a.f.)
Level 8	4,762	4,048	20 (1 sp./200 a.f.)
Housing	37,000	40 units 60 (1.5 sp./200 a.f.)	60 (1.5 sp./200 a.f.)
Totals	83,052	70,594	255

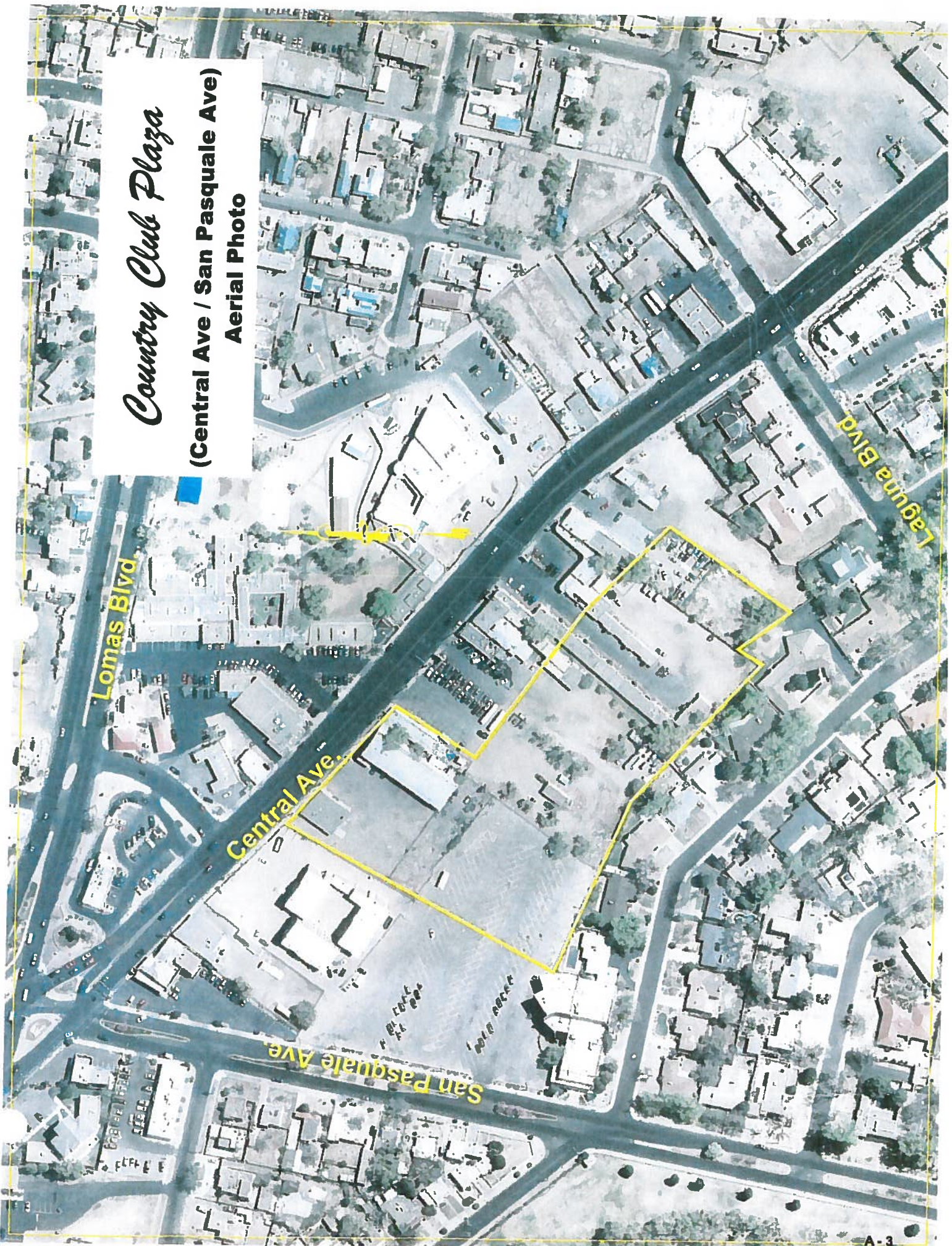
Parking reduction for shared uses, & transit route required = 203 provided

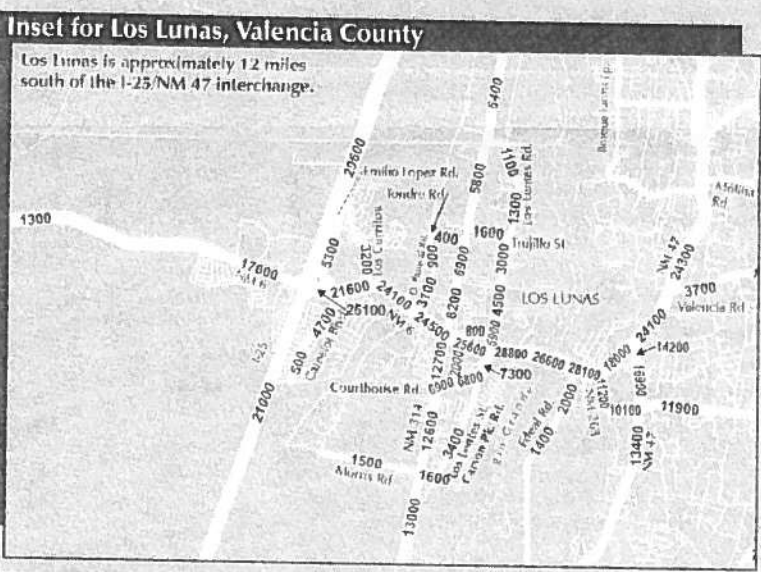
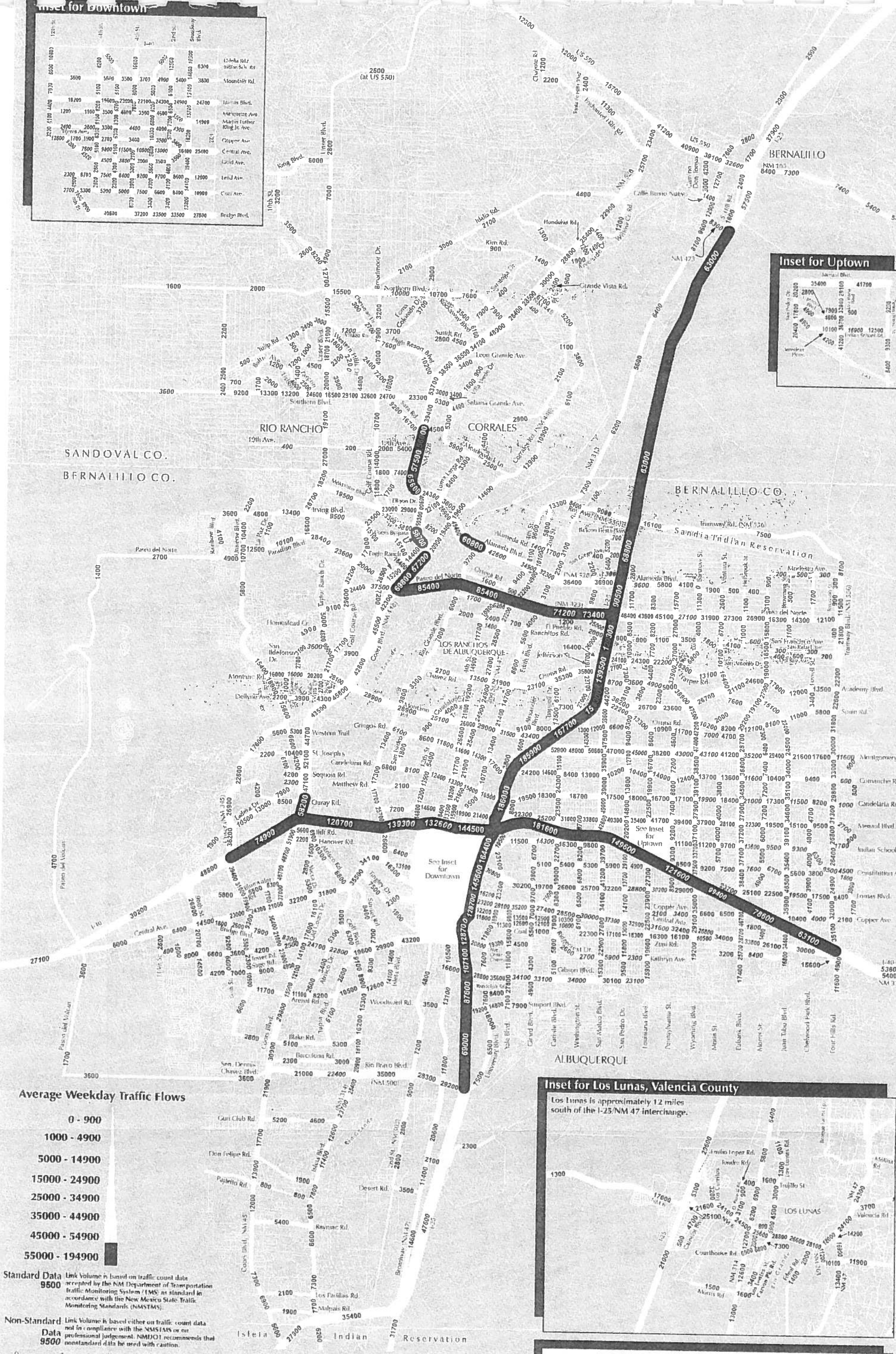
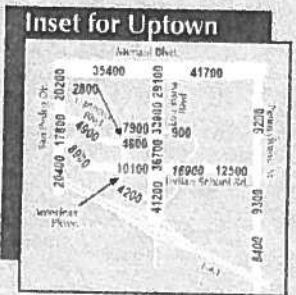
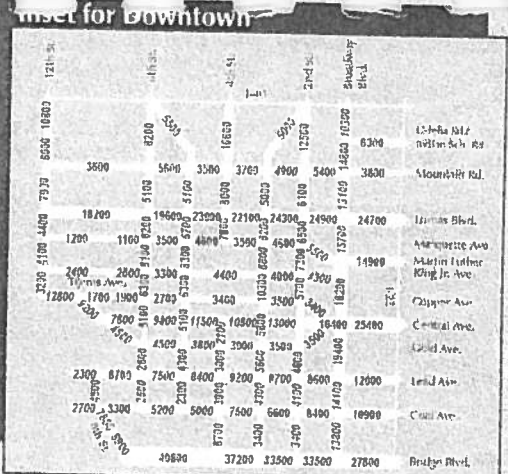
(+/-) excess note: Site = 2.85 acres note: Net a.f. = gross a.f. - 15%

Proposed Building - this application
255 - 25% = 191

Country Club Plaza

**(Central Ave / San Pasquale Ave)
Aerial Photo**





Average Weekday Traffic Flows

0 - 900
1000 - 4900
5000 - 14900
15000 - 24900
25000 - 34900
35000 - 44900
45000 - 54900
55000 - 194900

Standard Data
9500

Non-Standard Data
9500

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

Link volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMDO recommends that nonstandard data be used with caution.

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

2006 Traffic Flows for the Greater Albuquerque Area

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

COMMENT	USE (ITE CODE)		DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
				GROSS		ENTER	EXIT	ENTER	EXIT
Summary Sheet									
			Units						
Retail 1		High Turnover (Sit-Down) Restaurant (932)	3.11	396	19	17	21	13	
Retail 2		High Turnover (Sit-Down) Restaurant (932)	3.42	434	20	19	23	15	
Retail 3		Shopping Center (820)	8.22	1,338	21	14	58	63	
Retail 4		Shopping Center (820)	2.25	577	10	6	25	27	
Retail 5		Shopping Center (820)	0.91	321	6	4	14	15	
Retail 6		Supermarket (850)	16.52	2,498	17	11	115	110	
Mixed 7		Shopping Center (820)	4.76	939	15	10	40	44	
Mixed 7		Residential Condominium / Townhouse (230)	44	319	5	22	21	10	
Office 6		General Office Building (710) - Less than 51,000 S.F.	6.87	101	12	2	3	14	
Subtotal				6,923	125	105	320	311	

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
8.22						
1,338						
21						
14						
58						
63						
1,000 S.F.						

Shopping Center (820)

ITE Trip Generation Equations:

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

$$\ln(T) = 0.65 \ln(X) + 5.83$$

50% Enter, 50% Exit

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

$$\ln(T) = 0.6 \ln(X) + 2.29$$

61% Enter, 39% Exit

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

$$\ln(T) = 0.66 \ln(X) + 3.403$$

48% Enter, 52% Exit

Comments:
Retail 3

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Shopping Center (820)	2.25	577	10	6	25
1,000 S.F.					
		27			

ITE Trip Generation Equations:

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

$$\ln(T) = 0.65 \ln(X) + 5.83$$

50% Enter, 50% Exit

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

$$\ln(T) = 0.6 \ln(X) + 2.29$$

61% Enter, 39% Exit

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

$$\ln(T) = 0.66 \ln(X) + 3.403$$

48% Enter, 52% Exit

Comments:
Retail 4

Based on ITE Trip Generation Manual - 7th Edition

A - 10

Country_Club_TRIPS.xls - LandUse (4)

A - 11

Country_Club_TRIPS.xls - LandUse (5)

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)

$$\ln(T) = 1.7 \ln(X) + -1.42$$

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)

$$\ln(T) = 0.79 \ln(X) + 3.2$$

51% Enter, 49% Exit

Comments:
Retail 6

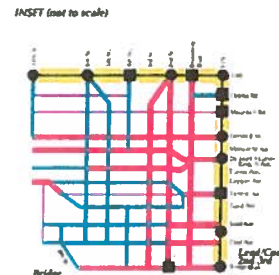
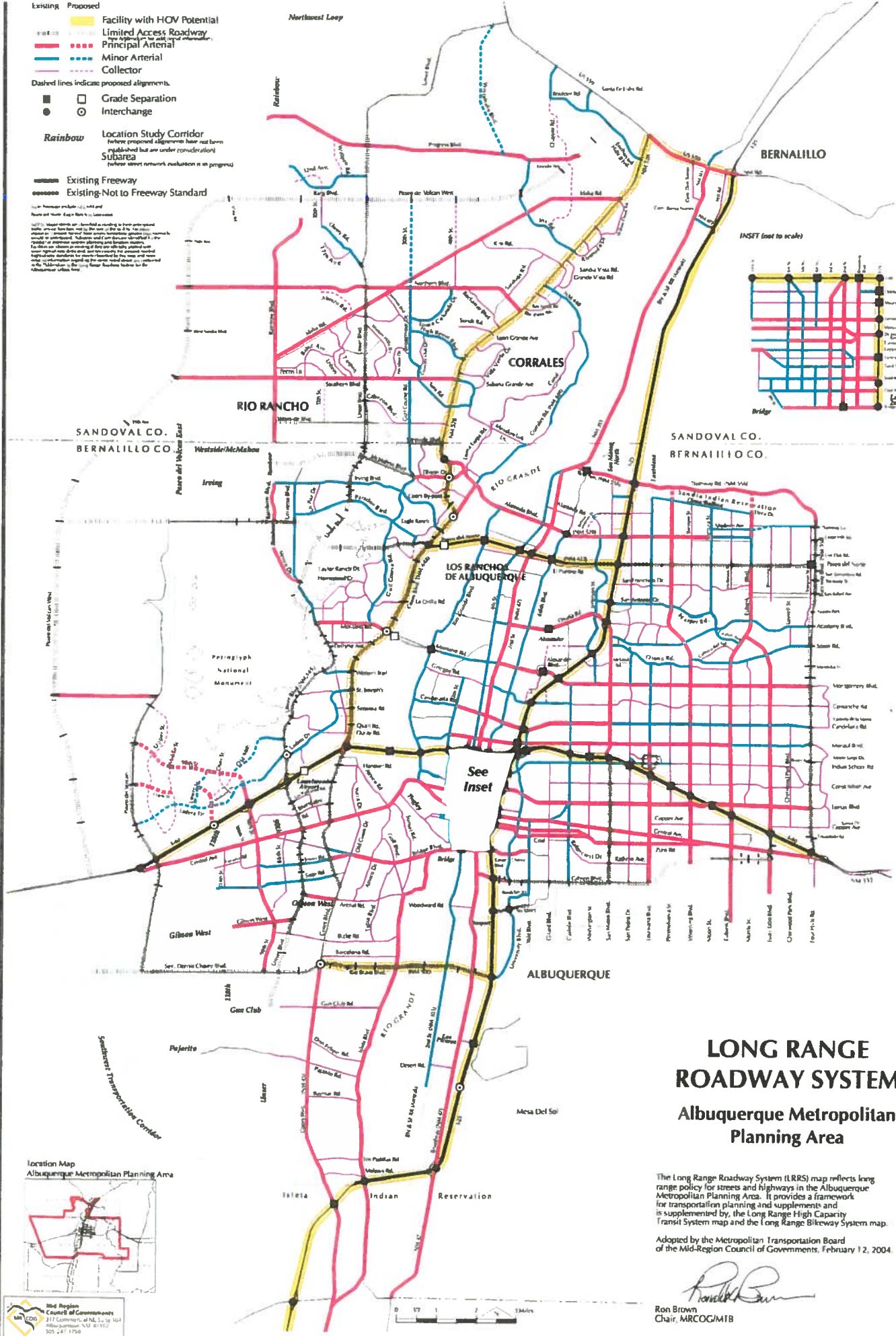
Based on ITE Trip Generation Manual - 7th Edition

A - 12

Country_Club_TRIPS.xls - LandUse (6)

- Existing Proposed
- Facility with HOV Potential
 Limited Access Roadway
 Principal Arterial
 Minor Arterial
 Collector
- Dashed lines indicate proposed alignments.
- Grade Separation
 Interchange
- Rainbow
 Location Study Corridor
 (where proposed alignments have not been
 established but are under consideration)
 Subarea
 (where street network evaluation is in progress)
- Existing Freeway
 Existing-Not to Freeway Standard

Notes: Major streets are shown as existing or proposed. Minor streets are shown as existing or proposed. The map shows the existing and proposed street network. The map shows the existing and proposed street network. The map shows the existing and proposed street network.



LONG RANGE ROADWAY SYSTEM

Albuquerque Metropolitan Planning Area

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

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

Ron Brown
 Ron Brown
 Chair, MRCOG/MTB



Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

COMMENT	USE (ITE CODE)	DESCRIPTION	Units					
	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.			
			GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet								
Retail 1		High Turnover (Sit-Down) Restaurant (932)	396	19	17	21	13	
Retail 2		High Turnover (Sit-Down) Restaurant (932)	434	20	19	23	15	
Retail 3		Shopping Center (820)	1,338	21	14	58	63	
Retail 4		Shopping Center (820)						
Retail 5		Shopping Center (820)	577	10	6	25	27	
Retail 6		Supermarket (850)	321	6	4	14	15	
Mixed 7		Shopping Center (820)	2,498	17	11	115	110	
Mixed 7		Residential Condominium / Townhouse (230)	939	15	10	40	44	
Office 6		General Office Building (710) - Less than 51,000 S.F.	319	5	22	21	10	
			101	12	2	3	14	
		Subtotal	6,923	125	105	320	311	

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A. M. PEAK HOUR		P. M. PEAK HOUR
	GROSS	ENTER	EXIT	ENTER	EXIT
High Turnover (Sit-Down) Restaurant (932)					
	434	20	19	23	15
	Units				
	3.42				
	1,000 S.F.				

ITE Trip Generation Equations:

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

$$T = \frac{127.15 (X) + 0}{50\% \text{ Enter, } 50\% \text{ Exit}}$$

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

$$T = \frac{11.52 (X) + 0}{52\% \text{ Enter, } 48\% \text{ Exit}}$$

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

$$T = \frac{10.92 (X) + 0}{61\% \text{ Enter, } 39\% \text{ Exit}}$$

Comments:
Retail 2

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Shopping Center (820)	1,338	21	14	58	63
8.22					
1,000 S.F.					

ITE Trip Generation Equations:

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

$$\ln(T) = \begin{matrix} 0.65 & \ln(X) + & 5.83 \\ 50\% & \text{Enter,} & 50\% \text{Exit} \end{matrix}$$

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

$$\ln(T) = \begin{matrix} 0.6 & \ln(X) + & 2.29 \\ 61\% & \text{Enter,} & 39\% \text{Exit} \end{matrix}$$

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

$$\ln(T) = \begin{matrix} 0.66 & \ln(X) + & 3.403 \\ 48\% & \text{Enter,} & 52\% \text{Exit} \end{matrix}$$

Comments:
Retail 3

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna) Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Shopping Center (820)						
Units						
		577	10	6	25	27
		2.25				
		1,000 S.F.				

ITE Trip Generation Equations:

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

$$\ln(T) = 0.65 \ln(X) + 5.83$$

50% Enter, 50% Exit

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

$$\ln(T) = 0.6 \ln(X) + 2.29$$

61% Enter, 39% Exit

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

$$\ln(T) = 0.66 \ln(X) + 3.403$$

48% Enter, 52% Exit

Comments:
Retail 4

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Shopping Center (820)					
Units					
0.91					
1,000 S.F.					
	321	6	4	14	15

ITE Trip Generation Equations:

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

$$\ln(T) = \begin{matrix} 0.65 \\ 50\% \end{matrix} \ln(X) + \begin{matrix} 5.83 \\ 50\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

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

$$\ln(T) = \begin{matrix} 0.6 \\ 61\% \end{matrix} \ln(X) + \begin{matrix} 2.29 \\ 39\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

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

$$\ln(T) = \begin{matrix} 0.66 \\ 48\% \end{matrix} \ln(X) + \begin{matrix} 3.403 \\ 52\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

Comments:
Retail 5

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	Units					
	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
	GROSS	ENTER	EXIT	ENTER	EXIT	
Supermarket (850)						
		2,498	17	11	115	110
		16.52				
		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)

$$\ln(T) = 1.7 \ln(X) + -1.42$$

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)

$$\ln(T) = 0.79 \ln(X) + 3.2$$

51% Enter, 49% Exit

Comments:
Retail 6

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
		939	15	10	40	44
		4.76				
		1,000 S.F.				
Shopping Center (820)						

Shopping Center (820)

ITE Trip Generation Equations:

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

$$\text{Ln(T)} = 0.65 \text{ Ln(X)} + 5.83$$

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)

$$\text{Ln(T)} = 0.6 \text{ Ln(X)} + 2.29$$

61% Enter, 39% Exit

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

$$\text{Ln(T)} = 0.66 \text{ Ln(X)} + 3.403$$

48% Enter, 52% Exit

Comments:
Mixed 7

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna) **Trip Generation Data**

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A.M. PEAK HOUR		P.M. PEAK HOUR
	GROSS	ENTER	EXIT	ENTER	EXIT
Residential Condominium / Townhouse (230)	319	5	22	21	10
Units					
44.00					
Dwelling Units					

ITE Trip Generation Equations:

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

$$\ln(T) = 0.85 \ln(X) + 2.55$$

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)

$$\ln(T) = 0.8 \ln(X) + 0.26$$

17% Enter, 83% Exit

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

$$\ln(T) = 0.82 \ln(X) + 0.32$$

67% Enter, 33% Exit

Comments:
Mixed 7

Based on ITE Trip Generation Manual - 7th Edition

Central Ave. Properties ABQ (Central Ave. / Laguna)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
		101	12	2	3	14
		6.87				
		1,000 S.F.				

ITE Trip Generation Equations:

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

$$T = \frac{14,729 (X) + 0}{50\% \text{ Enter, } 50\% \text{ Exit}}$$

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

$$T = \frac{2,055 (X) + 0}{88\% \text{ Enter, } 12\% \text{ Exit}}$$

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

$$T = \frac{2,369 (X) + 0}{17\% \text{ Enter, } 83\% \text{ Exit}}$$

Comments:
Office 6

Based on ITE Trip Generation Manual - 7th Edition

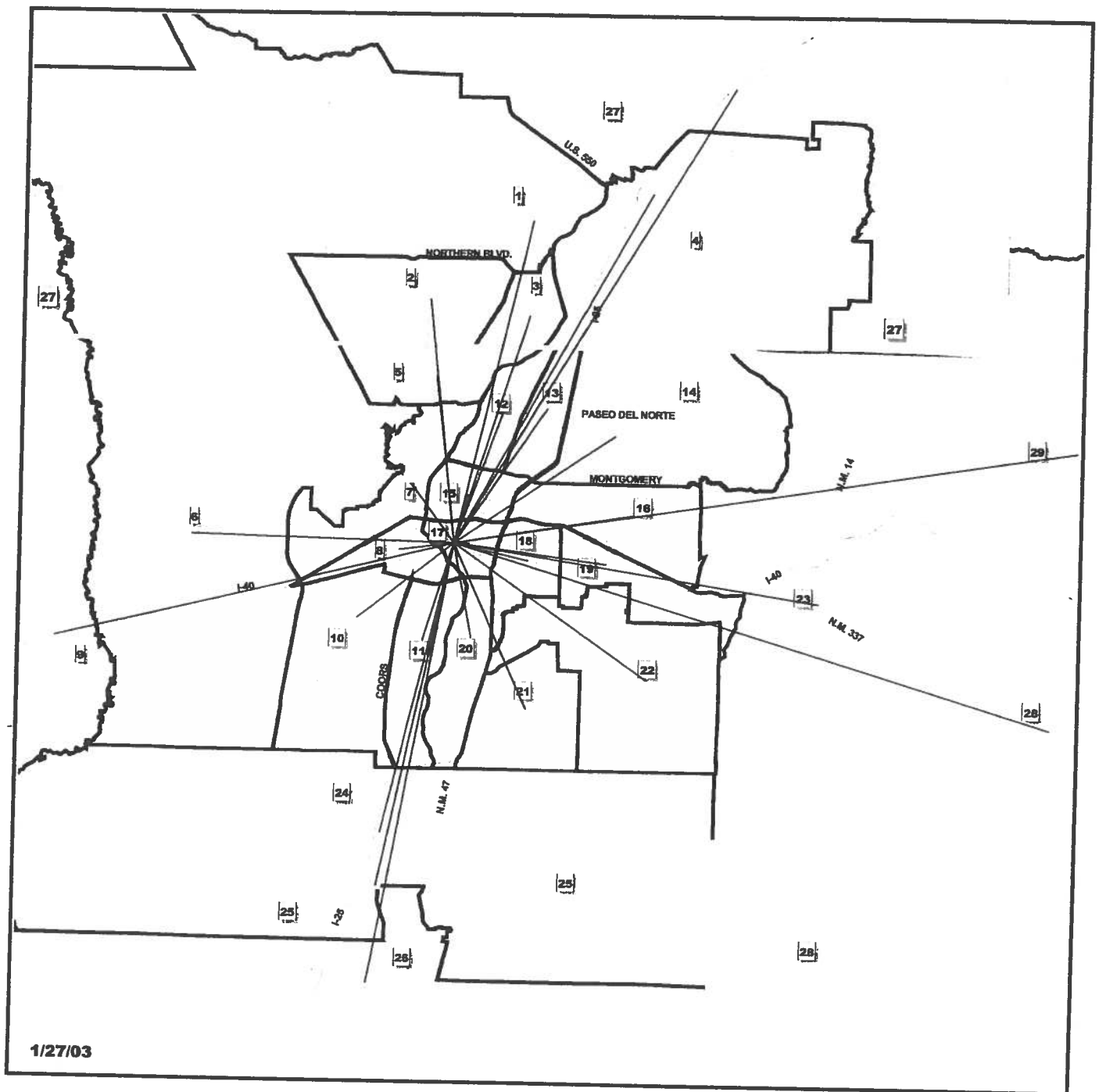


Figure 6

22 Subarea Identification Number

Subareas of the MRCOG Region

MR COG
Mid-Region
Council of Governments
 317 Commercial NE, Suite 104
 Albuquerque, NM 87102
 505-247-1750

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

Country Club Plaza
(Central Ave / San Pasquale Ave)
Trip Distribution Subarea Map

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential Development Trips

2004 and 2030 Data Taken from Met Region Council of Governments' 2030 Socioeconomic Forecasts by Data Analysis Subzones for the Met Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Employment	2030 Employment	Interpolated Employment for the Year 2010	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	(RN)			(SN)			(LE)		
									Rio Grande Blvd North	San Pasquale Ave North	Lomas Blvd East	% Utilizing	% Employment / Dist Utilizing	Employment	% Utilizing	% Employment / Dist Utilizing	Employment
1	100%	4,903	21,902	8,826	8,826	14.6	605	0.56%									
2	100%	16,736	23,708	18,344	18,344	10.8	1,699	1.57%	0.56%	100%		0%	0.00%	0	0%	0.00%	0
3	100%	1,287	1,355	1,355	1,355	10.5	129	0.12%	1.57%	100%		0%	0.00%	0	0%	0.00%	0
4	100%	2,835	4,943	3,398	3,398	17.5	194	0.18%	0.12%	100%		0%	0.00%	0	0%	0.00%	0
5	100%	13,877	28,078	17,154	17,154	7.4	2,318	2.14%	0.18%	100%		0%	0.00%	0	0%	0.00%	0
6	100%	712	11,759	3,261	3,261	11.4	286	0.26%	2.14%	100%		0%	0.00%	0	0%	0.00%	0
7	100%	8,372	19,146	10,858	10,858	3.2	3,393	3.13%	0.26%	100%		0%	0.00%	0	0%	0.00%	0
8*	100%	8,058	15,002	9,660	9,660	1	9,660	8.92%	3.13%	100%		0%	0.00%	0	0%	0.00%	0
9	100%	781	1,498	946	946	17.8	53	0.06%	8.92%	100%		0%	0.00%	0	0%	0.00%	0
10	100%	3,342	8,802	4,825	4,825	5.3	873	0.81%	0.06%	100%		0%	0.00%	0	0%	0.00%	0
11	100%	5,555	7,264	5,949	5,949	4.5	1,322	1.22%	0.81%	100%		0%	0.00%	0	0%	0.00%	0
12	100%	6,928	7,741	7,118	7,118	6.1	1,167	1.08%	1.22%	100%		0%	0.00%	0	0%	0.00%	0
13	100%	38,326	49,804	40,975	40,975	7.2	5,691	6.26%	1.08%	100%		0%	0.00%	0	0%	0.00%	0
14	100%	35,837	44,820	37,933	37,933	8.4	4,516	4.17%	6.26%	100%		0%	0.00%	0	0%	0.00%	0
15	100%	18,228	22,077	19,116	19,116	2.2	8,689	8.02%	4.17%	100%		0%	0.00%	0	0%	0.00%	0
16	100%	60,444	63,459	61,140	61,140	7.8	7,739	7.15%	8.02%	100%		0%	0.00%	0	0%	0.00%	0
17	100%	33,936	37,420	34,740	34,740	1	34,740	32.08%	7.15%	100%		0%	0.00%	0	0%	0.00%	0
18	100%	44,882	51,266	46,184	46,184	3.3	13,996	12.92%	32.08%	50%		0%	0.00%	0	0%	0.00%	0
19	100%	27,871	31,533	28,763	28,763	6.7	4,297	3.97%	12.92%	50%		0%	0.00%	0	0%	0.00%	0
20	100%	7,090	11,147	8,028	8,028	4.2	1,911	1.76%	3.97%	100%		0%	0.00%	0	0%	0.00%	0
21	100%	48	10,028	2,352	2,352	8	294	0.27%	1.76%	0%		0%	0.00%	0	0%	0.00%	0
22	100%	29,284	30,169	29,488	29,488	10.3	2,893	2.84%	0.27%	0%		0%	0.00%	0	0%	0.00%	0
23	100%	2,651	5,057	3,208	3,208	16.1	199	0.18%	2.84%	75%		0%	0.00%	0	0%	0.00%	0
24	100%	1,727	2,244	1,846	1,846	13.1	141	0.13%	0.18%	100%		0%	0.00%	0	0%	0.00%	0
25	100%	181	215	173	173	15.4	11	0.01%	0.13%	100%		0%	0.00%	0	0%	0.00%	0
26	100%	17,290	32,328	20,760	20,760	19.7	1,064	0.97%	0.01%	100%		0%	0.00%	0	0%	0.00%	0
27	100%	4,520	6,194	4,892	4,892	23.3	210	0.19%	0.97%	100%		0%	0.00%	0	0%	0.00%	0
28	100%	4,545	6,695	5,039	5,039	27.2	185	0.17%	0.19%	100%		0%	0.00%	0	0%	0.00%	0
29	100%	1,451	3,798	1,982	1,982	27.4	73	0.07%	0.17%	100%		0%	0.00%	0	0%	0.00%	0
		401,839	559,880	436,152	438,152	108,307		100.00%	64.04%			0.09%		97	0.09%		3,574
									64.04%					97			3,30%

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential Development Trips

2001 and 2030 Data Taken from Mid-Region Council of Government: 2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Employment	2030 Employment	Interpolated Employment for the Year 2010	Employment In Study	Dist. (Mi.)	Employment / Distance	(LN)			(CE)			(LS)		
								% Utilizing	% Employment / Dist Utilizing	Employment	% Utilizing	% Employment / Dist Utilizing	Employment	% Utilizing	% Employment / Dist Utilizing	Employment
1	100%	4,903	21,802	8,828	8,828	14.8	605	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	16,738	23,708	18,344	18,344	10.8	1,699	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,287	1,648	1,355	1,355	10.5	129	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	2,935	4,943	3,398	3,398	17.5	194	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	13,877	28,079	17,154	17,154	7.4	2,318	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	712	11,759	3,261	3,261	11.4	286	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,372	19,146	10,858	10,858	3.2	3,393	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8*	100%	8,058	15,002	9,860	9,860	1	9,860	1%	0.07%	71	53%	4.73%	5,125	0%	0.02%	17
9	100%	781	1,498	946	946	17.8	53	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,342	8,902	4,825	4,825	5.3	873	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	5,555	7,284	5,949	5,949	4.5	1,322	0%	0.00%	0	100%	1.22%	1,322	0%	0.00%	0
12	100%	6,929	7,741	7,118	7,118	6.1	1,187	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	38,326	49,804	40,975	40,975	7.2	5,691	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	35,837	44,920	37,933	37,933	8.4	4,516	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	18,228	22,077	19,116	19,116	2.2	8,689	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	60,444	63,459	61,140	61,140	7.9	7,739	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	33,838	37,420	34,740	34,740	1	34,740	0%	0.00%	0	50%	16.04%	17,370	0%	0.11%	115
18	100%	44,862	51,256	48,184	48,184	3.3	13,996	0%	0.00%	0	50%	8.46%	6,988	0%	0.00%	0
19	100%	27,871	31,533	28,783	28,783	6.7	4,297	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	7,080	11,147	8,028	8,028	4.2	1,911	0%	0.00%	0	100%	1.76%	1,911	0%	0.00%	0
21	100%	48	10,028	2,352	2,352	8	294	0%	0.00%	0	100%	0.27%	294	0%	0.00%	0
22	100%	28,284	30,189	29,488	29,488	10.3	2,863	0%	0.00%	0	25%	0.86%	716	0%	0.00%	0
23	100%	2,651	5,057	3,208	3,208	16.1	199	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,727	2,244	1,946	1,946	13.1	141	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	191	215	173	173	15.4	11	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	17,290	32,328	20,780	20,780	19.7	1,064	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	4,520	6,134	4,892	4,892	23.3	210	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,545	6,885	5,039	5,039	27.2	185	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,451	3,786	1,992	1,992	27.4	73	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		401,839	559,860	438,152	438,152	108,307	71	0.07%	0.07%	33,735	31.15%	31.15%	33,735	0.12%	0.12%	132
										31.15%			31.15%			0.12%

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential Development Trips

2004 and 2030 Data Taken from Mesa Region Council of Governments, 2030 Scenario 2009102
 Forecasts by Data Analysis Subgroups for the Mesa Region of New Mexico

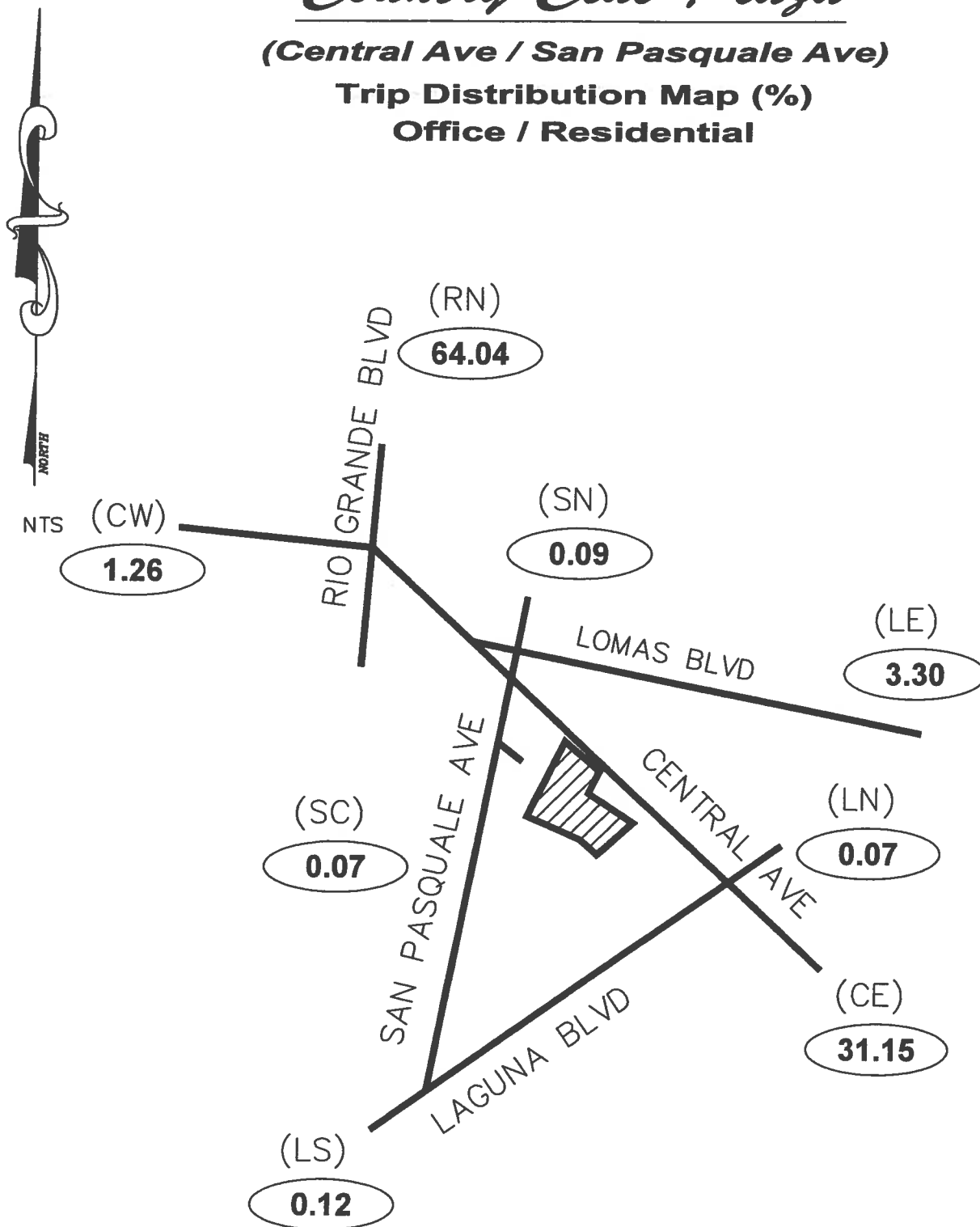
Sub Area I.D.#	% Sub Area In Study	2004 Employment	2030 Employment	Interpolated Employment for the Year 2010	Employment In Study	Dist. (Mi.)	Employment / Distance	(CW)			(SC)		
								% Utilizing	% Employment / Dist Utilizing	Employment	% Utilizing	% Employment / Dist Utilizing	Employment
1	100%	4,903	21,902	8,826	8,826	14.6	605	0%	0.00%	0	0%	0.00%	0
2	100%	16,736	23,706	18,344	18,344	10.8	1,699	0%	0.00%	0	0%	0.00%	0
3	100%	1,267	1,648	1,355	1,355	10.5	129	0%	0.00%	0	0%	0.00%	0
4	100%	2,935	4,943	3,398	3,398	17.5	194	0%	0.00%	0	0%	0.00%	0
5	100%	13,877	28,079	17,154	17,154	7.4	2,318	0%	0.00%	0	0%	0.00%	0
6	100%	712	11,759	3,261	3,261	11.4	286	100%	0.28%	286	0%	0.00%	0
7	100%	8,372	18,146	10,858	10,858	3.2	3,393	0%	0.00%	0	0%	0.00%	0
8*	100%	8,058	15,002	9,860	9,860	1	9,860	2%	0.14%	156	1%	0.07%	80
9	100%	761	1,498	946	946	17.8	53	100%	0.05%	53	0%	0.00%	0
10	100%	3,342	8,902	4,825	4,825	5.3	873	100%	0.81%	873	0%	0.00%	0
11	100%	5,555	7,264	5,949	5,949	4.5	1,322	0%	0.00%	0	0%	0.00%	0
12	100%	6,929	7,741	7,116	7,116	6.1	1,167	0%	0.00%	0	0%	0.00%	0
13	100%	38,328	49,804	40,975	40,975	7.2	5,691	0%	0.00%	0	0%	0.00%	0
14	100%	35,837	44,920	37,933	37,933	8.4	4,516	0%	0.00%	0	0%	0.00%	0
15	100%	18,228	22,077	19,116	19,116	2.2	8,689	0%	0.00%	0	0%	0.00%	0
16	100%	60,444	63,459	61,140	61,140	7.9	7,739	0%	0.00%	0	0%	0.00%	0
17	100%	33,936	37,420	34,740	34,740	1	34,740	0%	0.00%	0	0%	0.00%	0
18	100%	44,862	51,266	46,184	46,184	3.3	13,995	0%	0.00%	0	0%	0.00%	0
19	100%	27,971	31,533	28,763	28,763	6.7	4,297	0%	0.00%	0	0%	0.00%	0
20	100%	7,090	11,147	8,026	8,026	4.2	1,911	0%	0.00%	0	0%	0.00%	0
21	100%	49	10,028	2,352	2,352	8	294	0%	0.00%	0	0%	0.00%	0
22	100%	29,284	30,169	29,488	29,488	10.3	2,863	0%	0.00%	0	0%	0.00%	0
23	100%	2,851	5,057	3,208	3,208	16.1	199	0%	0.00%	0	0%	0.00%	0
24	100%	1,727	2,244	1,848	1,848	13.1	141	0%	0.00%	0	0%	0.00%	0
25	100%	161	215	173	173	15.4	11	0%	0.00%	0	0%	0.00%	0
26	100%	17,290	32,326	20,760	20,760	19.7	1,054	0%	0.00%	0	0%	0.00%	0
27	100%	4,520	6,134	4,892	4,892	23.3	210	0%	0.00%	0	0%	0.00%	0
28	100%	5,545	6,885	5,039	5,039	27.2	185	0%	0.00%	0	0%	0.00%	0
29	100%	1,451	3,768	1,992	1,992	27.4	73	0%	0.00%	0	0%	0.00%	0
		401,639	559,860	438,152	438,152	108,307			1.28%	1,367		0.07%	80
										1.28%			0.07%

Country Club Plaza

(Central Ave / San Pasquale Ave)

Trip Distribution Map (%)

Office / Residential



Terry O. Brown, P.E.

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Albuquerque, NM 87199-2051
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(505)212-0267 (Fax)

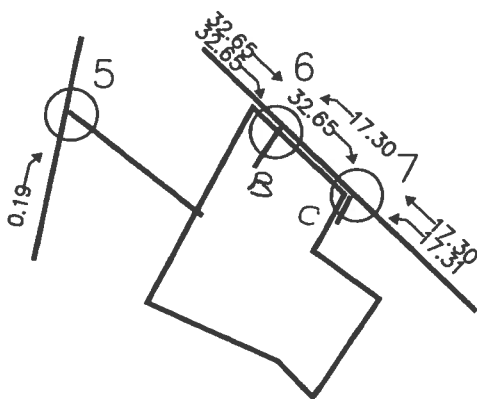
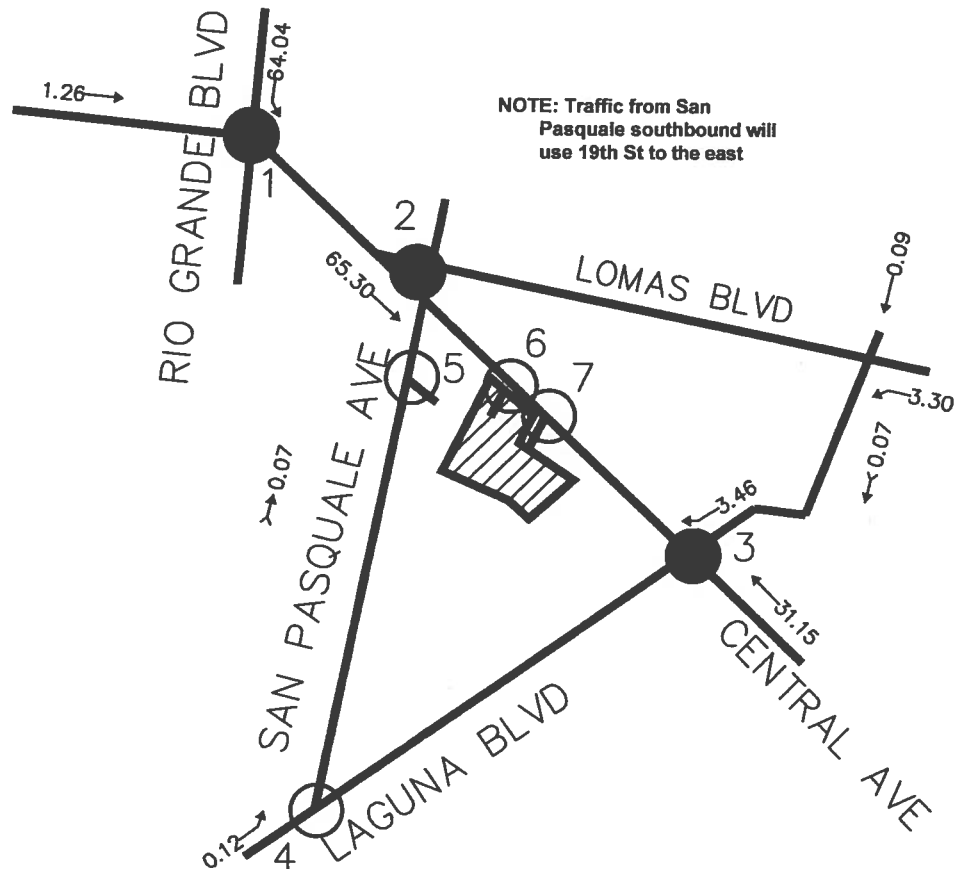
Country Club Plaza

(Central Ave / San Pasquale Ave)

Office / Residential Trip Assignments (% Entering)



NTS



**DRIVEWAY
DETAIL**

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

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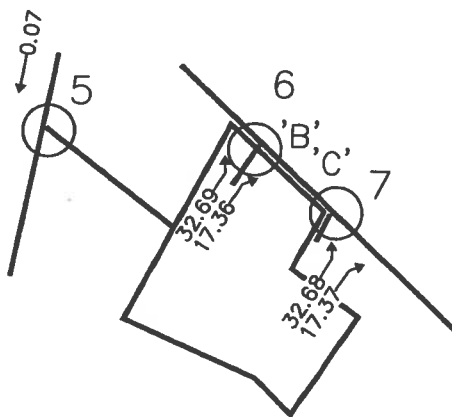
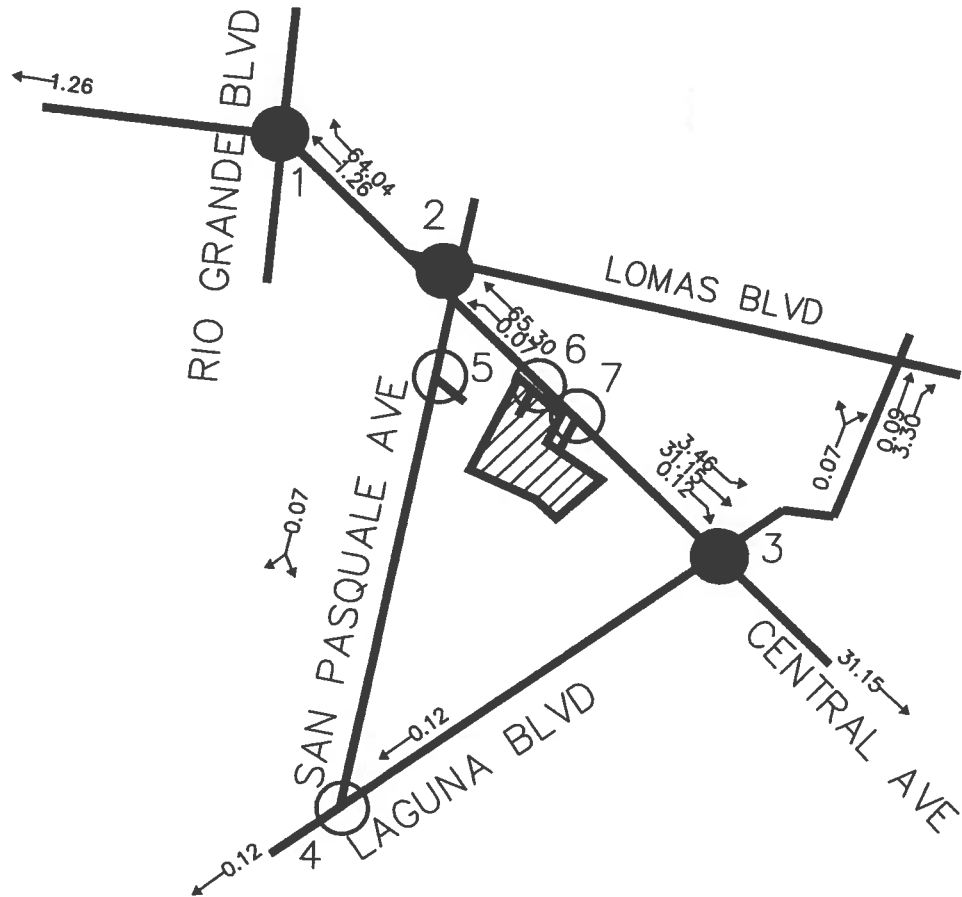
Country Club Plaza

(Central Ave / San Pasquale Ave)

Office / Residential Trip Assignments (% Exiting)



NTS



**DRIVEWAY
DETAIL**

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

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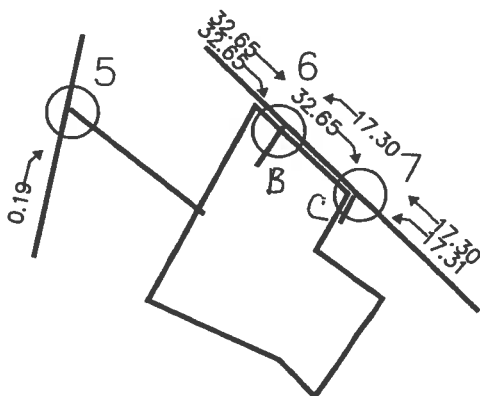
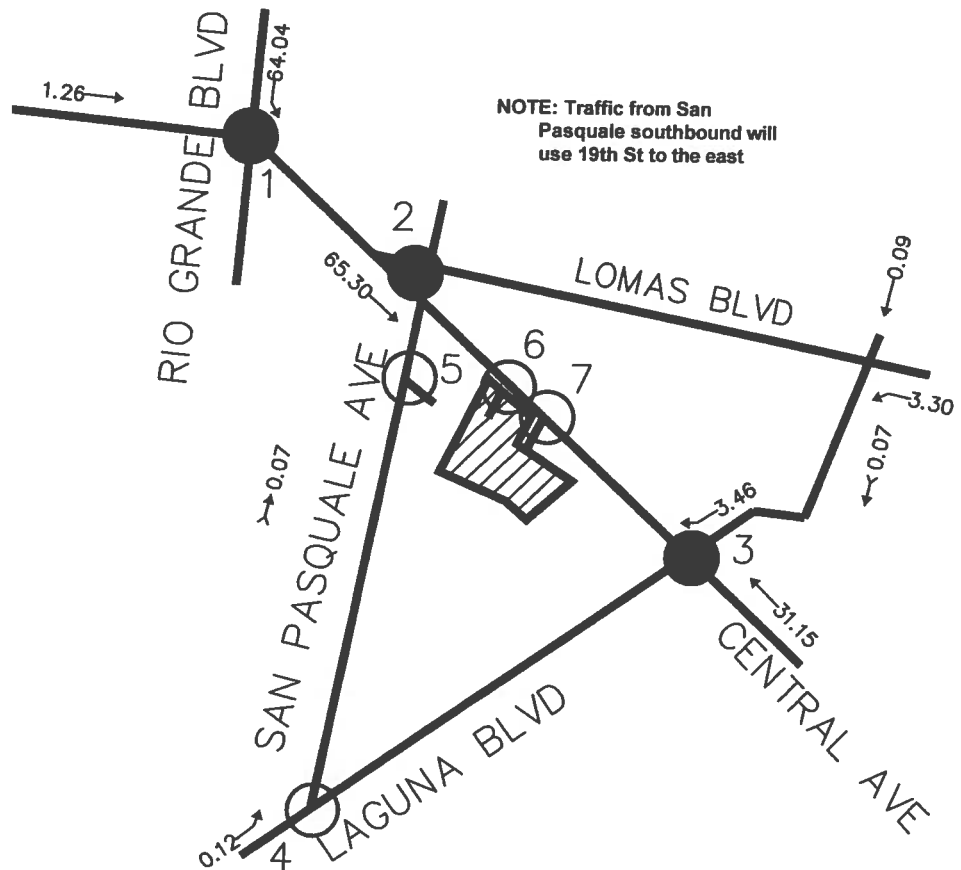
Country Club Plaza

(Central Ave / San Pasquale Ave)

Office / Residential Trip Assignments (% Entering)
New Geometry



NTS



DRIVEWAY
DETAIL

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

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(Central Ave / San Pasquale Ave)

Map of San Pasquale area showing proposed station locations 1 through 7. The map includes Rio Grande Blvd, Lomas Blvd, Central Ave, Laguna Blvd, and San Pasquale Ave. A note states: "NOTE: Traffic from San Pasquale northbound will use 19th St to the east". Various distances are marked along the routes.



Figure 1 shows a schematic diagram of a three-link mechanism. Link 5 is the ground, Link 6 is the crank, and Link 7 is the follower. The mechanism is shown in a specific configuration with dimensions 32.68 and 17.40 indicated for the links.

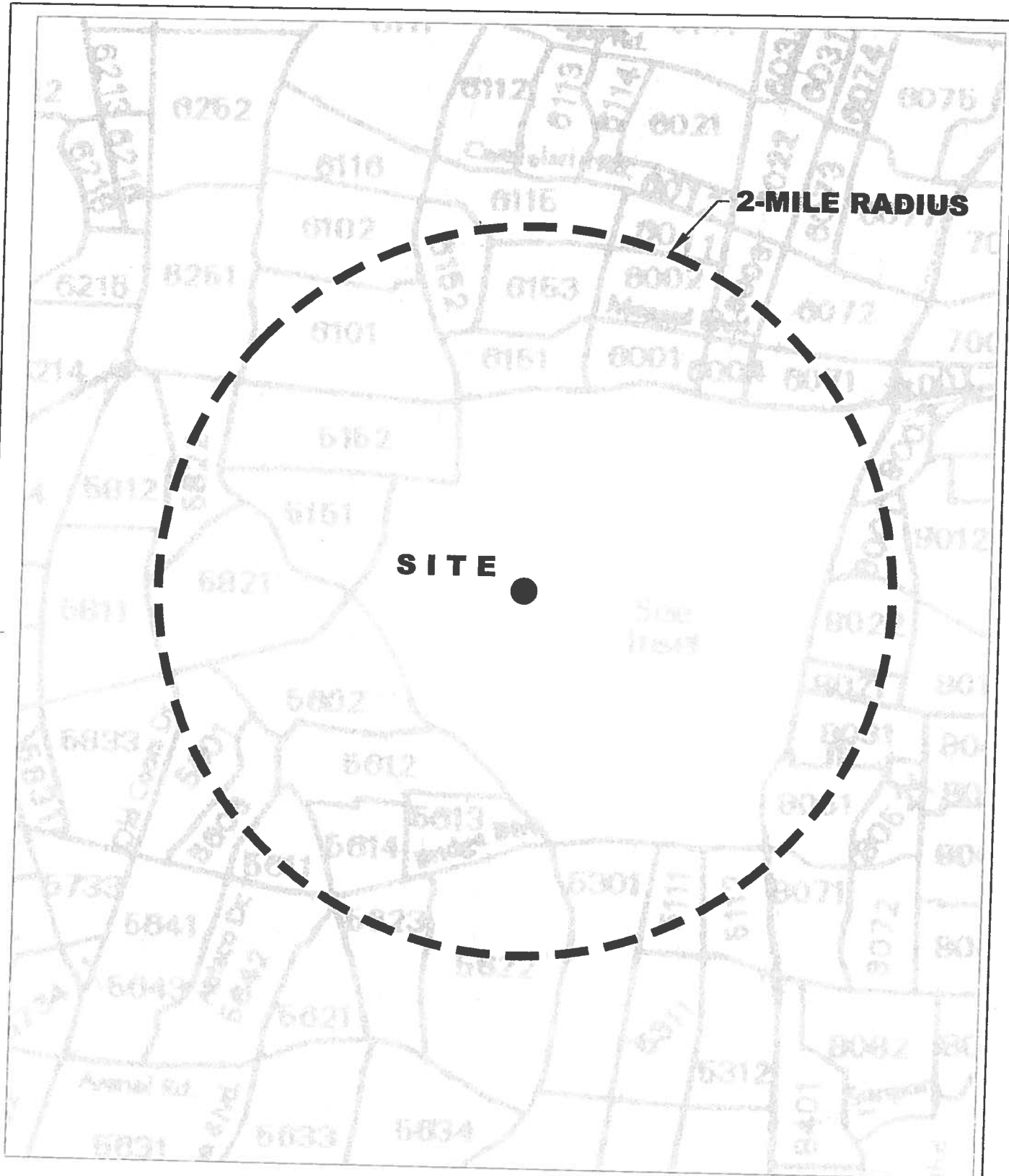
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Albuquerque, NM 87199-2051

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DATA ANALYSIS SUBZONE (DASZ) MAP
Country Club Plaza (Central Ave / San Pasquale Ave)

Inset for Downtown (not to scale)



DATA ANALYSIS SUBZONE (DASZ) MAP
Country Club Plaza (Central Ave / San Pasquale Ave)

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2009 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzone for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year 2010	Population in Study	Percent Population	(R1)			(S1)			(LE)		
							Pro Granite Blvd North			San Pasquale Ave North			Lomas Blvd East		
Boundary Specified on DASZ Map							% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
5001	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5002	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5003	100%	13	128	40	40	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5004	100%	133	188	146	146	0.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5005	100%	543	575	550	550	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5006	100%	24	98	41	41	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5007	100%	4	93	25	25	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5008	100%	16	152	47	47	0.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5009	100%	55	216	92	92	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5011	100%	110	654	236	236	0.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5012	100%	22	187	60	60	0.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5101	100%	1878	1867	1,875	1,875	7.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5102	100%	534	519	531	531	2.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5103	100%	794	1144	875	875	3.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5111	70%	1326	1244	1,307	915	3.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5112	35%	1812	1876	1,827	639	2.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5121	100%	2804	2712	2,783	2,783	10.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5131	100%	170	180	168	168	0.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5132	100%	1779	1765	1,776	1,776	6.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5141	100%	182	171	179	179	0.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5142	100%	286	415	323	323	1.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5143	100%	937	978	946	946	3.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5151	100%	621	577	611	611	2.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5152	100%	1032	1327	1,100	1,100	4.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5151	100%	668	825	658	658	2.50%	50%	2.00%	550	0%	0.00%	0	0%	0.00%	0
5152	100%	536	494	526	526	2.00%	50%	1.25%	329	0%	0.00%	0	0%	0.00%	0
5153	100%	45	44	45	45	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5171	100%	253	269	257	257	0.98%	50%	0.09%	23	0%	0.00%	0	60%	1.20%	316
5172	100%	958	933	952	952	3.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5173	100%	981	919	974	974	3.70%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5201	100%	478	1248	656	656	2.48%	0%	0.00%	0	0%	0.00%	0	30%	1.81%	476
5202	100%	0	81	19	19	0.07%	45%	1.12%	295	10%	0.25%	66	100%	3.70%	974
5211	100%	790	794	791	791	3.01%	0%	0.00%	19	0%	0.00%	0	45%	1.12%	295
5212	100%	611	638	617	617	2.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5213	100%	278	279	279	279	1.06%	0%	0.00%	0	0%	0.00%	0	100%	3.01%	791
5221	100%	4	3	4	4	0.02%	0%	0.00%	0	0%	0.00%	0	100%	2.34%	617
5231	100%	1	0	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	100%	1.06%	279
5232	100%	33	32	33	33	0.13%	0%	0.00%	0	0%	0.00%	0	100%	0.02%	4
													100%	0.00%	33

Trip Distribution Table Country Club Plaza (Central Ave / San Pasquale Ave)

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

2004 and 2030 Data Taken from Metropolitan Council of Governments' 2030 Scenario
2030 Socioeconomic Forecasts by Data Analysis Subzone for the Mid-Region of the Metro

DASZ #	% Sub Area in Study	2004 Population		2030 Population	Interpolated Population for the Year 2010	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2004 Map	2030									
Boundary Specified on DASZ Map													
5001	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
5002	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
5003	100%	13	128	128	40	40	0.15%	0%	0.00%	0	0%	0.00%	0
5004	100%	133	188	146	146	146	0.55%	0%	0.00%	0	0%	0.00%	0
5005	100%	543	575	550	550	550	2.09%	0%	0.00%	0	0%	0.00%	0
5006	100%	24	98	41	41	41	0.16%	0%	0.00%	0	0%	0.00%	0
5007	100%	4	93	25	25	25	0.09%	0%	0.00%	0	0%	0.00%	0
5008	100%	16	152	47	47	47	0.18%	0%	0.00%	0	0%	0.00%	0
5009	100%	55	216	92	92	92	0.35%	0%	0.00%	0	0%	0.00%	0
5010	100%	110	654	236	236	236	0.90%	0%	0.00%	0	0%	0.00%	0
5012	100%	22	187	60	60	60	0.23%	0%	0.00%	0	0%	0.00%	0
5101	100%	1878	1867	1875	1875	1875	7.12%	0%	0.00%	0	0%	0.00%	0
5102	100%	534	519	531	531	531	2.02%	0%	0.00%	0	0%	0.00%	0
5103	100%	794	1144	875	875	875	3.32%	0%	0.00%	0	0%	0.00%	0
5111	70%	1326	1244	1307	1307	915	3.45%	0%	0.00%	0	0%	0.00%	0
5112	35%	1812	1876	1827	1827	639	2.45%	0%	0.00%	0	0%	0.00%	0
5121	100%	2804	2712	2783	2783	2783	10.59%	0%	0.00%	0	0%	0.00%	0
5131	100%	170	160	168	168	168	0.64%	0%	0.00%	0	0%	0.00%	0
5132	100%	1779	1765	1776	1776	1776	6.76%	0%	0.00%	0	0%	0.00%	0
5141	100%	182	171	179	179	179	0.68%	0%	0.00%	0	0%	0.00%	0
5142	100%	296	415	323	323	323	1.23%	0%	0.00%	0	0%	0.00%	0
5143	100%	937	976	946	946	946	3.59%	0%	0.00%	0	0%	0.00%	0
5151	100%	821	577	611	611	611	2.32%	100%	2.32%	611	0%	0.00%	0
5152	100%	1032	1327	1100	1100	1100	4.18%	50%	2.09%	550	0%	0.00%	0
5161	100%	668	625	658	658	658	2.50%	50%	1.25%	329	0%	0.00%	0
5162	100%	536	494	526	526	526	2.00%	0%	0.00%	0	0%	0.00%	0
5163	100%	45	44	45	45	45	0.17%	0%	0.00%	0	0%	0.00%	0
5171	100%	253	269	257	257	257	0.98%	0%	0.00%	0	0%	0.00%	0
5172	100%	958	933	962	962	962	3.82%	0%	0.00%	0	0%	0.00%	0
5173	100%	991	919	974	974	974	3.70%	0%	0.00%	0	0%	0.00%	0
5201	100%	478	1248	658	658	658	2.49%	0%	0.00%	0	0%	0.00%	0
5202	100%	0	81	19	19	19	0.07%	0%	0.00%	0	0%	0.00%	0
5211	100%	790	794	791	791	791	3.01%	0%	0.00%	0	0%	0.00%	0
5212	100%	611	638	617	617	617	2.34%	0%	0.00%	0	0%	0.00%	0
5213	100%	279	279	279	279	279	1.06%	0%	0.00%	0	0%	0.00%	0
5221	100%	4	3	4	4	4	0.02%	0%	0.00%	0	0%	0.00%	0
5231	100%	1	0	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0
5232	100%	33	32	33	33	33	0.13%	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

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

1990 and 2030 Data Taken from "Mid-Region Council of Governments" 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Group for the Mid-Region Council of Governments

DASZ #	% Sub Area in Study	2004 Population		2030 Population	Interpolated Population for the Year 2019	Population in Study	Percent Population	(CIV)		(SC)			
		2004	2004 Map	2030				% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map													
5241	100%	502	507	507	503	503	1.91%	0%	0.00%	0	0%	0.00%	0
5242	100%	1274	1192	1192	1255	1255	4.77%	0%	0.00%	0	0%	0.00%	0
5251	100%	285	271	271	266	266	1.01%	0%	0.00%	0	0%	0.00%	0
5261	100%	132	454	208	208	208	0.78%	0%	0.00%	0	0%	0.00%	0
5262	100%	99	93	98	98	98	0.37%	0%	0.00%	0	0%	0.00%	0
5271	100%	410	830	507	507	507	1.93%	0%	0.00%	0	0%	0.00%	0
5272	100%	0	83	19	19	19	0.07%	0%	0.00%	0	0%	0.00%	0
5273	100%	418	434	422	422	422	1.60%	0%	0.00%	0	0%	0.00%	0
5301	40%	26	22	25	25	10	0.04%	0%	0.00%	0	0%	0.00%	0
5601	50%	1335	1608	1398	1398	699	2.66%	100%	2.66%	699	0%	0.00%	0
5602	100%	2253	2201	2241	2241	2241	8.52%	100%	8.52%	2,241	0%	0.00%	0
5603	50%	810	822	813	407	407	1.55%	100%	1.55%	407	0%	0.00%	0
5611	70%	739	689	727	509	509	1.93%	100%	1.93%	509	0%	0.00%	0
5612	100%	1024	1140	1051	1051	1,051	3.99%	100%	3.99%	1,051	0%	0.00%	0
5613	100%	1125	1073	1113	1113	1,113	4.23%	100%	4.23%	1,113	0%	0.00%	0
5614	100%	683	642	674	674	674	2.56%	100%	2.56%	674	0%	0.00%	0
5622	45%	2876	2658	2828	1,273	1,273	4.84%	100%	4.84%	1,273	0%	0.00%	0
5823	30%	1397	1295	1373	412	412	1.57%	100%	1.57%	412	0%	0.00%	0
5821	100%	1901	1916	1904	1,904	1,904	7.24%	100%	7.24%	1,904	0%	0.00%	0
5822	50%	968	1008	969	500	500	1.90%	100%	1.90%	500	0%	0.00%	0
6001	100%	576	545	569	569	569	2.18%	0%	0.00%	0	0%	0.00%	0
6002	95%	1395	1295	1,372	1,303	1,303	4.85%	0%	0.00%	0	0%	0.00%	0
6003	40%	710	746	718	287	287	1.09%	0%	0.00%	0	0%	0.00%	0
6004	100%	113	155	123	123	123	0.47%	0%	0.00%	0	0%	0.00%	0
6071	55%	398	369	391	215	215	0.82%	0%	0.00%	0	0%	0.00%	0
6072	10%	231	660	330	33	33	0.13%	0%	0.00%	0	0%	0.00%	0
6101	85%	1929	2162	1,983	1,696	1,696	6.41%	0%	0.00%	0	0%	0.00%	0
6102	10%	1354	1354	1,354	135	135	0.51%	0%	0.00%	0	0%	0.00%	0
6115	10%	1105	1246	1,138	114	114	0.43%	0%	0.00%	0	0%	0.00%	0
6151	100%	1485	1540	1,498	1,486	1,486	5.69%	0%	0.00%	0	0%	0.00%	0
6152	75%	767	857	788	591	591	2.25%	0%	0.00%	0	0%	0.00%	0
6153	100%	1555	1497	1,542	1,542	1,542	5.86%	0%	0.00%	0	0%	0.00%	0
8001	65%	19	273	78	51	51	0.19%	0%	0.00%	0	0%	0.00%	0
8002	10%	422	524	446	45	45	0.17%	0%	0.00%	0	0%	0.00%	0
8021	75%	724	828	748	561	561	2.15%	0%	0.00%	0	0%	0.00%	0
8022	75%	1083	1423	1,161	871	871	3.31%	0%	0.00%	0	0%	0.00%	0
8031	50%	1753	1721	1,746	873	873	3.32%	0%	0.00%	0	0%	0.00%	0
8051	50%	13	5	11	6	6	0.02%	0%	0.00%	0	0%	0.00%	0
						26,316	100.00%			10,783	0.00%		
						36,163				40.98%			

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

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

2004 and 2030 Data Taken from Mid Region Council of Governments 2030 Scenarios

2030 SCENARIOS: CONCEPTS AND ANALYSIS, Subzones for the Mid Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population		Interpolated Population for the Year 2010	Population In Study	Percent Population	Lapuna Blvd North (LN)			Central Ave East (CE)			Lanuna Blvd South (LS)		
		2004	2030	2030	2030				% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	
Boundary Specified on DASZ Map																	
5241	100%	502	507	503	503	503	503	1.91%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5242	100%	1274	1192	1255	1255	1255	1255	4.77%	0	0%	0	0%	0.00%	0	0%	0.00%	
5251	100%	265	271	268	268	268	268	1.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
5261	100%	132	454	208	208	208	208	0.78%	0	0.00%	0	50%	0.30%	103	0%	0.00%	
5262	100%	99	93	98	98	98	98	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
5271	100%	410	830	507	507	507	507	1.83%	0	0.00%	0	100%	1.93%	507	0%	0.00%	
5272	100%	0	83	19	19	19	19	0.07%	0	0.00%	0	100%	0.07%	19	0%	0.00%	
5273	100%	418	434	422	422	422	422	1.86%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5301	40%	26	22	25	25	25	25	0.04%	0	0.00%	0	100%	0.04%	10	0%	0.00%	
5601	50%	1335	1608	1398	1398	1398	1398	2.66%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5602	100%	2253	2201	2241	2241	2241	2241	8.52%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5603	50%	810	822	813	813	813	813	1.55%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5611	70%	739	689	727	727	727	727	1.83%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5612	100%	1024	1140	1051	1051	1051	1051	3.99%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5613	100%	1125	1073	1113	1113	1113	1113	4.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
5614	100%	683	642	674	674	674	674	2.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
5622	45%	2876	2668	2828	2828	2828	2828	4.84%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5623	30%	1397	1295	1373	1373	1373	1373	1.57%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5624	100%	1901	1916	1904	1904	1904	1904	7.24%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
5822	50%	998	1008	1000	1000	1000	1000	1.80%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6001	100%	576	545	569	569	569	569	2.16%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6002	95%	1395	1295	1372	1303	1372	1303	4.95%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6003	40%	710	746	718	287	718	287	1.09%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6004	100%	113	155	123	123	123	123	0.47%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6071	55%	398	368	391	215	391	215	0.82%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6072	10%	231	660	330	331	330	331	0.13%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6101	85%	1929	2162	1983	1866	1983	1866	6.41%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6102	10%	1354	1354	1354	135	1354	135	0.51%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6115	10%	1105	1245	1138	114	1138	114	0.43%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6151	100%	1485	1540	1498	1498	1498	1498	5.89%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6152	75%	767	857	788	591	788	591	2.25%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
6153	100%	1555	1487	1542	1542	1542	1542	5.86%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
8001	65%	18	273	78	51	78	51	0.19%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
8002	10%	422	524	446	46	446	46	0.17%	0	0.00%	0	0%	0.00%	0	0%	0.00%	
8021	75%	724	829	748	581	748	581	2.13%	0	0.00%	0	100%	2.13%	581	0%	0.00%	
8022	75%	1083	1423	1161	871	1161	871	3.31%	0	0.00%	0	50%	1.65%	436	0%	0.00%	
8031	50%	1753	1721	1746	873	1746	873	3.32%	0	0.00%	0	100%	3.32%	873	0%	0.00%	
8051	50%	13	5	11	6	11	6	0.02%	0	0.00%	0	100%	0.02%	6	0%	0.00%	
								100.00%	0.00%				2,518	9.56%		0.00%	

Trip Distribution Table

Country Club Plaza (Central Ave / San Pasquale Ave)

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

2004 and 2030 Data Taken from Mid-Region Council of Governments: 2030 Scenario 2004
2030 Socioeconomic Projections by Data Analysis Subzone for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population	Interpolated Population for the Year 2010	Population in Study	Percent Population	Central Area West			San Francisco Area Central		
		% Utilizing	% Population Utilizing					Population	% Utilizing	% Population Utilizing	Population		
Boundary Specified on DASZ Map													
5001	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
5002	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
5003	100%	13	128	40	40	40	0.15%	0%	0.00%	0	0%	0.00%	0
5004	100%	133	188	146	146	146	0.55%	0%	0.00%	0	0%	0.00%	0
5005	100%	543	575	550	550	550	2.09%	0%	0.00%	0	0%	0.00%	0
5006	100%	24	98	41	41	41	0.15%	0%	0.00%	0	0%	0.00%	0
5007	100%	4	93	25	25	25	0.09%	0%	0.00%	0	0%	0.00%	0
5008	100%	16	152	47	47	47	0.18%	0%	0.00%	0	0%	0.00%	0
5009	100%	55	218	92	92	92	0.35%	0%	0.00%	0	0%	0.00%	0
5010	100%	110	654	236	236	236	0.90%	0%	0.00%	0	0%	0.00%	0
5012	100%	22	187	60	60	60	0.23%	0%	0.00%	0	0%	0.00%	0
5101	100%	1878	1867	1875	1875	1875	7.17%	0%	0.00%	0	0%	0.00%	0
5102	100%	534	519	531	531	531	2.07%	0%	0.00%	0	0%	0.00%	0
5103	100%	794	1144	875	875	875	3.37%	0%	0.00%	0	0%	0.00%	0
5111	70%	1326	1244	1307	1307	915	3.48%	0%	0.00%	0	0%	0.00%	0
5112	35%	1812	1876	1827	1827	639	2.43%	0%	0.00%	0	0%	0.00%	0
5121	100%	2804	2712	2783	2783	2783	10.58%	0%	0.00%	0	0%	0.00%	0
5131	100%	170	160	168	168	168	0.64%	0%	0.00%	0	0%	0.00%	0
5132	100%	1779	1765	1776	1776	1776	6.78%	0%	0.00%	0	0%	0.00%	0
5141	100%	182	171	179	179	179	0.68%	0%	0.00%	0	0%	0.00%	0
5142	100%	298	415	323	323	323	1.23%	0%	0.00%	0	100%	1.23%	323
5143	100%	937	976	946	946	946	3.59%	0%	0.00%	0	0%	0.00%	0
5151	100%	621	577	611	611	611	2.32%	100%	2.32%	611	0%	0.00%	0
5152	100%	1032	1327	1100	1100	1100	4.18%	50%	2.09%	560	0%	0.00%	0
5161	100%	688	625	658	658	658	2.56%	50%	1.25%	328	0%	0.00%	0
5162	100%	538	494	526	526	526	2.00%	0%	0.00%	0	0%	0.00%	0
5163	100%	45	44	45	45	45	0.17%	0%	0.00%	0	0%	0.00%	0
5171	100%	253	269	257	257	257	0.98%	0%	0.00%	0	0%	0.00%	0
5172	100%	958	933	952	952	952	3.62%	0%	0.00%	0	0%	0.00%	0
5173	100%	991	919	974	974	974	3.70%	0%	0.00%	0	0%	0.00%	0
5201	100%	478	1248	858	858	858	2.49%	0%	0.00%	0	0%	0.00%	0
5202	100%	0	81	19	19	19	0.07%	0%	0.00%	0	0%	0.00%	0
5211	100%	790	794	791	791	791	3.01%	0%	0.00%	0	0%	0.00%	0
5212	100%	611	638	617	617	617	2.34%	0%	0.00%	0	0%	0.00%	0
5213	100%	279	279	279	279	279	1.08%	0%	0.00%	0	0%	0.00%	0
5221	100%	4	3	4	4	4	0.02%	0%	0.00%	0	0%	0.00%	0
5231	100%	1	0	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0
5232	100%	33	32	33	33	33	0.13%	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table Country Club Plaza (Central Ave / San Pasquale Ave)

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzone for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population	Interpolated Population for the Year 2010	Population in Study	Percent Population	(CW)		(SC)			
		2004	2030					% Utilizing	% Population Utilizing	Population	% Utilizing	Population	% Utilizing
Boundary Specified on DASZ Map													
5241	100%	502	507	503	503	503	1.91%	0%	0.00%	0	0%	0.00%	0
5242	100%	1274	1192	1255	1255	1255	4.77%	0%	0.00%	0	0%	0.00%	0
5251	100%	265	271	266	266	266	1.01%	0%	0.00%	0	0%	0.00%	0
5261	100%	132	454	206	206	206	0.78%	0%	0.00%	0	0%	0.00%	0
5262	100%	99	93	98	98	98	0.37%	0%	0.00%	0	0%	0.00%	0
5271	100%	410	830	507	507	507	1.93%	0%	0.00%	0	0%	0.00%	0
5272	100%	0	83	19	19	19	0.07%	0%	0.00%	0	0%	0.00%	0
5273	100%	418	434	422	422	422	1.60%	0%	0.00%	0	0%	0.00%	0
5301	40%	26	22	25	10	10	0.04%	0%	0.00%	0	0%	0.00%	0
5601	50%	1335	1608	1398	689	689	2.66%	100%	2.66%	689	0%	0.00%	0
5602	100%	2253	2201	2241	2241	2241	8.52%	100%	8.52%	2241	0%	0.00%	0
5603	50%	610	822	813	407	407	1.55%	100%	1.55%	407	0%	0.00%	0
5611	70%	739	689	727	509	509	1.93%	100%	1.93%	509	0%	0.00%	0
5612	100%	1024	1140	1051	1051	1051	3.99%	100%	3.99%	1051	0%	0.00%	0
5613	100%	1125	1073	1113	1113	1113	4.23%	100%	4.23%	1113	0%	0.00%	0
5614	100%	683	842	674	674	674	2.56%	100%	2.56%	674	0%	0.00%	0
5622	45%	2876	2668	2828	1273	1273	4.84%	100%	4.84%	1273	0%	0.00%	0
5623	30%	1397	1295	1373	412	412	1.57%	100%	1.57%	412	0%	0.00%	0
5821	100%	1901	1916	1904	1904	1904	7.24%	100%	7.24%	1904	0%	0.00%	0
5822	50%	988	1006	1000	500	500	1.90%	100%	1.90%	500	0%	0.00%	0
6001	100%	576	545	569	569	569	2.18%	0%	0.00%	0	0%	0.00%	0
6002	95%	1395	1295	1372	1303	1303	4.85%	0%	0.00%	0	0%	0.00%	0
6003	40%	710	746	716	287	287	1.09%	0%	0.00%	0	0%	0.00%	0
6004	100%	113	155	123	123	123	0.47%	0%	0.00%	0	0%	0.00%	0
6071	55%	398	389	391	215	215	0.82%	0%	0.00%	0	0%	0.00%	0
6072	10%	231	660	330	33	33	0.13%	0%	0.00%	0	0%	0.00%	0
6101	85%	1929	2162	1983	1886	1886	6.41%	0%	0.00%	0	0%	0.00%	0
6102	10%	1354	1354	1354	135	135	0.51%	0%	0.00%	0	0%	0.00%	0
6115	10%	1105	1248	1138	114	114	0.43%	0%	0.00%	0	0%	0.00%	0
6151	100%	1485	1540	1488	1488	1488	5.69%	0%	0.00%	0	0%	0.00%	0
6152	75%	767	857	788	591	591	2.25%	0%	0.00%	0	0%	0.00%	0
6153	100%	1555	1497	1542	1542	1542	5.86%	0%	0.00%	0	0%	0.00%	0
8001	65%	19	273	78	51	51	0.19%	0%	0.00%	0	0%	0.00%	0
8002	10%	422	524	446	45	45	0.17%	0%	0.00%	0	0%	0.00%	0
8021	75%	724	829	748	581	581	2.13%	0%	0.00%	0	0%	0.00%	0
8022	75%	1083	1423	1161	871	871	3.31%	0%	0.00%	0	0%	0.00%	0
8031	50%	1753	1721	1748	873	873	3.32%	0%	0.00%	0	0%	0.00%	0
8051	50%	13	5	11	6	6	0.02%	0%	0.00%	0	0%	0.00%	0
						26,316	100.00%			10,783			0.00%
						36,163				40.96%			

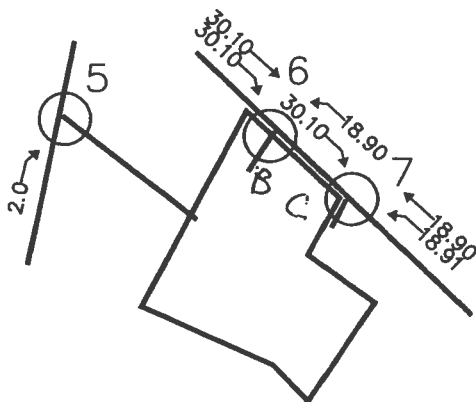
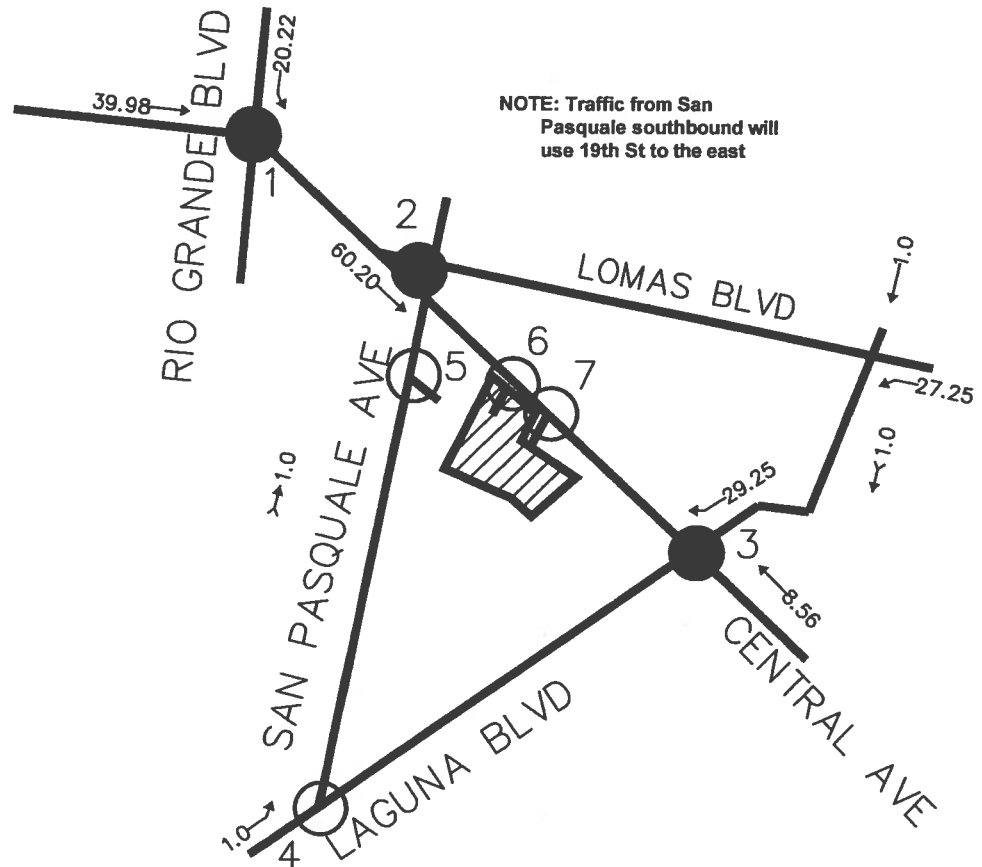
Country Club Plaza

(Central Ave / San Pasquale Ave)

Commercial Trip Assignments (% Entering) New Geometry



NTS



**DRIVEWAY
DETAIL**

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Terry O. Brown, P.E.

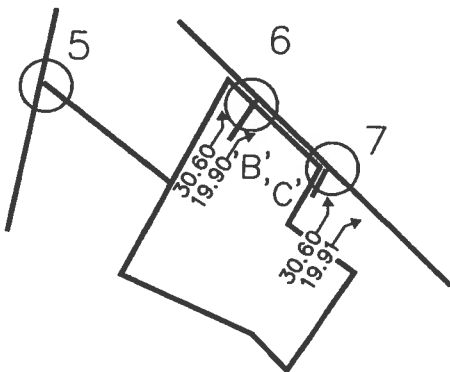
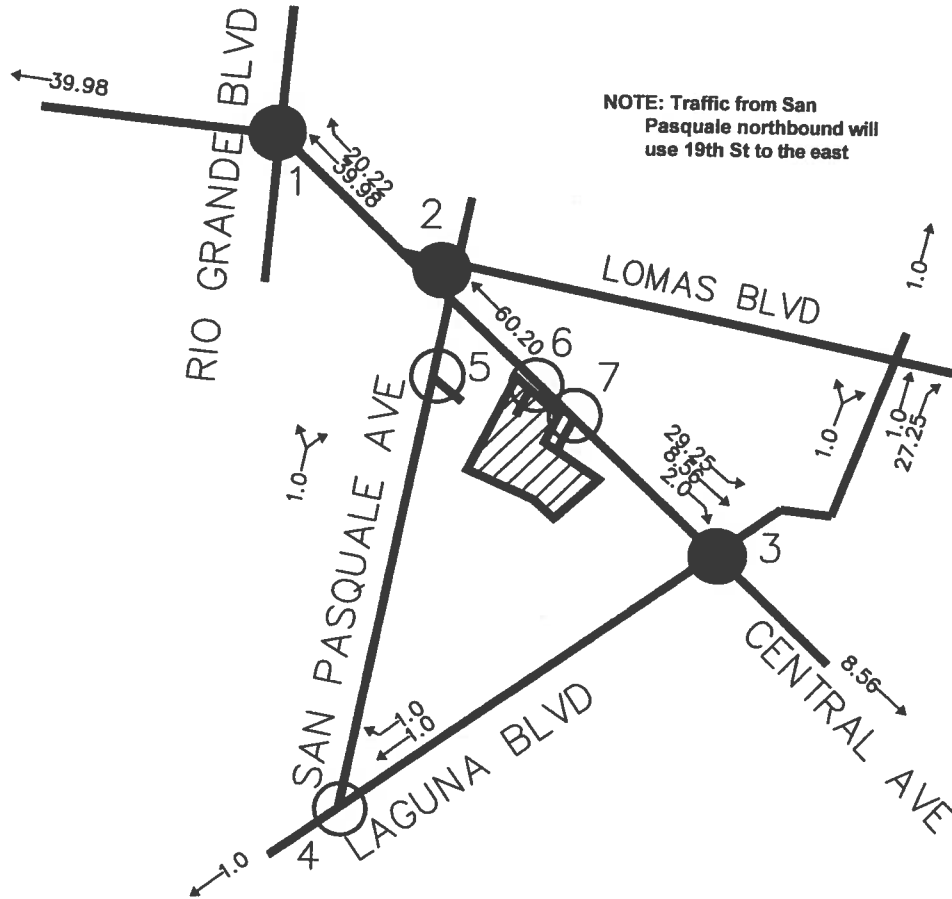
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)



Country Club Plaza

(Central Ave / San Pasquale Ave)

Commercial Trip Assignments (% Exiting) New Geometry



**DRIVEWAY
DETAIL**

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

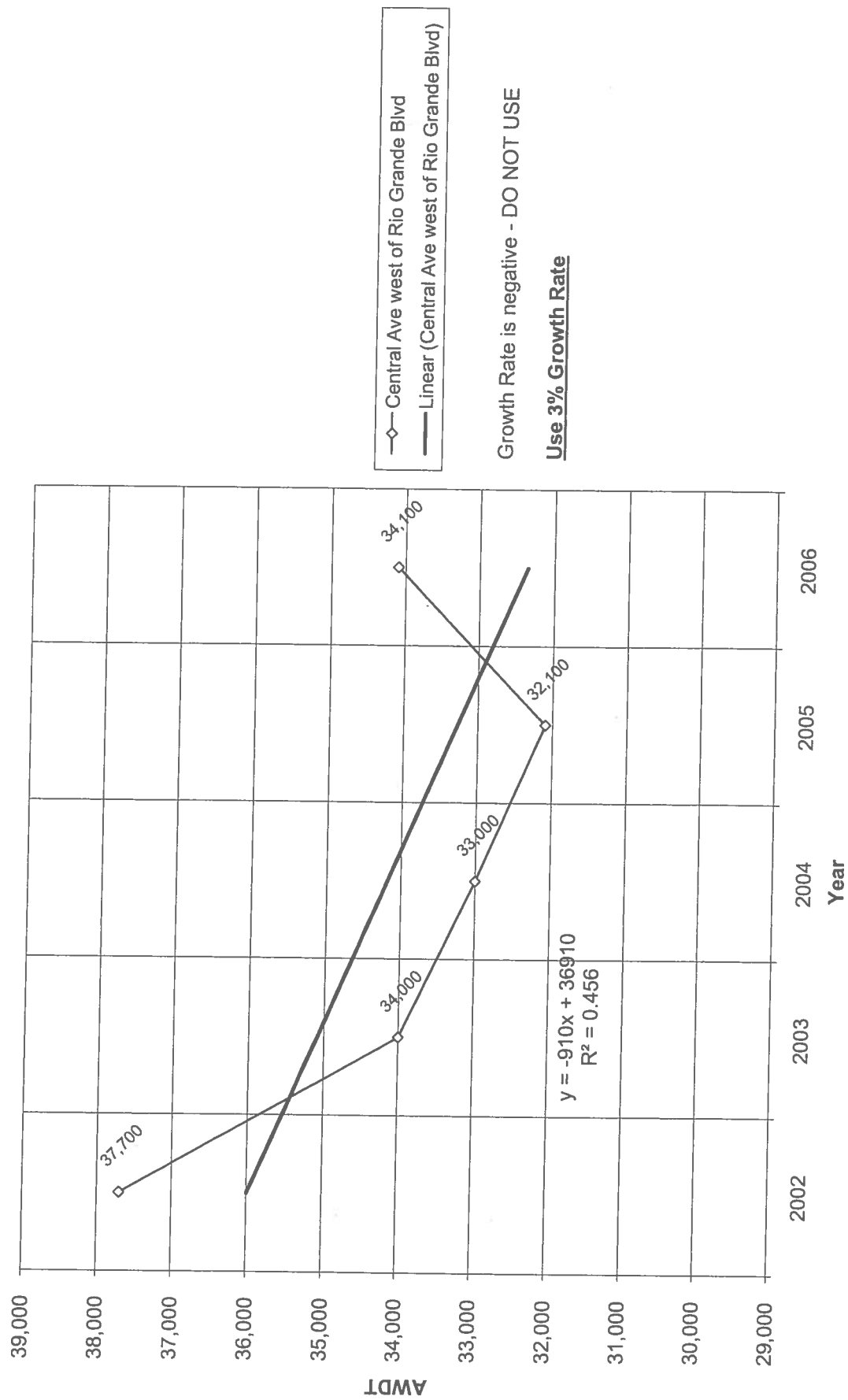
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Country Club Plaza (Central Ave / San Pasquale)
Historic Growth Rate Table

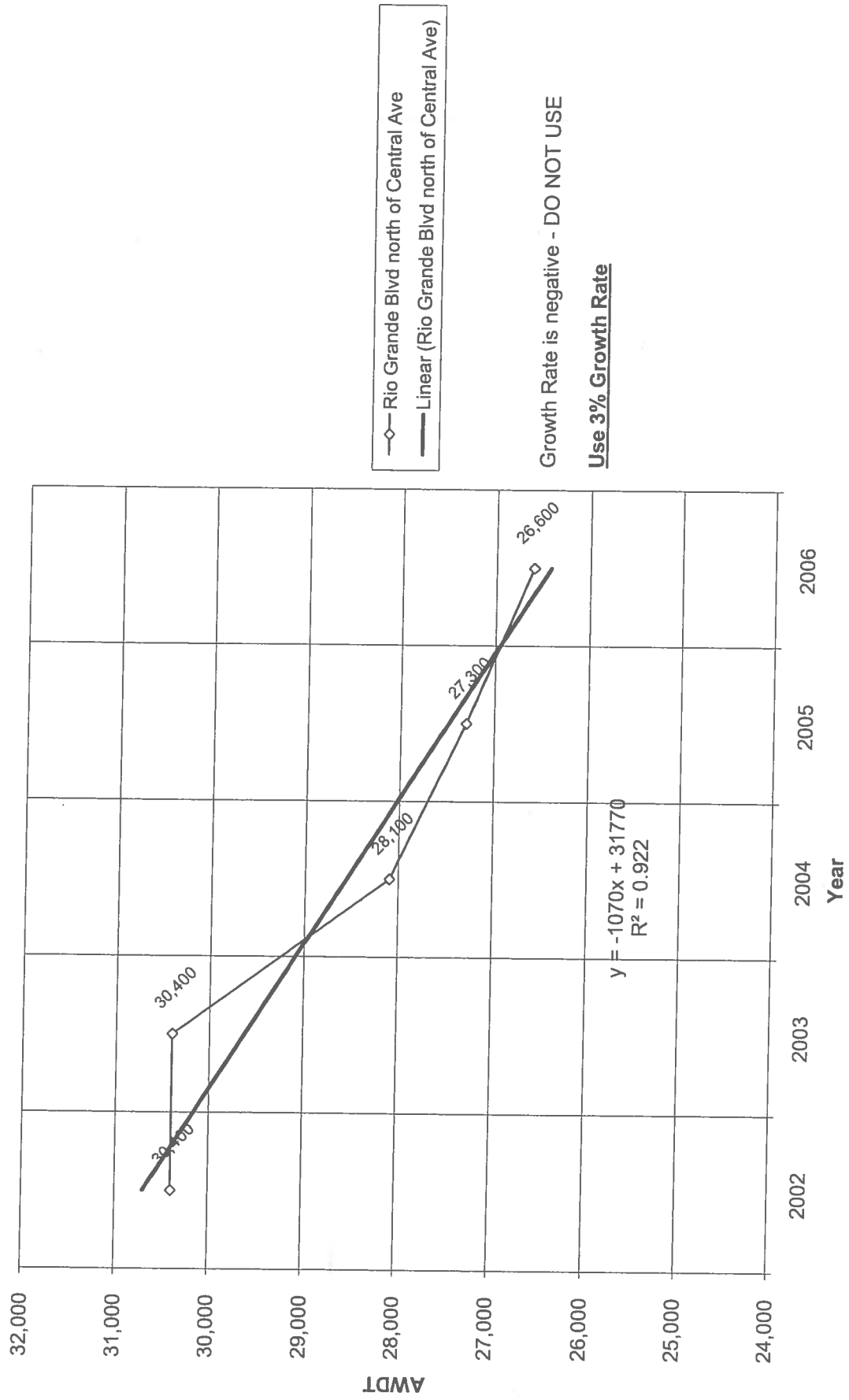
Traffic Flows from MRCOG Map

	2002	2003	2004	2005	2006
Central Ave west of Rio Grande Blvd	37,700	34,000	33,000	32,100	34,100
Rio Grande Blvd north of Central Ave	30,400	30,400	28,100	27,300	26,600
Lomas Ave east of Rio Grande Blvd	15,600	14,600	14,200	13,800	13,100
Central Ave east of Rio Grande Blvd	17,100	16,900	17,100	16,600	16,300

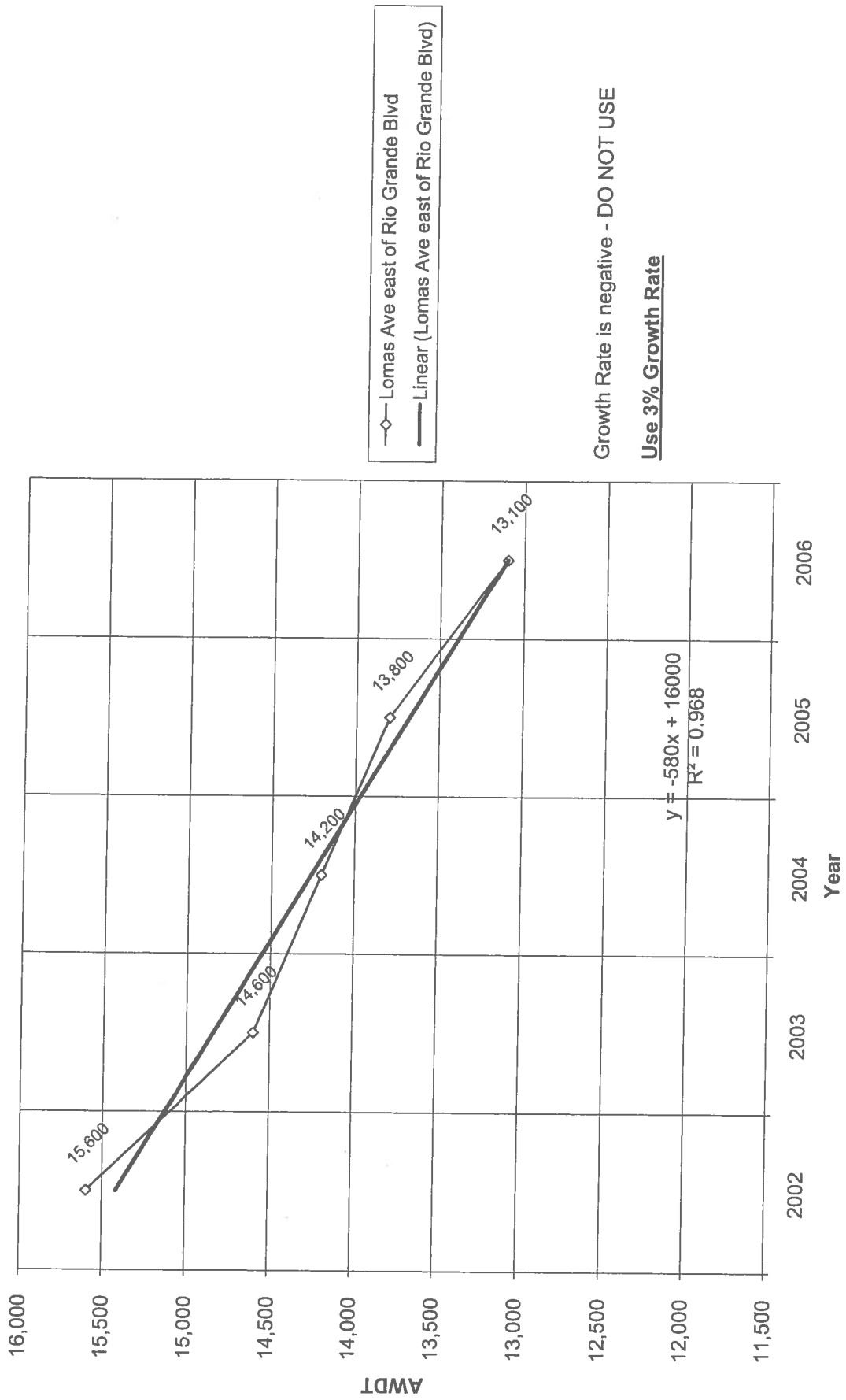
Historic Growth Chart Central Ave west of Rio Grande Blvd (2002-2006)



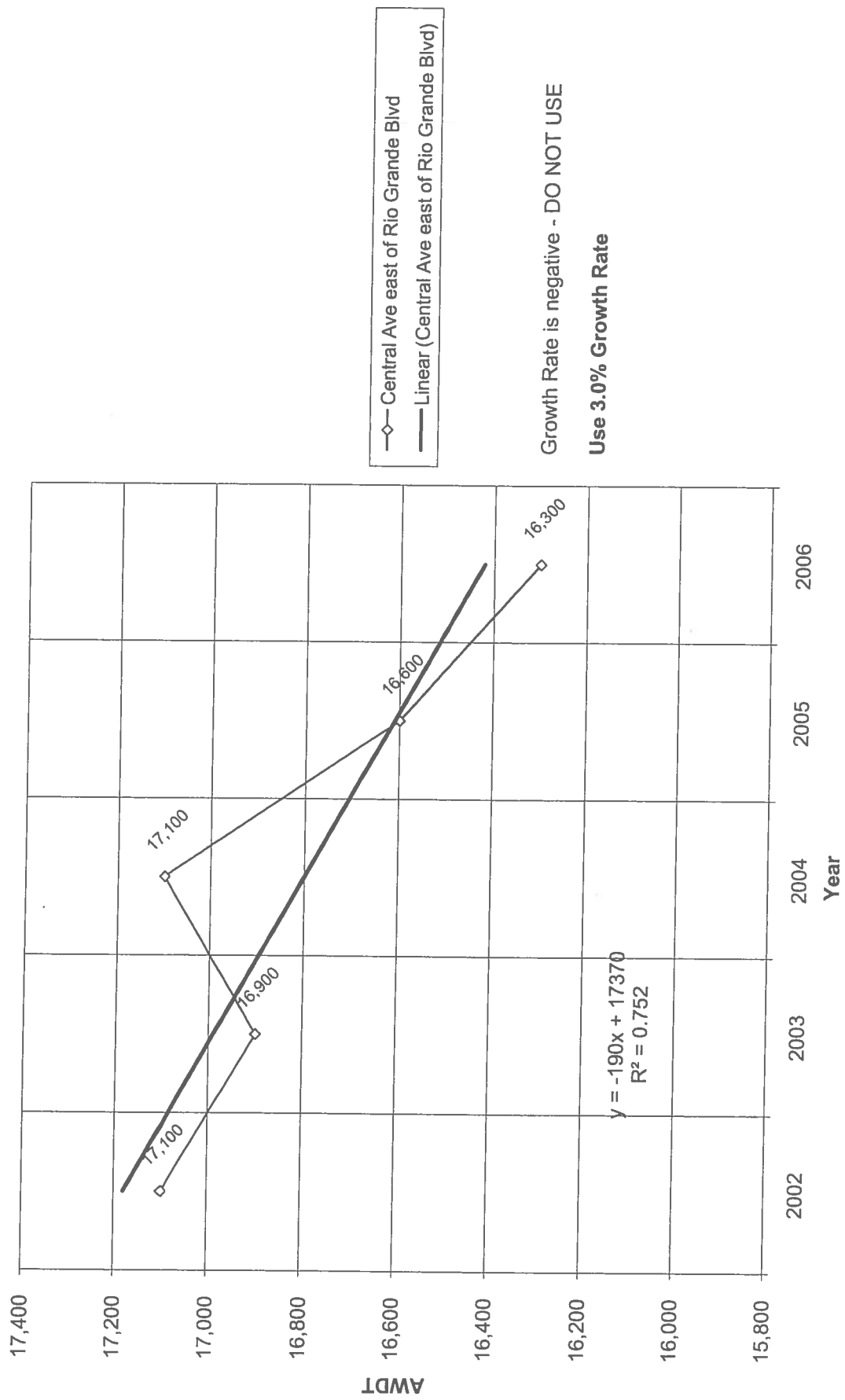
Historic Growth Chart Rio Grande Blvd north of Central Ave (2002-2006)



Historic Growth Chart Lomas Ave east of Rio Grande Blvd (2002-2006)



Historic Growth Chart Central Ave east of Rio Grande Blvd (2002-2006)



Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Central Ave / Rio Grande Blvd

(1) 3.7% Truck	0.90			0.81			0.76			0.81			PHF
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	781	1,399	11	1	564	201	8	127	6	449	93	321	
Existing (2007)	849	1,521	12	1	614	218	9	138	7	488	101	349	
2010 (NO BUILD - A.M.)	849	1,564	12	1	646	249	9	138	7	521	101	349	
2010 (BUILD - A.M.)	0.79			0.94			0.92			0.93			PHF
Existing (2007)	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	387	500	8	18	1,780	300	57	170	9	202	59	940	
	421	543	9	19	1,935	326	62	185	10	220	64	1,023	
2010 (NO BUILD - P.M.)	421	661	9	19	2,050	399	62	185	10	295	64	1,023	
2010 (BUILD - P.M.)													

Lomas Blvd / San Pasquale Ave

(2N) 3.0% Truck	0.85			0.79			0.85			0.72			PHF
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	321	0	0	0	0	10	0	13	
Existing (2007)	0	0	0	0	350	0	0	0	0	11	0	14	
2010 (NO BUILD - A.M.)	0	0	0	0	350	0	0	0	0	11	0	14	
2010 (BUILD - A.M.)	0.85			0.91			0.85			0.75			PHF
Existing (2007)	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	813	0	0	0	0	14	0	16	
	0	0	0	0	886	0	0	0	0	15	0	17	
2010 (NO BUILD - P.M.)	0	0	0	0	886	0	0	0	0	15	0	17	
2010 (BUILD - P.M.)													

Lomas Blvd / Central Ave

(2C) 3.0% Truck	0.86			0.85			0.75			0.85			PHF
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	1,061	0	0	0	0	0	292	12	0	0	0	
Existing (2007)	0	1,156	0	0	0	0	0	318	13	0	0	0	
2010 (NO BUILD - A.M.)	0	1,156	0	0	0	0	0	383	13	0	0	0	
2010 (BUILD - A.M.)	0.85			0.85			0.90			0.85			PHF
Existing (2007)	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	273	0	0	0	0	12	732	11	0	0	0	
	0	298	0	0	0	0	13	798	12	0	0	0	
2010 (NO BUILD - P.M.)	0	298	0	0	0	0	13	987	12	0	0	0	
2010 (BUILD - P.M.)													

Central Ave / San Pasquale Ave

(2S) 3.0% Truck	0.94			0.75			0.75			0.85			PHF
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	1,188	20	17	0	0	0	12	7	0	0	0	
Existing (2007)	0	1,295	22	19	0	0	0	13	8	0	0	0	
2010 (NO BUILD - A.M.)	0	1,371	22	20	0	0	0	13	8	0	0	0	
2010 (BUILD - A.M.)	0.85			0.80			0.75			0.85			PHF
Existing (2007)	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	381	48	48	0	0	0	23	19	0	0	0	
	0	415	52	52	0	0	0	25	21	0	0	0	
2010 (NO BUILD - P.M.)	0	609	52	55	0	0	0	25	21	0	0	0	
2010 (BUILD - P.M.)													

Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Laguna Blvd / Central Ave

(3)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.80			0.81			0.79			0.84			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	6	21	4	5	4	12	326	3	18	844	12	
9	7	23	4	5	4	13	355	3	20	920	13	
34	21	24	4	19	4	13	355	3	20	920	46	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.75			0.75			0.77			0.78			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	8	9	0	10	31	8	682	7	15	436	14	
15	9	10	0	11	34	9	743	8	16	475	15	
100	41	13	0	43	34	9	743	8	16	475	103	

Laguna Blvd / San Pasquale/Park

(4)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.75			0.75			0.75			0.76			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	9	3	3	5	1	2	30	3	2	61	28	
16	10	3	3	5	1	2	33	3	2	66	31	
17	10	3	3	6	1	2	33	3	2	66	31	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.75			0.75			0.93			0.79			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
54	3	1	8	16	3	6	57	0	1	30	23	
59	3	1	9	17	3	7	62	0	1	33	25	
62	3	1	9	20	3	7	62	0	1	33	25	

ALT entrance / San Pasquale Ave

(5)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.85			0.85			0.84			0.85			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	37	0	0	34	0	
0	0	0	0	0	0	0	40	0	0	37	0	
0	0	0	0	0	0	0	40	2	0	38	0	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.85			0.85			0.79			0.81			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	66	0	0	58	0	
0	0	0	0	0	0	0	72	0	0	63	0	
0	0	0	0	0	0	0	72	6	0	66	0	

Central Ave / Driveway 'B'

(6)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	883	0	0	195	0	0	0	0	0	0	0	
0	962	0	0	213	0	0	0	0	0	0	0	
0	1,001	39	23	213	0	33	0	20	0	0	0	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	413	0	0	742	0	0	0	0	0	0	0	
0	450	0	0	809	0	0	0	0	0	0	0	
0	547	97	60	809	0	96	0	60	0	0	0	

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Central Ave / Driveway 'C'

(7)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.81			0.80			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	872	11	5	190	0	4	0	6	0	0	0	0
0	950	12	5	207	0	4	0	7	0	0	0	0
0	950	51	28	230	0	37	0	27	0	0	0	0

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.97			0.90			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	403	10	10	732	0	6	0	8	0	0	0	0
0	439	11	11	798	0	7	0	9	0	0	0	0
0	439	108	71	858	0	103	0	69	0	0	0	0

Lomas Blvd / San Pasquale Ave

(2N) new geometry

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.94			0.75			0.75			0.85			PHF
Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	1,061	0	0	321	0	0	0	0	10	0	13	
0	1,156	0	0	350	0	0	0	0	11	0	14	
0	1,156	0	0	350	0	0	0	0	11	0	14	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.95			0.80			0.75			0.85			PHF
Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	273	0	0	813	0	0	0	0	14	0	16	
0	298	0	0	886	0	0	0	0	15	0	17	
0	298	0	0	886	0	0	0	0	15	0	17	

Central Ave / San Pasquale Ave

(2S) new geometry

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.94			0.75			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	1,188	20	17	0	0	0	0	7	0	0	0	0
0	1,295	22	19	0	0	0	0	8	0	0	0	0
0	1,371	22	20	0	0	0	0	8	0	0	0	0

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.95			0.80			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	381	48	48	0	0	0	0	19	0	0	0	0
0	415	52	52	0	0	0	0	21	0	0	0	0
0	609	52	55	0	0	0	0	21	0	0	0	0

Laguna Blvd / Central Ave

(3) new geometry

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.80			0.81			0.79			0.84			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	6	21	4	5	4	12	326	3	18	844	12	
9	7	23	4	5	4	13	355	3	20	920	13	
34	21	25	4	19	4	13	355	3	20	920	46	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.75			0.75			0.77			0.78			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	8	9	0	10	31	8	682	7	15	436	14	
15	9	10	0	11	34	9	743	8	16	475	15	
100	41	16	0	43	34	9	743	8	16	475	103	

Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Laguna Blvd / San Pasquale Ave

(4) new geometry
3.0% Truck

Existing (2007)
2010 (NO BUILD - A.M.)
2010 (BUILD - A.M.)

0.75			0.75			0.75			0.76			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	9	3	3	5	1	2	30	3	2	61	28	
16	10	3	3	5	1	2	33	3	2	66	31	
17	10	3	3	6	2	2	33	3	2	66	31	

Existing (2007)
2010 (NO BUILD - P.M.)
2010 (BUILD - P.M.)

0.75			0.75			0.93			0.79			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
54	3	1	8	16	3	6	57	0	1	30	23	
59	3	1	9	17	3	7	62	0	1	33	25	
62	3	1	9	20	6	7	62	0	1	33	25	

ALT entrance / San Pasquale Ave

(5) new geometry
3.0% Truck

Existing (2007)
2010 (NO BUILD - A.M.)
2010 (BUILD - A.M.)

0.85			0.85			0.84			0.85			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	37	0	0	34	0	
0	0	0	0	0	0	0	40	0	0	37	0	
0	0	0	0	0	0	0	40	2	0	37	0	

Existing (2007)
2010 (NO BUILD - P.M.)
2010 (BUILD - P.M.)

0.85			0.85			0.79			0.81			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	66	0	0	58	0	
0	0	0	0	0	0	0	72	0	0	63	0	
0	0	0	0	0	0	0	72	6	0	63	0	

Central Ave / Driveway 'B'

(6) new geometry
3.0% Truck

Existing (2007)
2010 (NO BUILD - A.M.)
2010 (BUILD - A.M.)

0.85			0.85			0.84			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	883	0	0	195	0	0	0	0	0	0	0	
0	962	0	0	213	0	0	0	0	0	0	0	
0	1,001	39	23	213	0	33	0	20	0	0	0	

Existing (2007)
2010 (NO BUILD - P.M.)
2010 (BUILD - P.M.)

0.85			0.85			0.79			0.81			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	413	0	0	742	0	0	0	0	0	0	0	
0	450	0	0	809	0	0	0	0	0	0	0	
0	547	97	60	809	0	96	0	61	0	0	0	

Central Ave / Driveway 'C'

(7) new geometry
3.0% Truck

Existing (2007)
2010 (NO BUILD - A.M.)
2010 (BUILD - A.M.)

0.81			0.80			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	872	11	5	190	0	4	0	6	0	0	0	
0	950	12	5	207	0	4	0	7	0	0	0	
0	950	51	28	230	0	37	0	27	0	0	0	

Existing (2007)
2010 (NO BUILD - P.M.)
2010 (BUILD - P.M.)

0.97			0.90			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	403	10	10	732	0	6	0	8	0	0	0	
0	439	11	11	798	0	7	0	9	0	0	0	
0	439	108	71	858	0	103	0	70	0	0	0	

Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Central Ave / Rio Grande Blvd

INTERSECTION: E-W Street: **Central Ave** (1)
 N-S Street: **Rio Grande Blvd**

Year of Existing Counts: 2006
 Implementation Year: 2010

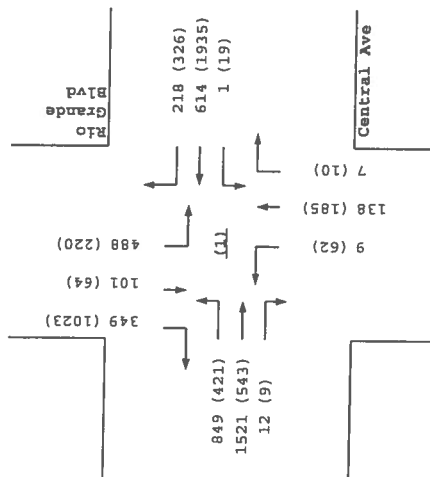
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	758	1,358	11	1	548	195	8	123	6	436	90	312
Background Traffic Growth	91	163	1	0	66	23	1	15	1	52	11	37
Subtotal (NO BUILD - A.M.)	849	1,521	12	1	614	218	9	138	7	488	101	349
Percent Residential Trips Generated(Entering)	0.00%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.04%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	1.26%	64.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	39.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.22%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	39.98%	20.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	43	0	0	32	31	0	0	0	33	0	0
Total AM Peak Hour BUILD Volumes	849	1,564	12	1	646	249	9	138	7	521	101	349

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	376	485	8	17	1,728	291	55	165	9	196	57	913
Background Traffic Growth	45	58	1	2	207	35	7	20	1	24	7	110
Subtotal (NO BUILD - P.M.)	421	543	9	19	1,935	326	62	185	10	220	64	1,023
Percent Residential Trips Generated(Entering)	0.00%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.04%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	1.26%	64.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	39.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.22%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	39.98%	20.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	118	0	0	115	73	0	0	0	75	0	0
Total PM Peak Hour BUILD Volumes	421	661	9	19	2,050	399	62	185	10	295	64	1,023

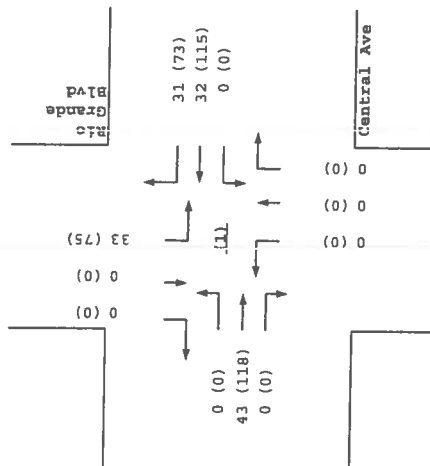
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	781	1399	11	1	564	201	8	127	6	449	93	321
2007 PM Peak Hr. Volumes	387	500	8	18	1,780	300	57	170	9	202	59	940

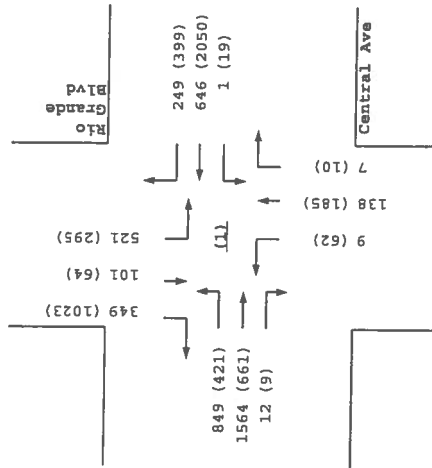
2010
NO BUILD



Trips



2010
BUILD



Central Ave / Rio Grande Blvd

Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Lomas Blvd / San Pasquale Ave

INTERSECTION :

E-W Street: Lomas Blvd (2N)

N-S Street: San Pasquale Ave

Year of Existing Counts 2007

Implementation Year 2010

Growth Rates

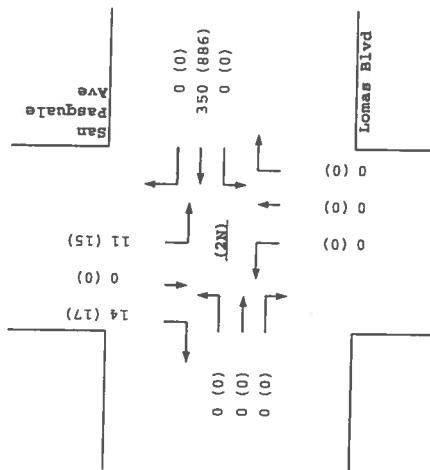
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	321	0	0	0	0	10	0	13
Background Traffic Growth	0	0	0	0	29	0	0	0	0	1	0	1
Subtotal (NO BUILD - A.M.)	0	0	0	0	350	0	0	0	0	11	0	14
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(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 Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	350	0	0	0	0	11	0	14

	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	813	0	0	0	0	14	0	16
Background Traffic Growth	0	0	0	0	73	0	0	0	0	1	0	1
Subtotal (NO BUILD - P.M.)	0	0	0	0	886	0	0	0	0	15	0	17
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(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 Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	886	0	0	0	0	15	0	17

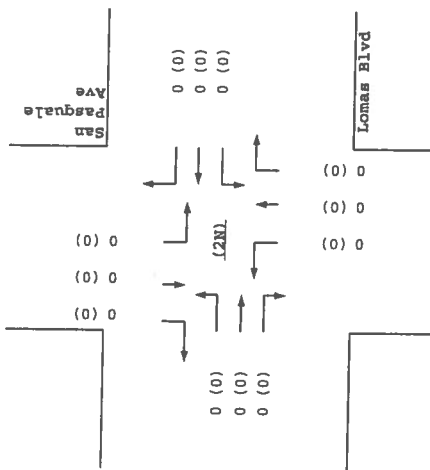
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	0	0	0	321	0	0	0	0	10	0	13
2007 PM Peak Hr. Volumes	0	0	0	0	813	0	0	0	0	14	0	16

2010
NO BUILD

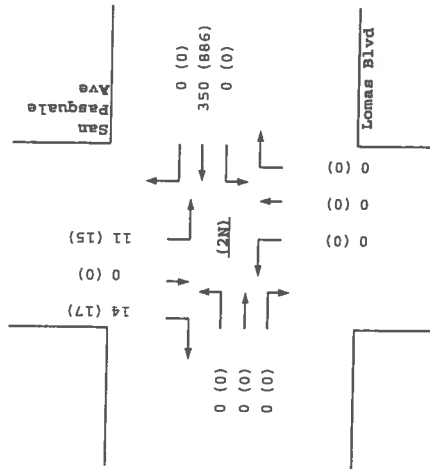


Trips



Lomas Blvd / San Pasquale Ave

2010
BUILD



Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Central Ave / San Pasquale Ave

INTERSECTION: E-W Street: **Central Ave** (2S)

N-S Street: **San Pasquale Ave**

Year of Existing Counts 2007

Implementation Year 2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,188	20	17	0	0	0	12	7	0	0	0
Background Traffic Growth	0	107	2	2	0	0	0	1	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,295	22	19	0	0	0	13	8	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	76	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,371	22	20	0	0	0	13	8	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	381	48	48	0	0	0	23	19	0	0	0
Background Traffic Growth	0	34	4	4	0	0	0	2	2	0	0	0
Subtotal (NO BUILD - P.M.)	0	415	52	52	0	0	0	25	21	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	194	0	3	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	609	52	55	0	0	0	25	21	0	0	0

	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	1188	20	17	0	0	0	12	7	0	0	0
2007 PM Peak Hr. Volumes	0	381	48	48	0	0	0	23	19	0	0	0

Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
ALT entrance / San Pasquale Ave

INTERSECTION : E-W Street: ALT entrance (5)
 N-S Street: San Pasquale Ave
 Year of Existing Counts: 2007
 Implementation Year: 2010
 Growth Rates:

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	37	0	0	34	0
Background Traffic Growth	0	0	0	0	0	0	0	3	0	0	3	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	40	0	0	37	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	2	0	1	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	40	2	0	38	0

	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	66	0	0	58	0
Background Traffic Growth	0	0	0	0	0	0	0	6	0	0	5	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	72	0	0	63	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	6	0	3	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	72	6	0	66	0

	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	0	0	0	0	0	0	37	0	0	34	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	0	0	66	0	0	58	0

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Central Ave / San Pasquale Ave

INTERSECTION: E-W Street: **Central Ave** (2S)
N-S Street: **San Pasquale Ave**
Year of Existing Counts: **2007**
Implementation Year: **2010**

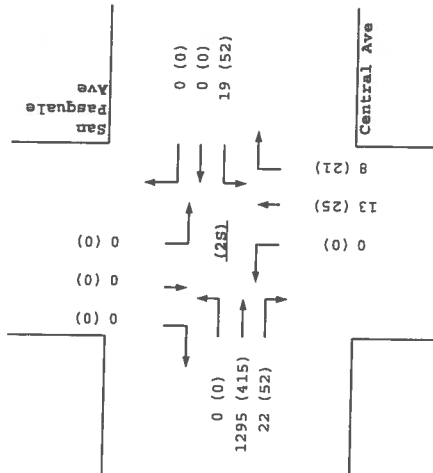
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,188	20	17	0	0	0	12	7	0	0	0
Background Traffic Growth	0	107	2	2	0	0	0	1	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,295	22	19	0	0	0	13	8	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	76	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,371	22	20	0	0	0	13	8	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	381	48	48	0	0	0	23	19	0	0	0
Background Traffic Growth	0	34	4	4	0	0	0	2	2	0	0	0
Subtotal (NO BUILD - P.M.)	0	415	52	52	0	0	0	25	21	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	194	0	3	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	609	52	55	0	0	0	25	21	0	0	0

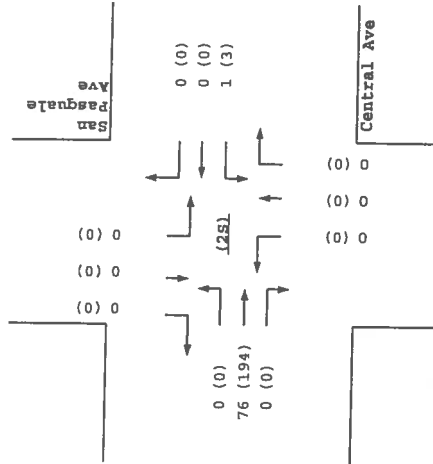
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	1188	20	17	0	0	0	12	7	0	0	0
2007 PM Peak Hr. Volumes	0	381	48	48	0	0	0	23	19	0	0	0

2010
NO BUILD

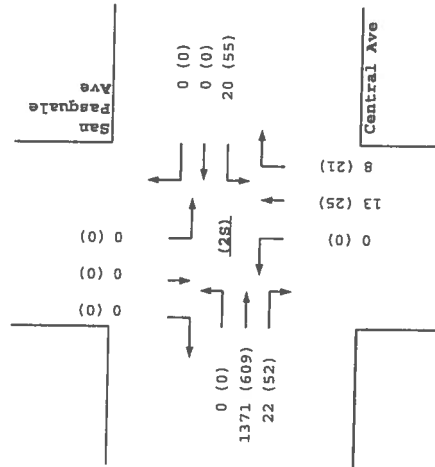


Trips



Central Ave / San Pasquale Ave

2010
BUILD



Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
ALT entrance / San Pasquale Ave

INTERSECTION : E-W Street: ALT entrance (5)
 N-S Street: San Pasquale Ave
 Year of Existing Counts: 2007
 Implementation Year: 2010
 Growth Rates:

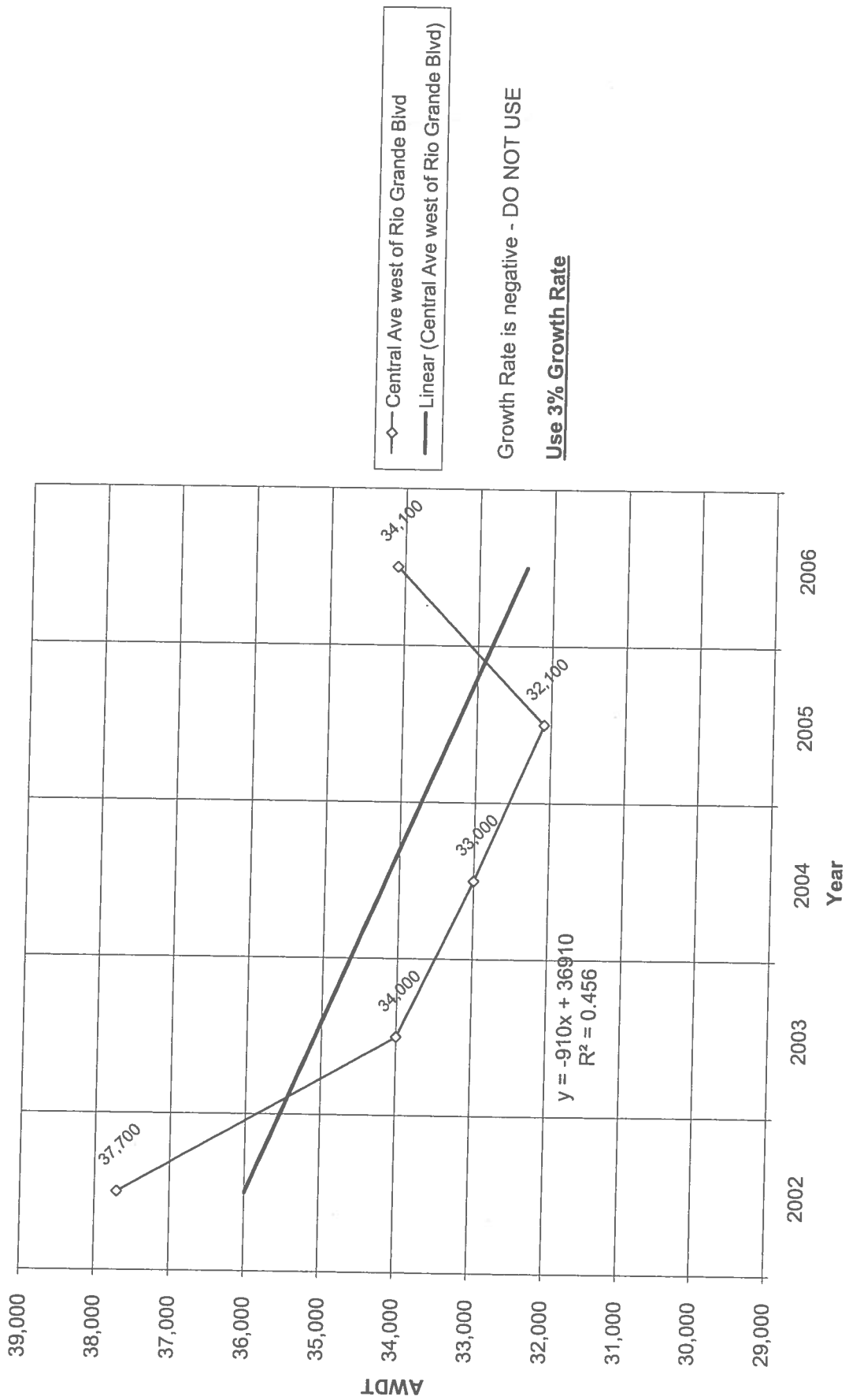
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	37	0	0	34	0
Background Traffic Growth	0	0	0	0	0	0	0	3	0	0	3	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	40	0	0	37	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	2	0	1	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	40	2	0	38	0

	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	66	0	0	58	0
Background Traffic Growth	0	0	0	0	0	0	0	6	0	0	5	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	72	0	0	63	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	6	0	3	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	72	6	0	66	0

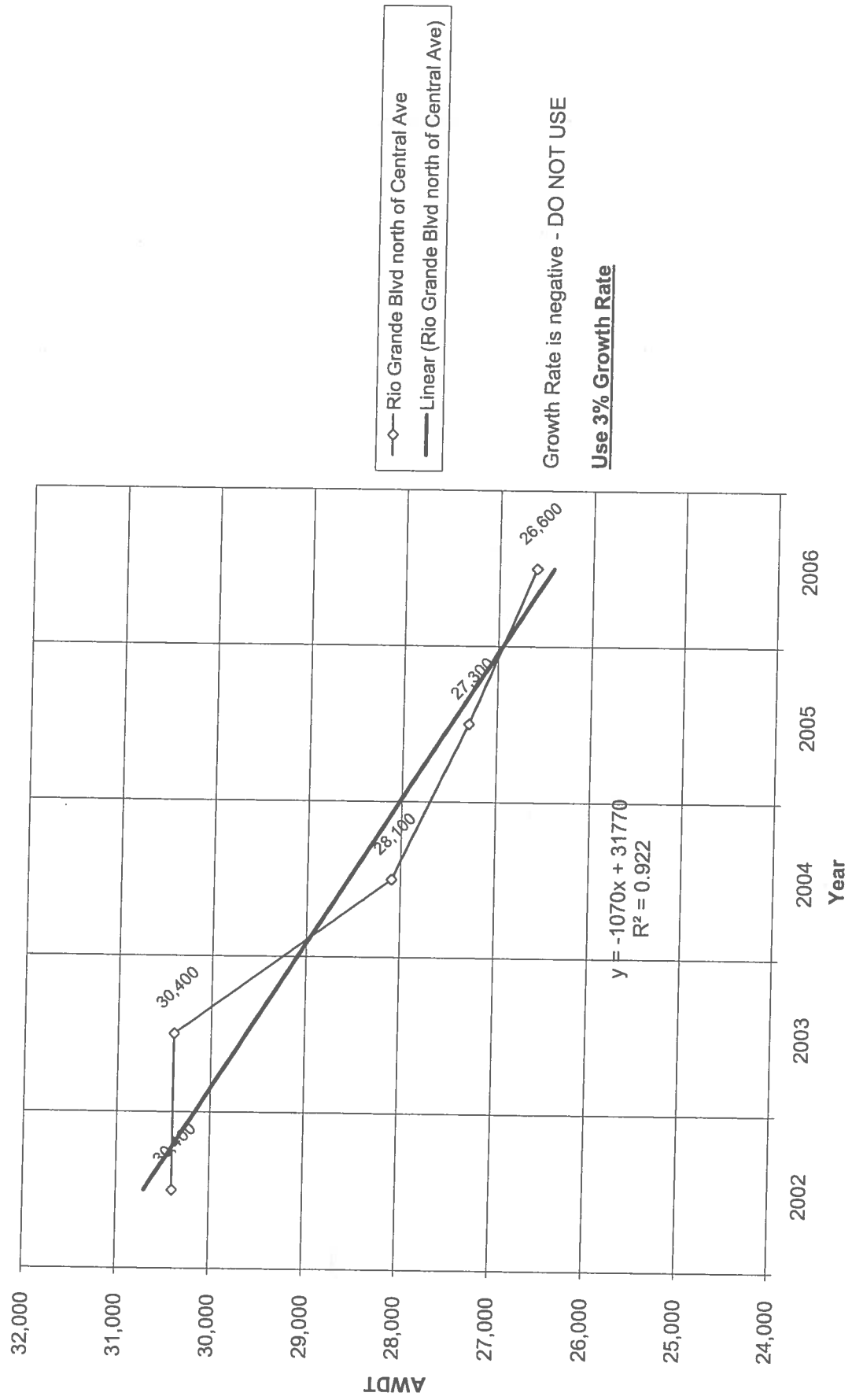
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	0	0	0	0	0	0	37	0	0	34	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	0	0	66	0	0	58	0

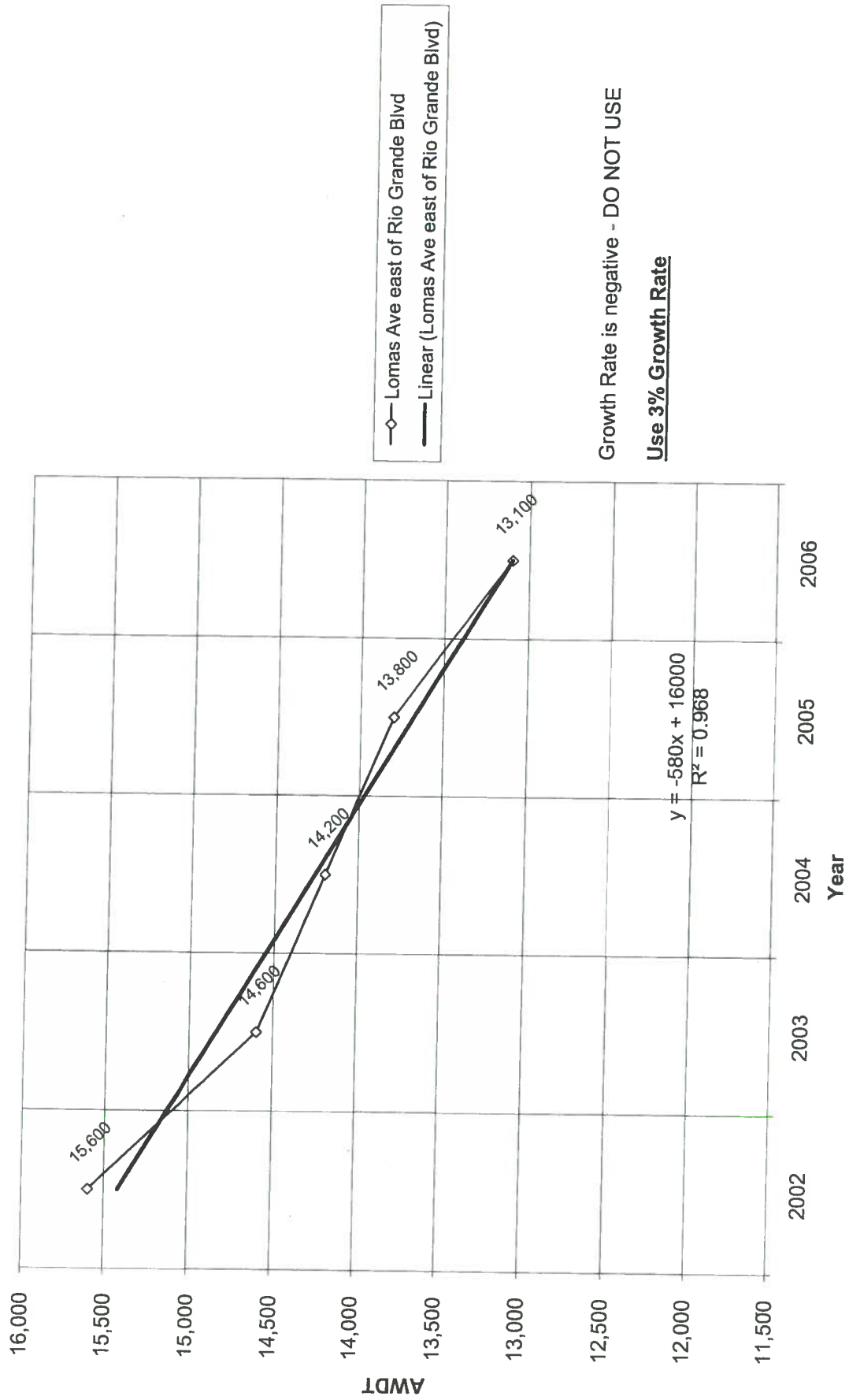
Historic Growth Chart Central Ave west of Rio Grande Blvd (2002-2006)



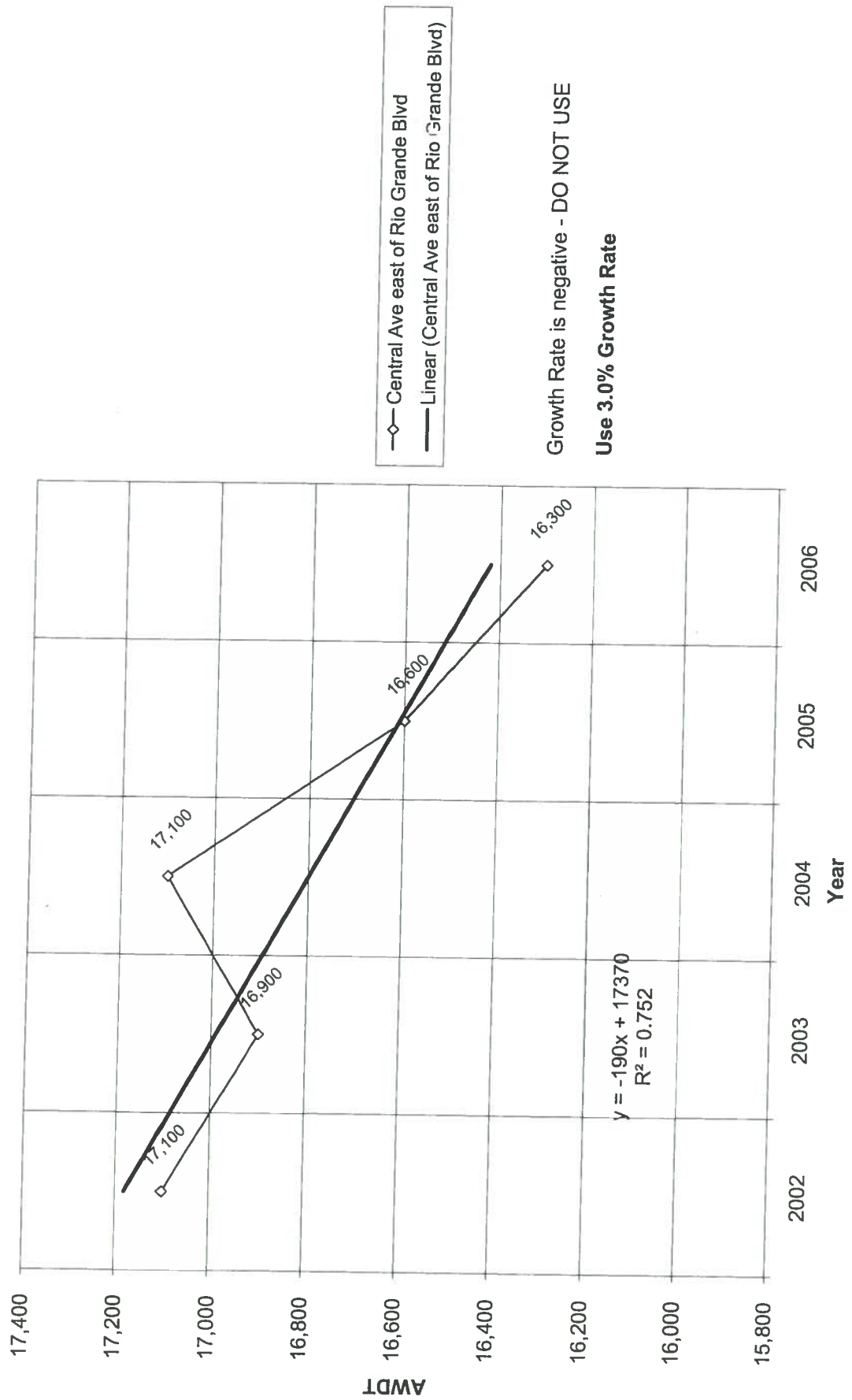
Historic Growth Chart Rio Grande Blvd north of Central Ave (2002-2006)



Historic Growth Chart Lomas Ave east of Rio Grande Blvd (2002-2006)



Historic Growth Chart Central Ave east of Rio Grande Blvd (2002-2006)



Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Central Ave / Rio Grande Blvd

(1) 3.7% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.90			0.81			0.76			0.81			PHF
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	781	1,399	11	1	564	201	8	127	6	449	93	321	
	849	1,521	12	1	614	218	9	138	7	488	101	349	
	849	1,564	12	1	646	249	9	138	7	521	101	349	
Existing (2007) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.79			0.94			0.92			0.93			PHF
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	387	500	8	18	1,780	300	57	170	9	202	59	940	
	421	543	9	19	1,935	326	62	185	10	220	64	1,023	
	421	661	9	19	2,050	399	62	185	10	295	64	1,023	

Lomas Blvd / San Pasquale Ave

(2N) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.85			0.79			0.85			0.72			PHF
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	321	0	0	0	0	10	0	13	
	0	0	0	0	350	0	0	0	0	11	0	14	
	0	0	0	0	350	0	0	0	0	11	0	14	
Existing (2007) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.85			0.91			0.85			0.75			PHF
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	813	0	0	0	0	14	0	16	
	0	0	0	0	886	0	0	0	0	15	0	17	
	0	0	0	0	886	0	0	0	0	15	0	17	

Lomas Blvd / Central Ave

(2C) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.86			0.85			0.75			0.85			PHF
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	1,061	0	0	0	0	0	292	12	0	0	0	
	0	1,156	0	0	0	0	0	318	13	0	0	0	
	0	1,156	0	0	0	0	0	383	13	0	0	0	
Existing (2007) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.85			0.85			0.90			0.85			PHF
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	273	0	0	0	0	12	732	11	0	0	0	
	0	298	0	0	0	0	13	798	12	0	0	0	
	0	298	0	0	0	0	13	987	12	0	0	0	

Central Ave / San Pasquale Ave

(2S) 3.0% Truck Existing (2007) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.94			0.75			0.75			0.85			PHF
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	1,188	20	17	0	0	0	12	7	0	0	0	
	0	1,295	22	19	0	0	0	13	8	0	0	0	
	0	1,371	22	20	0	0	0	13	8	0	0	0	
Existing (2007) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.95			0.80			0.75			0.85			PHF
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	381	48	48	0	0	0	23	19	0	0	0	
	0	415	52	52	0	0	0	25	21	0	0	0	
	0	609	52	55	0	0	0	25	21	0	0	0	

Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Laguna Blvd / Central Ave

(3)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.80			0.81			0.79			0.84			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	6	21	4	5	4	12	326	3	18	844	12	
9	7	23	4	5	4	13	355	3	20	920	13	
34	21	24	4	19	4	13	355	3	20	920	46	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.75			0.75			0.77			0.78			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	8	9	0	10	31	8	682	7	15	436	14	
15	9	10	0	11	34	9	743	8	16	475	15	
100	41	13	0	43	34	9	743	8	16	475	103	

Laguna Blvd / San Pasquale/Park

(4)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.75			0.75			0.75			0.76			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	9	3	3	5	1	2	30	3	2	61	28	
16	10	3	3	5	1	2	33	3	2	66	31	
17	10	3	3	6	1	2	33	3	2	66	31	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.75			0.75			0.93			0.79			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
54	3	1	8	16	3	6	57	0	1	30	23	
59	3	1	9	17	3	7	62	0	1	33	25	
62	3	1	9	20	3	7	62	0	1	33	25	

ALT entrance / San Pasquale Ave

(5)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.85			0.85			0.84			0.85			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	37	0	0	34	0	
0	0	0	0	0	0	0	40	0	0	37	0	
0	0	0	0	0	0	0	40	2	0	38	0	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.85			0.85			0.79			0.81			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	66	0	0	58	0	
0	0	0	0	0	0	0	72	0	0	63	0	
0	0	0	0	0	0	0	72	6	0	66	0	

Central Ave / Driveway 'B'

(6)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	883	0	0	195	0	0	0	0	0	0	0	
0	962	0	0	213	0	0	0	0	0	0	0	
0	1,001	39	23	213	0	33	0	20	0	0	0	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	413	0	0	742	0	0	0	0	0	0	0	
0	450	0	0	809	0	0	0	0	0	0	0	
0	547	97	60	809	0	96	0	60	0	0	0	

Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Central Ave / Driveway 'C'

(7)

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.81			0.80			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	872	11	5	190	0	4	0	6	0	0	0	0
0	950	12	5	207	0	4	0	7	0	0	0	0
0	950	51	28	230	0	37	0	27	0	0	0	0

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.97			0.90			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	403	10	10	732	0	6	0	8	0	0	0	0
0	439	11	11	798	0	7	0	9	0	0	0	0
0	439	108	71	858	0	103	0	69	0	0	0	0

Lomas Blvd / San Pasquale Ave

(2N) new geometry

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.94			0.75			0.75			0.85			PHF
Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	1,061	0	0	321	0	0	0	0	10	0	13	
0	1,156	0	0	350	0	0	0	0	11	0	14	
0	1,156	0	0	350	0	0	0	0	11	0	14	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.95			0.80			0.75			0.85			PHF
Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	273	0	0	813	0	0	0	0	14	0	16	
0	298	0	0	886	0	0	0	0	15	0	17	
0	298	0	0	886	0	0	0	0	15	0	17	

Central Ave / San Pasquale Ave

(2S) new geometry

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.94			0.75			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	1,188	20	17	0	0	0	0	7	0	0	0	
0	1,295	22	19	0	0	0	0	8	0	0	0	
0	1,371	22	20	0	0	0	0	8	0	0	0	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.95			0.80			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	381	48	48	0	0	0	0	19	0	0	0	
0	415	52	52	0	0	0	0	21	0	0	0	
0	609	52	55	0	0	0	0	21	0	0	0	

Laguna Blvd / Central Ave

(3) new geometry

3.0% Truck

Existing (2007)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.80			0.81			0.79			0.84			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	6	21	4	5	4	12	326	3	18	844	12	
9	7	23	4	5	4	13	355	3	20	920	13	
34	21	25	4	19	4	13	355	3	20	920	46	

Existing (2007)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.75			0.75			0.77			0.78			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	8	9	0	10	31	8	682	7	15	436	14	
15	9	10	0	11	34	9	743	8	16	475	15	
100	41	16	0	43	34	9	743	8	16	475	103	

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Laguna Blvd / San Pasquale Ave

(4) new geometry
 3.0% Truck

Existing (2007)
 2010 (NO BUILD - A.M.)
 2010 (BUILD - A.M.)

0.75			0.75			0.75			0.78			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	9	3	3	5	1	2	30	3	2	61	28	
16	10	3	3	5	1	2	33	3	2	66	31	
17	10	3	3	6	2	2	33	3	2	66	31	

Existing (2007)
 2010 (NO BUILD - P.M.)
 2010 (BUILD - P.M.)

0.75			0.75			0.93			0.79			PHF
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
54	3	1	8	16	3	6	57	0	1	30	23	
59	3	1	9	17	3	7	62	0	1	33	25	
62	3	1	9	20	6	7	62	0	1	33	25	

ALT entrance / San Pasquale Ave

(5) new geometry
 3.0% Truck

Existing (2007)
 2010 (NO BUILD - A.M.)
 2010 (BUILD - A.M.)

0.85			0.85			0.84			0.85			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	37	0	0	34	0	
0	0	0	0	0	0	0	40	0	0	37	0	
0	0	0	0	0	0	0	40	2	0	37	0	

Existing (2007)
 2010 (NO BUILD - P.M.)
 2010 (BUILD - P.M.)

0.85			0.85			0.79			0.81			PHF
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	66	0	0	58	0	
0	0	0	0	0	0	0	72	0	0	63	0	
0	0	0	0	0	0	0	72	6	0	63	0	

Central Ave / Driveway 'B'

(6) new geometry
 3.0% Truck

Existing (2007)
 2010 (NO BUILD - A.M.)
 2010 (BUILD - A.M.)

0.85			0.85			0.84			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	883	0	0	195	0	0	0	0	0	0	0	
0	962	0	0	213	0	0	0	0	0	0	0	
0	1,001	39	23	213	0	33	0	20	0	0	0	

Existing (2007)
 2010 (NO BUILD - P.M.)
 2010 (BUILD - P.M.)

0.85			0.85			0.79			0.81			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	413	0	0	742	0	0	0	0	0	0	0	
0	450	0	0	809	0	0	0	0	0	0	0	
0	547	97	60	809	0	96	0	61	0	0	0	

Central Ave / Driveway 'C'

(7) new geometry
 3.0% Truck

Existing (2007)
 2010 (NO BUILD - A.M.)
 2010 (BUILD - A.M.)

0.81			0.80			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	872	11	5	190	0	4	0	6	0	0	0	
0	950	12	5	207	0	4	0	7	0	0	0	
0	950	51	28	230	0	37	0	27	0	0	0	

Existing (2007)
 2010 (NO BUILD - P.M.)
 2010 (BUILD - P.M.)

0.97			0.90			0.75			0.85			PHF
Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	403	10	10	732	0	6	0	8	0	0	0	
0	439	11	11	798	0	7	0	9	0	0	0	
0	439	108	71	858	0	103	0	70	0	0	0	

Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements Worksheet

Central Ave / Rio Grande Blvd

INTERSECTION: E-W Street: Central Ave (1)

N-S Street: Rio Grande Blvd

Year of Existing Counts 2006

Implementation Year 2010

Growth Rates

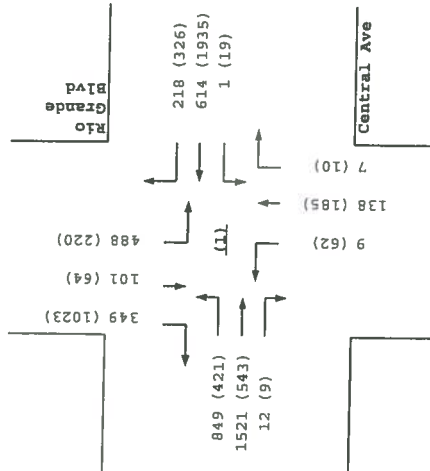
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	758	1,358	11	1	548	195	8	123	6	436	90	312
Background Traffic Growth	91	163	1	0	66	23	1	15	1	52	11	37
Subtotal (NO BUILD - A.M.)	849	1,521	12	1	614	218	9	138	7	488	101	349
Percent Residential Trips Generated(Entering)	0.00%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.04%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	1.26%	64.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	39.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.22%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	39.98%	20.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	43	0	0	32	31	0	0	0	33	0	0
Total AM Peak Hour BUILD Volumes	849	1,564	12	1	646	249	9	138	7	521	101	349

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	376	485	8	17	1,728	291	55	165	9	196	57	913
Background Traffic Growth	45	58	1	2	207	35	7	20	1	24	7	110
Subtotal (NO BUILD - P.M.)	421	543	9	19	1,935	326	62	185	10	220	64	1,023
Percent Residential Trips Generated(Entering)	0.00%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.04%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	1.26%	64.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	39.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.22%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	39.98%	20.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	118	0	0	115	73	0	0	0	75	0	0
Total PM Peak Hour BUILD Volumes	421	661	9	19	2,050	399	62	185	10	295	64	1,023

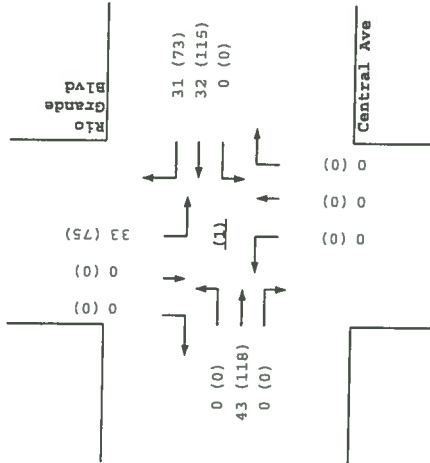
	Entering	Exiting		
Number of Residential Trips Generated	17	24	A.M.	100% Residential Development
	24	24	P.M.	
Number of Commercial Trips Generated	108	81	A.M.	100% Commercial Development
	296	287	P.M.	

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Rio Grande Blvd)			Southbound (Rio Grande Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	781	1399	11	1	564	201	8	127	6	449	93	321
2007 PM Peak Hr. Volumes	387	500	8	18	1,780	300	57	170	9	202	59	940

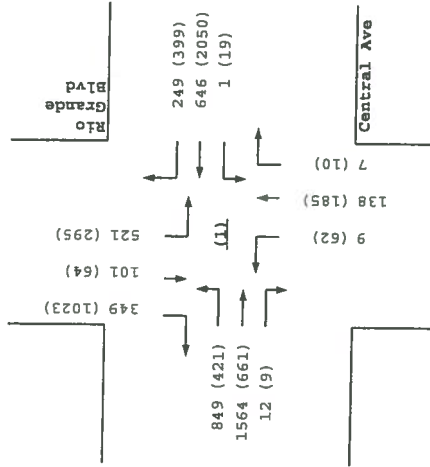
2010
NO BUILD



Trips



2010
BUILD



Central Ave / Rio Grande Blvd

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Lomas Blvd / San Pasquale Ave

INTERSECTION : E-W Street: **Lomas Blvd** (2N)
 N-S Street: **San Pasquale Ave**
 Year of Existing Counts: **2007**
 Implementation Year: **2010**
 Growth Rates:

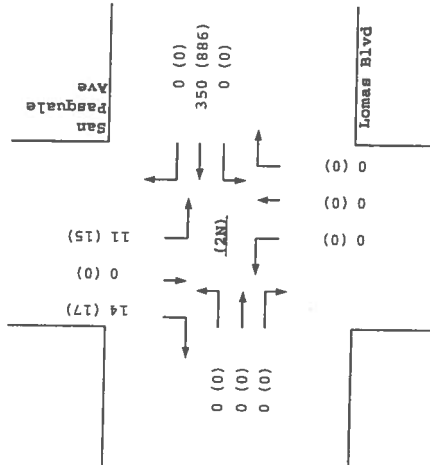
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	321	0	0	0	0	10	0	13
Background Traffic Growth	0	0	0	0	29	0	0	0	0	1	0	1
Subtotal (NO BUILD - A.M.)	0	0	0	0	350	0	0	0	0	11	0	14
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(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 Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	350	0	0	0	0	11	0	14

	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	813	0	0	0	0	14	0	16
Background Traffic Growth	0	0	0	0	73	0	0	0	0	1	0	1
Subtotal (NO BUILD - P.M.)	0	0	0	0	886	0	0	0	0	15	0	17
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(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 Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	886	0	0	0	0	15	0	17

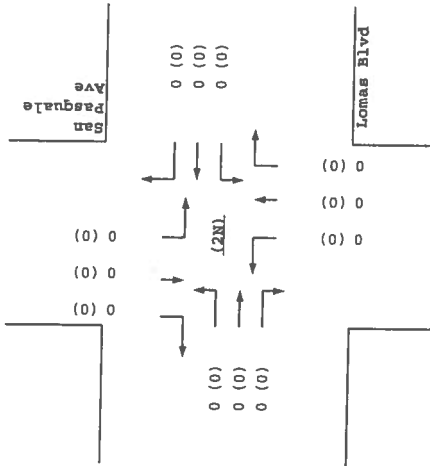
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	0	0	0	321	0	0	0	0	10	0	13
2007 PM Peak Hr. Volumes	0	0	0	0	813	0	0	0	0	14	0	16

2010
NO BUILD

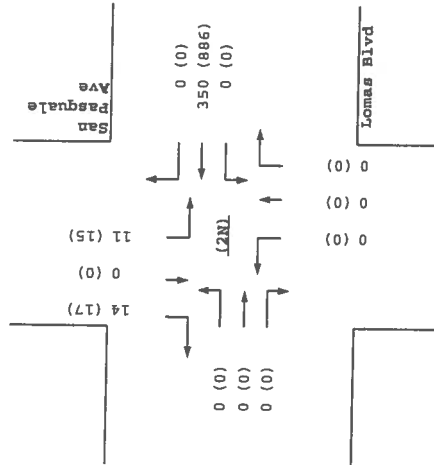


Trips



Lomas Blvd / San Pasquale Ave

2010
BUILD



Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Lomas Blvd / Central Ave

INTERSECTION: E-W Street: Lomas Blvd (2C)

N-S Street: Central Ave

Year of Existing Counts 2007

Implementation Year 2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,061	0	0	0	0	0	292	12	0	0	0
Background Traffic Growth	0	95	0	0	0	0	0	26	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,156	0	0	0	0	0	318	13	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	65	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,156	0	0	0	0	0	383	13	0	0	0

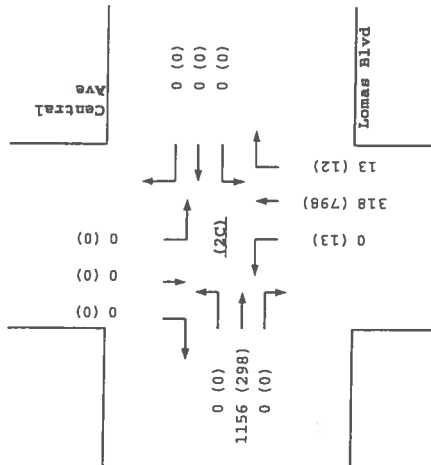
	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	273	0	0	0	0	12	732	11	0	0	0
Background Traffic Growth	0	25	0	0	0	0	1	66	1	0	0	0
Subtotal (NO BUILD - P.M.)	0	298	0	0	0	0	13	798	12	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	189	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	298	0	0	0	0	13	987	12	0	0	0

	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M.
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M.
	296	287	P.M.

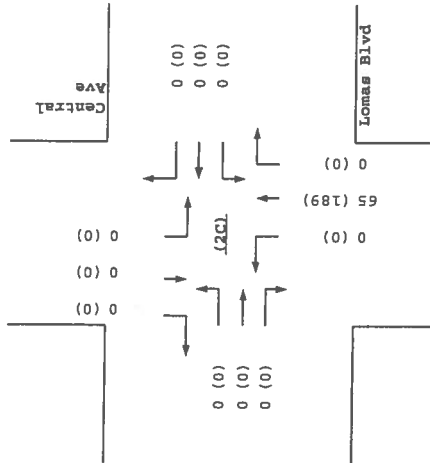
100% Commercial Development

	Eastbound (Lomas Blvd)			Westbound (Lomas Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	1061	0	0	0	0	0	292	12	0	0	0
2007 PM Peak Hr. Volumes	0	273	0	0	0	0	12	732	11	0	0	0

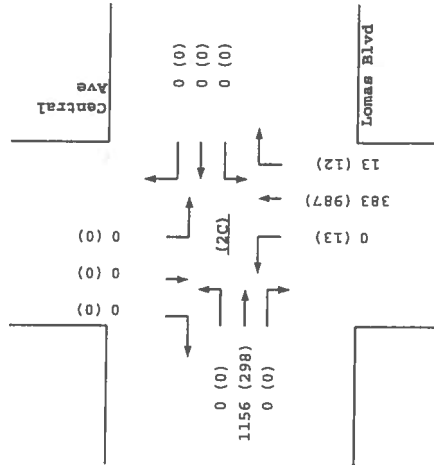
2010
NO BUILD



Trips



2010
BUILD



Lomas Blvd / Central Ave

Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Central Ave / San Pasquale Ave

INTERSECTION : E-W Street: **Central Ave** (2S)

N-S Street: **San Pasquale Ave**

Year of Existing Counts **2007**

Implementation Year **2010**

Growth Rates

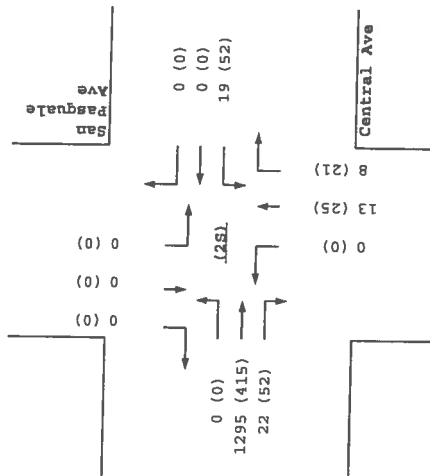
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,188	20	17	0	0	0	12	7	0	0	0
Background Traffic Growth	0	107	2	2	0	0	0	1	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,295	22	19	0	0	0	13	8	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	76	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,371	22	20	0	0	0	13	8	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	381	48	48	0	0	0	23	19	0	0	0
Background Traffic Growth	0	34	4	4	0	0	0	2	2	0	0	0
Subtotal (NO BUILD - P.M.)	0	415	52	52	0	0	0	25	21	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	194	0	3	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	609	52	55	0	0	0	25	21	0	0	0

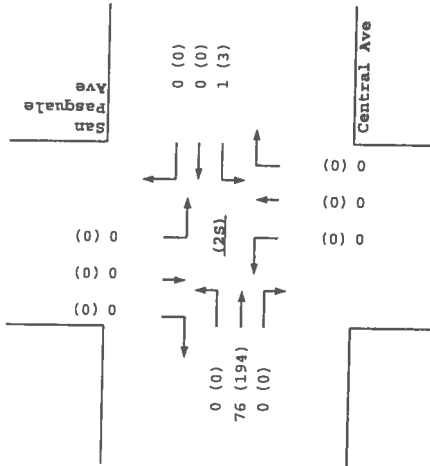
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	1188	20	17	0	0	0	12	7	0	0	0
2007 PM Peak Hr. Volumes	0	381	48	48	0	0	0	23	19	0	0	0

2010
NO BUILD

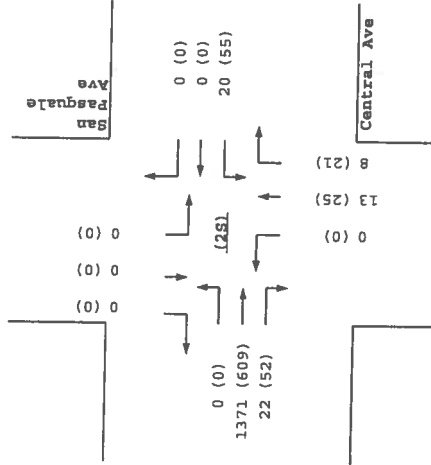


Trips



Central Ave / San Pasquale Ave

2010
BUILD



Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Laguna Blvd / Central Ave

INTERSECTION : E-W Street: **Laguna Blvd** (3)
 N-S Street: **Central Ave**
 Year of Existing Counts: **2007**
 Implementation Year: **2010**
 Growth Rates: **3.00%**

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

3.00%			3.00%			3.00%			3.00%		
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8	6	21	4	5	4	12	326	3	18	844	12
1	1	2	0	0	0	1	29	0	2	76	1
9	7	23	4	5	4	13	355	3	20	920	13
0.00%	0.00%	0.00%	0.00%	31.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%
3.46%	31.15%	0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	8.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.25%
29.25%	8.56%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	14	1	0	14	0	0	0	0	0	0	33
34	21	24	4	19	4	13	355	3	20	920	46

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
14	8	9	0	10	31	8	682	7	15	436	14
1	1	1	0	1	3	1	61	1	1	39	1
15	9	10	0	11	34	9	743	8	16	475	15
0.00%	0.00%	0.00%	0.00%	31.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%
3.46%	31.15%	0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	8.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.25%
29.25%	8.56%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
85	32	3	0	32	0	0	0	0	0	0	88
100	41	13	0	43	34	9	743	8	16	475	103

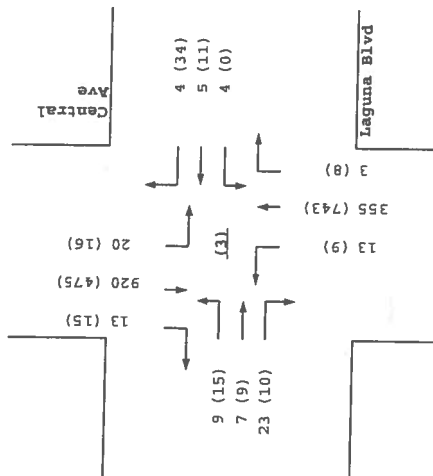
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

2007 AM Peak Hr. Volumes

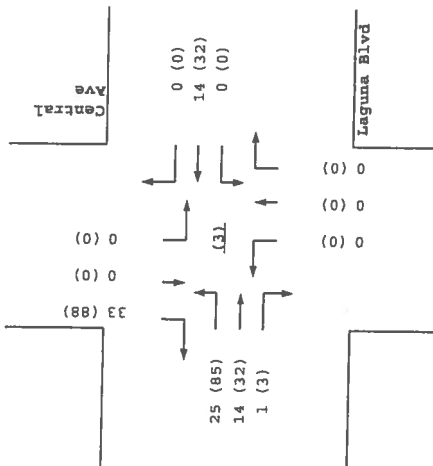
2007 PM Peak Hr. Volumes

Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8	6	21	4	5	4	12	326	3	18	844	12
14	8	9	0	10	31	8	682	7	15	436	14

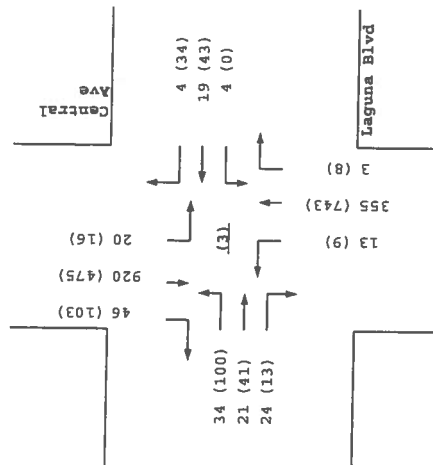
2010
NO BUILD



Trips



2010
BUILD



Laguna Blvd / Central Ave

Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Laguna Blvd / San Pasquale/Park

INTERSECTION:

E-W Street: Laguna Blvd (4)

N-S Street: San Pasquale/Park

Year of Existing Counts
Implementation Year

2007

2010

Growth Rates

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

3.00%			3.00%			3.00%			3.00%		
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
15	9	3	3	5	1	2	30	3	2	61	28
1	1	0	0	0	0	0	3	0	0	5	3
16	10	3	3	5	1	2	33	3	2	66	31
0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1	0	0	0	1	0	0	0	0	0	0	0
17	10	3	3	6	1	2	33	3	2	66	31

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
54	3	1	8	16	3	6	57	0	1	30	23
5	0	0	1	1	0	1	5	0	0	3	2
59	3	1	9	17	3	7	62	0	1	33	25
0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	0	0	0	3	0	0	0	0	0	0	0
62	3	1	9	20	3	7	62	0	1	33	25

Number of Residential Trips Generated

Entering Exiting

17

24

A.M.

100% Residential Development

Number of Commercial Trips Generated

24

24

P.M.

108

81

A.M.

100% Commercial Development

296

287

P.M.

2007 AM Peak Hr. Volumes

2007 PM Peak Hr. Volumes

Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale/Park)			Southbound (San Pasquale/Park)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
15	9	3	3	5	1	2	30	3	2	61	28
54	3	1	8	16	3	6	57	0	1	30	23

Country Club Plaza (Central Ave / San Pasquale Ave)

Projected Turning Movements Worksheet

ALT entrance / San Pasquale Ave**INTERSECTION :**

E-W Street: ALT entrance

(5)

N-S Street: San Pasquale Ave

Year of Existing Counts

2007

Implementation Year

2010

Growth Rates

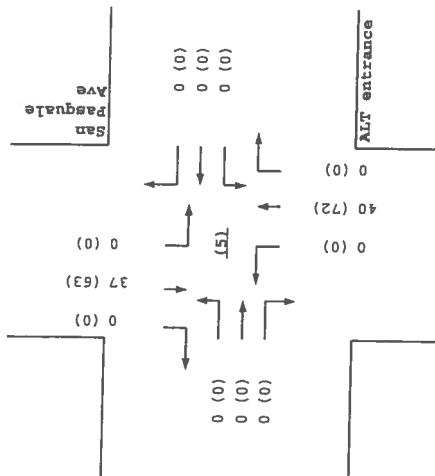
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	37	0	0	0	34
Background Traffic Growth	0	0	0	0	0	0	0	3	0	0	0	3
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	40	0	0	0	37
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	2	0	1	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	40	2	0	38	0

	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	66	0	0	58	0
Background Traffic Growth	0	0	0	0	0	0	0	6	0	0	5	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	72	0	0	63	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	6	0	3	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	72	6	0	66	0

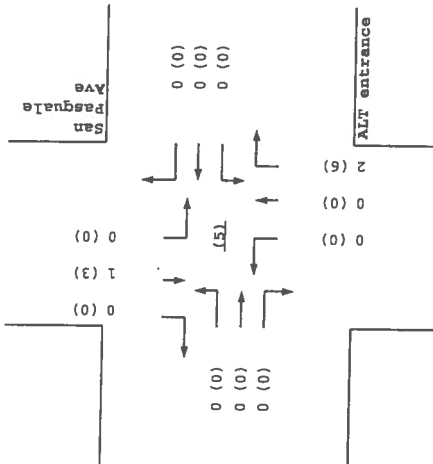
	Entering	Exiting		
Number of Residential Trips Generated	17	24	A.M.	100% Residential Development
	24	24	P.M.	
Number of Commercial Trips Generated	108	81	A.M.	100% Commercial Development
	296	287	P.M.	

	Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	0	0	0	0	0	0	37	0	0	34	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	0	0	66	0	0	58	0

2010
NO BUILD

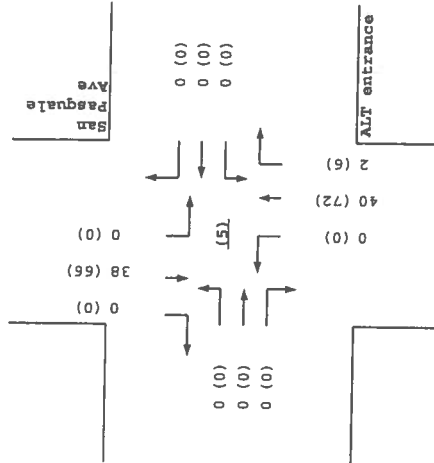


Trips



ALT entrance / San Pasquale Ave

2010
BUILD



Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Central Ave / Driveway 'B'

INTERSECTION : E-W Street: Central Ave (6)
 N-S Street: Driveway 'B'
 Year of Existing Counts 2007
 Implementation Year 2010
 Growth Rates

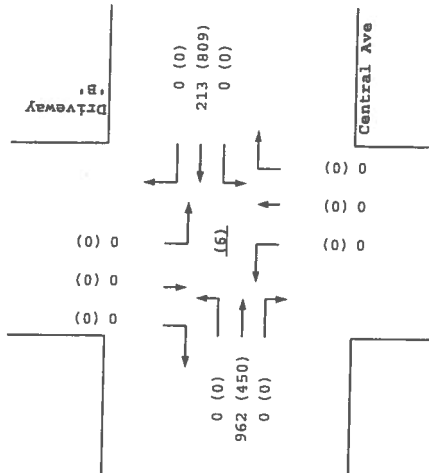
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	883	0	0	195	0	0	0	0	0	0	0
Background Traffic Growth	0	79	0	0	18	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	962	0	0	213	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	32.65%	32.65%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.69%	0.00%	17.36%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	30.10%	30.10%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.40%	0.00%	0.00%	0.00%
Total Trips Generated	0	39	39	23	0	0	33	0	20	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,001	39	23	213	0	33	0	20	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	413	0	0	742	0	0	0	0	0	0	0
Background Traffic Growth	0	37	0	0	67	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	450	0	0	809	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	32.65%	32.65%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.69%	0.00%	17.36%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	30.10%	30.10%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.40%	0.00%	0.00%	0.00%
Total Trips Generated	0	97	97	60	0	0	96	0	60	0	0	0
Total PM Peak Hour BUILD Volumes	0	547	97	60	809	0	96	0	60	0	0	0

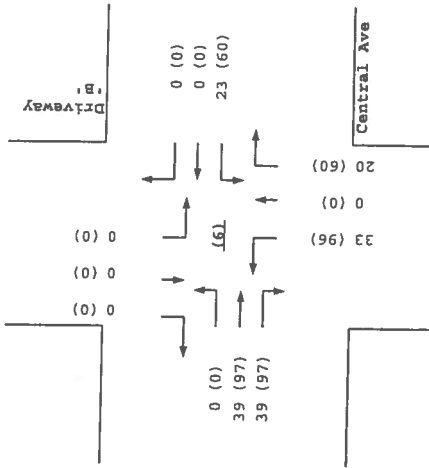
	Entering	Exiting		
Number of Residential Trips Generated	17	24	A.M.	100% Residential Development
	24	24	P.M.	
Number of Commercial Trips Generated	108	81	A.M.	100% Commercial Development
	296	287	P.M.	

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	883	0	0	195	0	0	0	0	0	0	0
2007 PM Peak Hr. Volumes	0	413	0	0	742	0	0	0	0	0	0	0

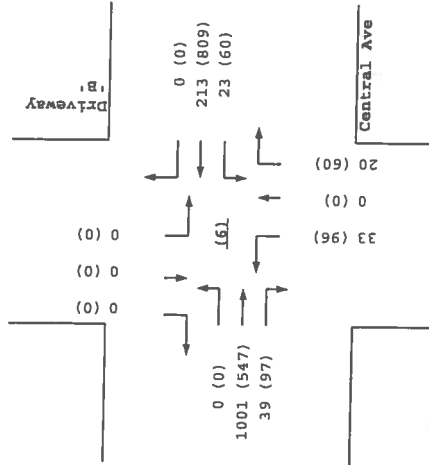
2010
NO BUILD



Trips



2010
BUILD



Central Ave / Driveway 'B'

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Central Ave / Driveway 'C'

INTERSECTION: E-W Street: Central Ave (7)

N-S Street: Driveway 'C'

Year of Existing Counts 2007

Implementation Year 2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	872	11	5	190	0	4	0	6	0	0	0
Background Traffic Growth	0	78	1	0	17	0	0	0	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	950	12	5	207	0	4	0	7	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	32.65%	17.31%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.68%	0.00%	17.37%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	30.10%	18.91%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.41%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	39	23	23	0	33	0	20	0	0	0
Total AM Peak Hour BUILD Volumes	0	950	51	28	230	0	37	0	27	0	0	0

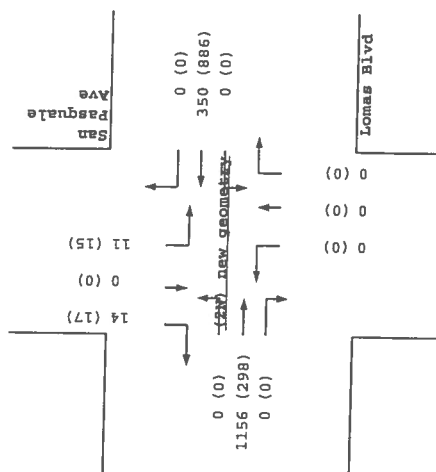
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	403	10	10	732	0	6	0	8	0	0	0
Background Traffic Growth	0	36	1	1	66	0	1	0	1	0	0	0
Subtotal (NO BUILD - P.M.)	0	439	11	11	798	0	7	0	9	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	32.65%	17.31%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.68%	0.00%	17.37%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	30.10%	18.91%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.41%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	97	60	60	0	96	0	60	0	0	0
Total PM Peak Hour BUILD Volumes	0	439	108	71	858	0	103	0	69	0	0	0

	Entering	Exiting		
Number of Residential Trips Generated	17	24	A.M.	100% Residential Development
	24	24	P.M.	
Number of Commercial Trips Generated	108	81	A.M.	100% Commercial Development
	296	287	P.M.	

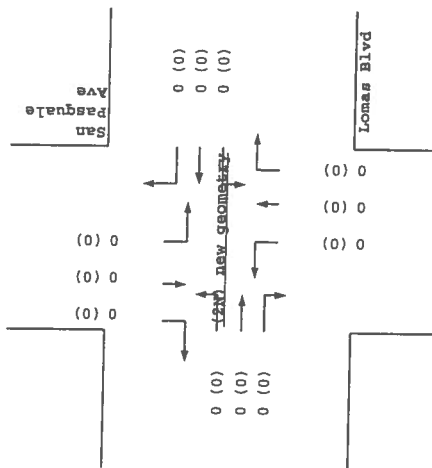
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	872	11	5	190	0	4	0	6	0	0	0
2007 PM Peak Hr. Volumes	0	403	10	10	732	0	6	0	8	0	0	0



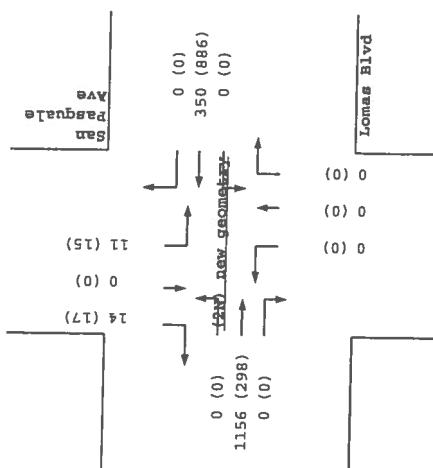
2010
NO BUILD



Trips



2010
BUILD



Lomas Blvd / San Pasquale Ave

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Central Ave / San Pasquale Ave

INTERSECTION : E-W Street: **Central Ave** (2S) new geometry
 N-S Street: **San Pasquale Ave**
 Year of Existing Counts: 2007
 Implementation Year: 2010
 Growth Rates: 3.00%

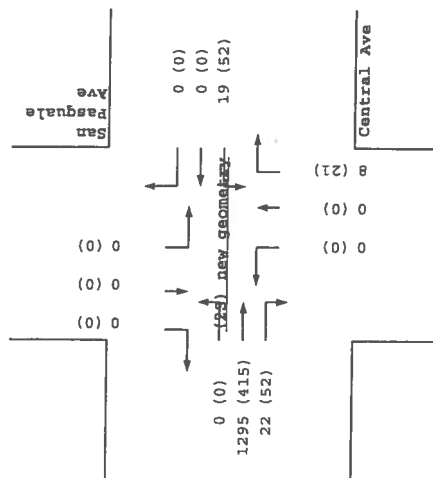
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,188	20	17	0	0	0	0	7	0	0	0
Background Traffic Growth	0	107	2	2	0	0	0	0	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,295	22	19	0	0	0	0	8	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	76	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,371	22	20	0	0	0	0	8	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	381	48	48	0	0	0	0	19	0	0	0
Background Traffic Growth	0	34	4	4	0	0	0	0	2	0	0	0
Subtotal (NO BUILD - P.M.)	0	415	52	52	0	0	0	0	21	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	65.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	60.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	194	0	3	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	609	52	55	0	0	0	0	21	0	0	0

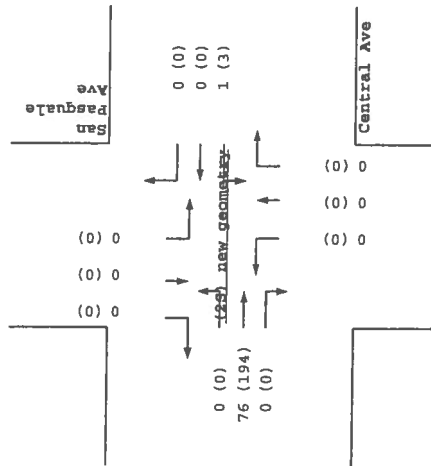
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	1188	20	17	0	0	0	0	7	0	0	0
2007 PM Peak Hr. Volumes	0	381	48	48	0	0	0	0	19	0	0	0

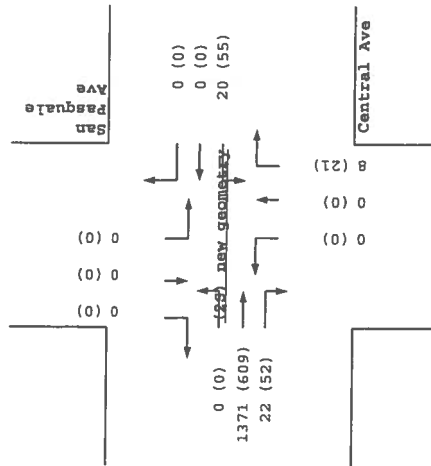
2010
NO BUILD



Trips



2010
BUILD



Central Ave / San Pasquale Ave

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Laguna Blvd / Central Ave

INTERSECTION : E-W Street: **Laguna Blvd** (3) new geometry
 N-S Street: **Central Ave**
 Year of Existing Counts: 2007
 Implementation Year: 2010
 Growth Rates: 3.00%

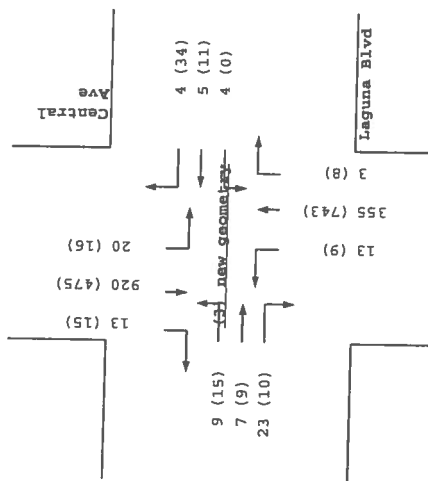
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	6	21	4	5	4	12	326	3	18	844	12
Background Traffic Growth	1	1	2	0	0	0	1	29	0	2	76	1
Subtotal (NO BUILD - A.M.)	9	7	23	4	5	4	13	355	3	20	920	13
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	31.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%
Percent Residential Trips Generated(Exiting)	3.46%	31.15%	0.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.25%
Percent Commercial Trips Generated(Exiting)	29.25%	8.56%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	25	14	2	0	14	0	0	0	0	0	0	33
Total AM Peak Hour BUILD Volumes	34	21	25	4	19	4	13	355	3	20	920	46

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	14	8	9	0	10	31	8	682	7	15	436	14
Background Traffic Growth	1	1	1	0	1	3	1	61	1	1	39	1
Subtotal (NO BUILD - P.M.)	15	9	10	0	11	34	9	743	8	16	475	15
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	31.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%
Percent Residential Trips Generated(Exiting)	3.46%	31.15%	0.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.25%
Percent Commercial Trips Generated(Exiting)	29.25%	8.56%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	85	32	6	0	32	0	0	0	0	0	0	88
Total PM Peak Hour BUILD Volumes	100	41	16	0	43	34	9	743	8	16	475	103

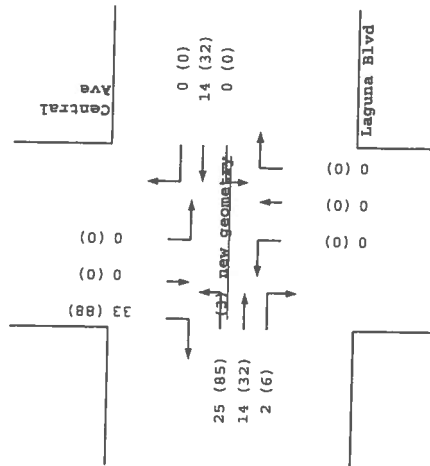
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	8	6	21	4	5	4	12	326	3	18	844	12
2007 PM Peak Hr. Volumes	14	8	9	0	10	31	8	682	7	15	436	14

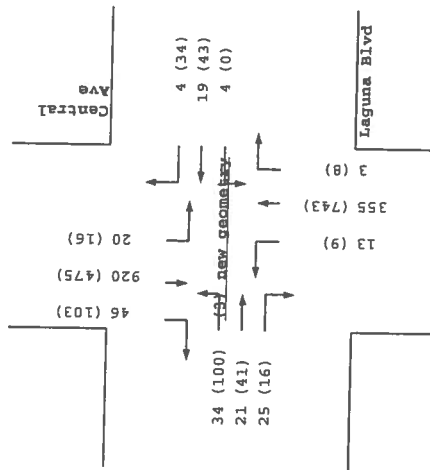
2010
NO BUILD



Trips



2010
BUILD



Laguna Blvd / Central Ave

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Laguna Blvd / San Pasquale Ave

INTERSECTION :E-W Street: **Laguna Blvd** (4) new geometryN-S Street: **San Pasquale Ave**

Year of Existing Counts

2007

Implementation Year

2010

Growth Rates

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

3.00%			3.00%			3.00%			3.00%		
Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
15	9	3	3	5	1	2	30	3	2	61	28
1	1	0	0	0	0	0	3	0	0	5	3
16	10	3	3	5	1	2	33	3	2	66	31
0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.12%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1	0	0	0	1	1	0	0	0	0	0	0
17	10	3	3	6	2	2	33	3	2	66	31

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
54	3	1	8	16	3	6	57	0	1	30	23
5	0	0	1	1	0	1	5	0	0	3	2
59	3	1	9	17	3	7	62	0	1	33	25
0.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.12%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	0	0	0	3	3	0	0	0	0	0	0
62	3	1	9	20	6	7	62	0	1	33	25

Number of Residential Trips Generated

Entering Exiting

17 24 A.M.

100% Residential Development

Number of Commercial Trips Generated

24 24 P.M.

108 81 A.M.

100% Commercial Development

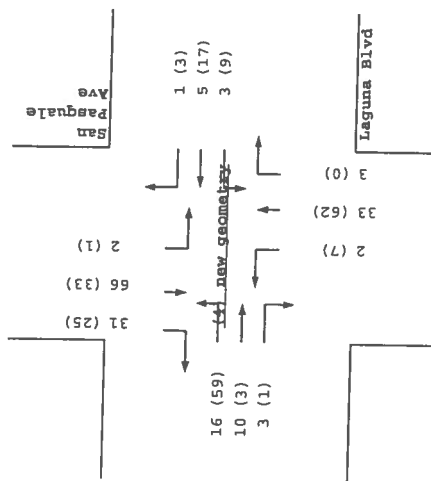
296 287 P.M.

2007 AM Peak Hr. Volumes

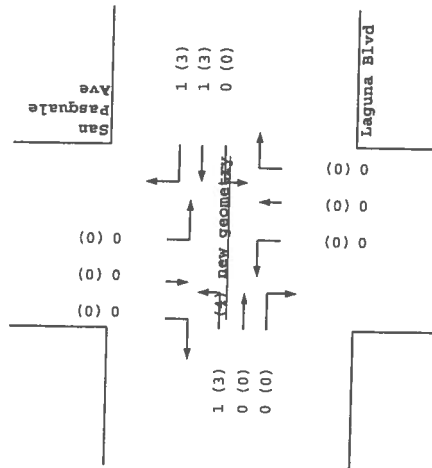
2007 PM Peak Hr. Volumes

Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
15	9	3	3	5	1	2	30	3	2	61	28
54	3	1	8	16	3	6	57	0	1	30	23

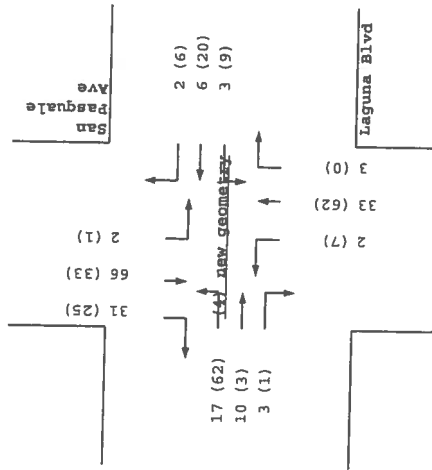
2010
NO BUILD



Trips



2010
BUILD



Laguna Blvd / San Pasquale Ave

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
ALT entrance / San Pasquale Ave

INTERSECTION:

E-W Street: ALT entrance
N-S Street: San Pasquale Ave

(5) new geometry

NO EXITING TRAFFIC DUE TO NEW INTERSECTION CONFIGURATION

Year of Existing Counts
Implementation Year

2007
2010

Growth Rates

Existing Volumes
Background Traffic Growth

Subtotal (NO BUILD - A.M.)

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

Total Trips Generated

Total AM Peak Hour BUILD Volumes

3.00%			3.00%			3.00%			3.00%		
Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	37	0	0	34	0
0	0	0	0	0	0	0	3	0	0	3	0
0	0	0	0	0	0	0	40	0	0	37	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	0	0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	40	2	0	37	0

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

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

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	66	0	0	58	0
0	0	0	0	0	0	0	6	0	0	5	0
0	0	0	0	0	0	0	72	0	0	63	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	0	0	0	0	0	6	0	0	0
0	0	0	0	0	0	0	72	6	0	63	0

Number of Residential Trips Generated

Entering Exiting

17 24 A.M.

100% Residential Development

Number of Commercial Trips Generated

24 24 P.M.

108 81 A.M.

100% Commercial Development

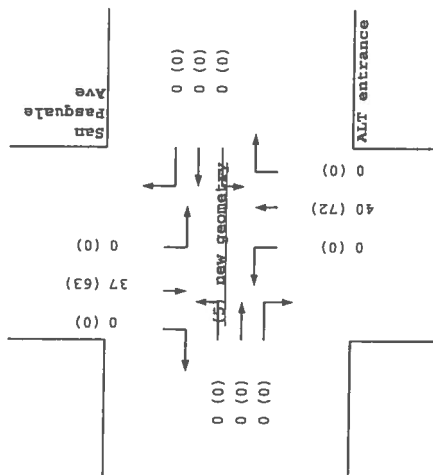
296 287 P.M.

2007 AM Peak Hr. Volumes

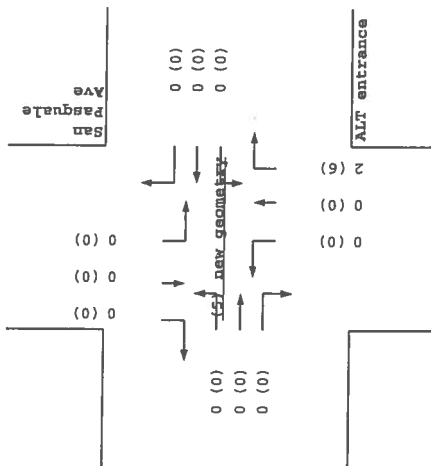
2007 PM Peak Hr. Volumes

Eastbound (ALT entrance)			Westbound (ALT entrance)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	37	0	0	34	0
0	0	0	0	0	0	0	66	0	0	58	0

2010
NO BUILD

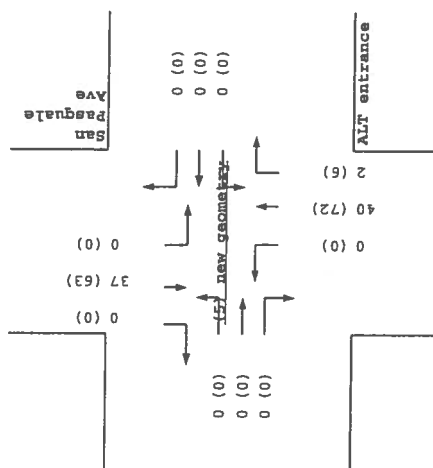


Trips



ALT entrance / San Pasquale Ave

2010
BUILD



Country Club Plaza (Central Ave / San Pasquale Ave)
 Projected Turning Movements Worksheet
Central Ave / Driveway 'B'

INTERSECTION: E-W Street: **Central Ave** (6) new geometry
 N-S Street: **Driveway 'B'**
 Year of Existing Counts: 2007
 Implementation Year: 2010
 Growth Rates:

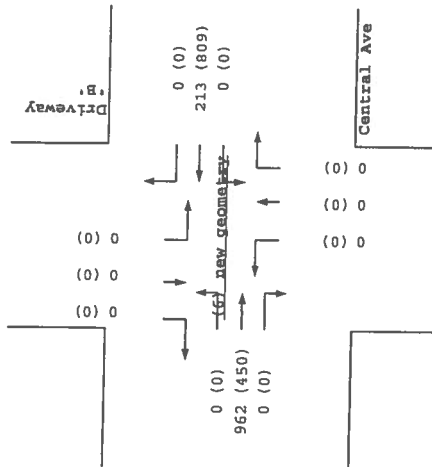
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	883	0	0	195	0	0	0	0	0	0	0
Background Traffic Growth	0	79	0	0	18	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	962	0	0	213	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	32.65%	32.65%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.69%	0.00%	17.40%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	30.10%	30.10%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.90%	0.00%	0.00%	0.00%
Total Trips Generated	0	39	39	23	0	0	33	0	20	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,001	39	23	213	0	33	0	20	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	413	0	0	742	0	0	0	0	0	0	0
Background Traffic Growth	0	37	0	0	67	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	450	0	0	809	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	32.65%	32.65%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.69%	0.00%	17.40%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	30.10%	30.10%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.90%	0.00%	0.00%	0.00%
Total Trips Generated	0	97	97	60	0	0	96	0	61	0	0	0
Total PM Peak Hour BUILD Volumes	0	547	97	60	809	0	96	0	61	0	0	0

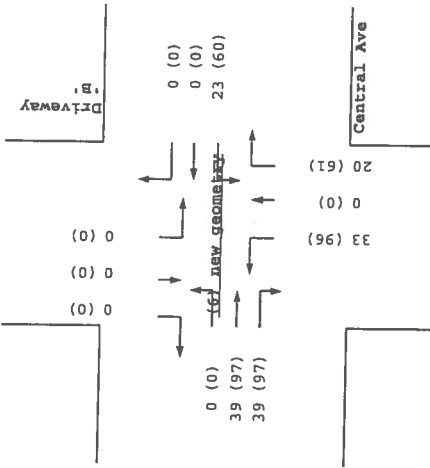
	Entering	Exiting	
Number of Residential Trips Generated	17	24	A.M. 100% Residential Development
	24	24	P.M.
Number of Commercial Trips Generated	108	81	A.M. 100% Commercial Development
	296	287	P.M.

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	883	0	0	195	0	0	0	0	0	0	0
2007 PM Peak Hr. Volumes	0	413	0	0	742	0	0	0	0	0	0	0

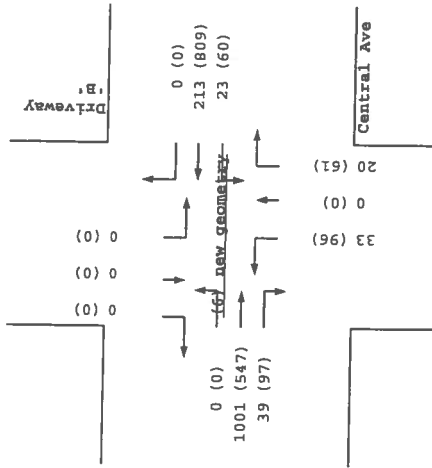
2010
NO BUILD



Trips



2010
BUILD



Central Ave / Driveway 'B'

Country Club Plaza (Central Ave / San Pasquale Ave)
Projected Turning Movements Worksheet
Central Ave / Driveway 'C'

INTERSECTION: E-W Street: Central Ave (7) new geometry
 N-S Street: Driveway 'C'
 Year of Existing Counts: 2007
 Implementation Year: 2010
 Growth Rates: 3.00% 3.00% 3.00% 3.00%

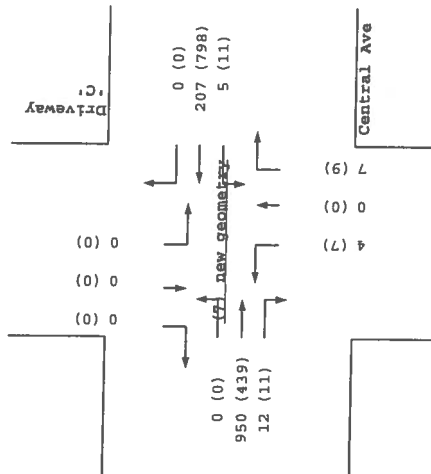
	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	872	11	5	190	0	4	0	6	0	0	0
Background Traffic Growth	0	78	1	0	17	0	0	0	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	950	12	5	207	0	4	0	7	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	32.65%	17.31%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.68%	0.00%	17.40%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	30.10%	18.91%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.91%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	39	23	23	0	33	0	20	0	0	0
Total AM Peak Hour BUILD Volumes	0	950	51	28	230	0	37	0	27	0	0	0

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	403	10	10	732	0	6	0	8	0	0	0
Background Traffic Growth	0	36	1	1	66	0	1	0	1	0	0	0
Subtotal (NO BUILD - P.M.)	0	439	11	11	798	0	7	0	9	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	32.65%	17.31%	17.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.68%	0.00%	17.40%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	30.10%	18.91%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.60%	0.00%	19.91%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	97	60	60	0	96	0	61	0	0	0
Total PM Peak Hour BUILD Volumes	0	439	108	71	858	0	103	0	70	0	0	0

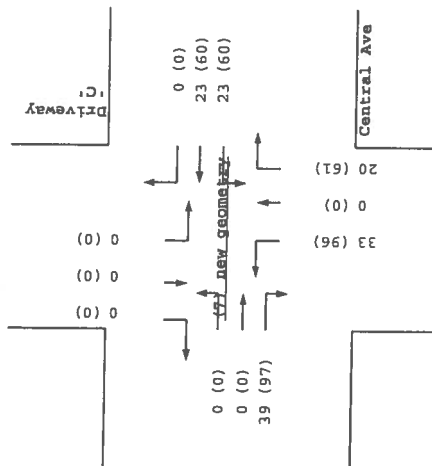
	Entering	Exiting		
Number of Residential Trips Generated	17	24	A.M.	100% Residential Development
	24	24	P.M.	
Number of Commercial Trips Generated	108	81	A.M.	100% Commercial Development
	296	287	P.M.	

	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (Driveway 'C')			Southbound (Driveway 'C')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2007 AM Peak Hr. Volumes	0	872	11	5	190	0	4	0	6	0	0	0
2007 PM Peak Hr. Volumes	0	403	10	10	732	0	6	0	8	0	0	0

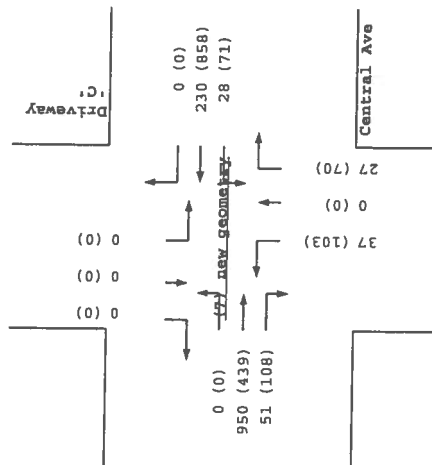
2010
NO BUILD



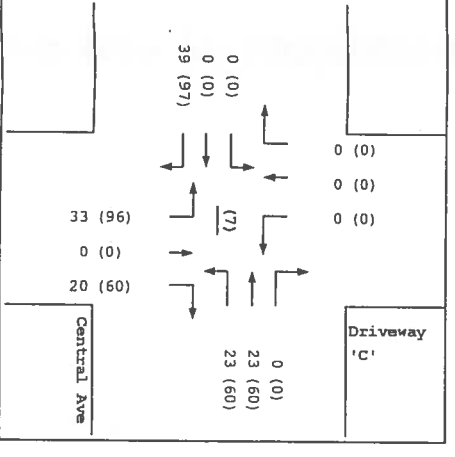
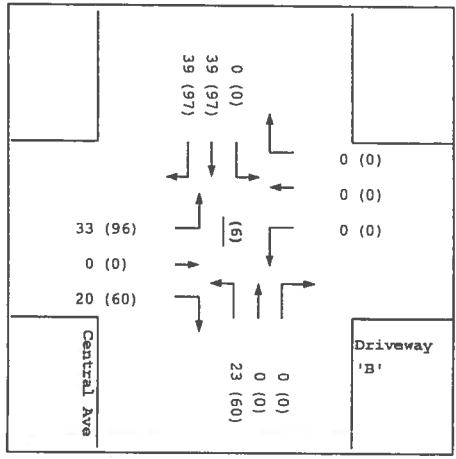
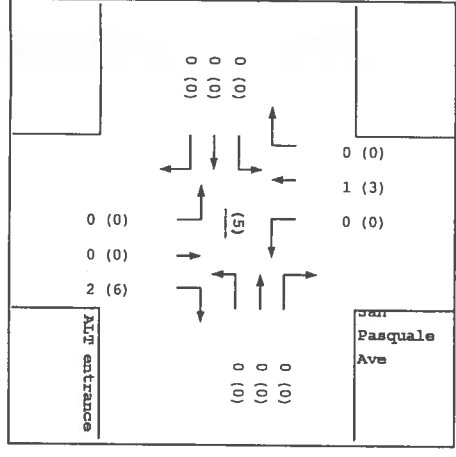
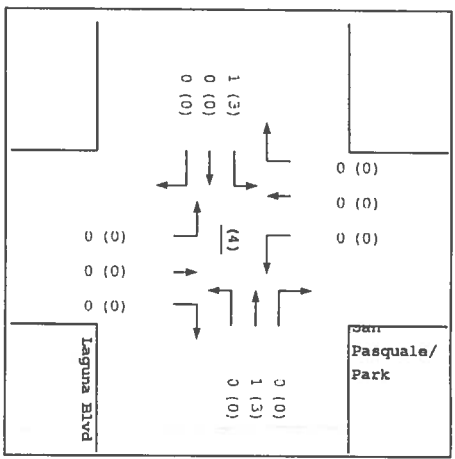
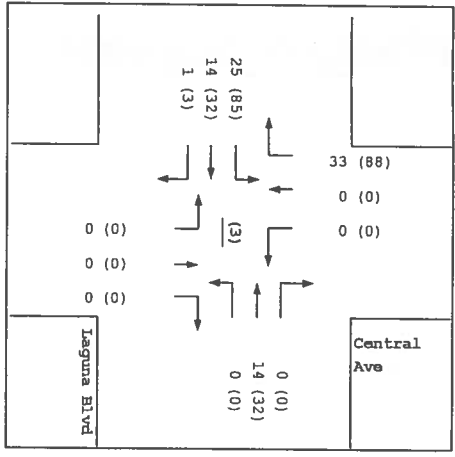
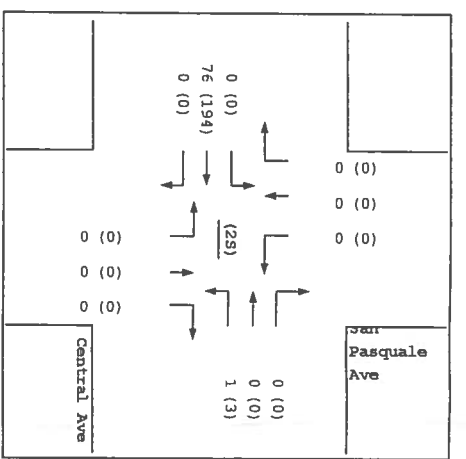
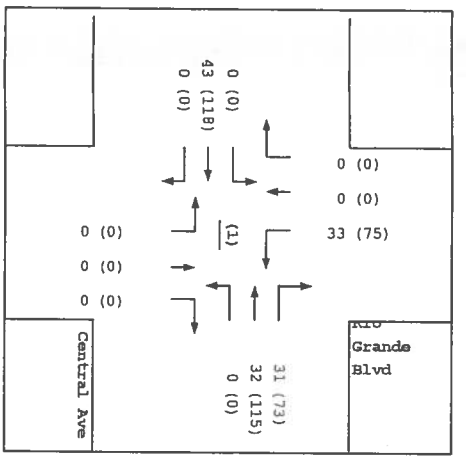
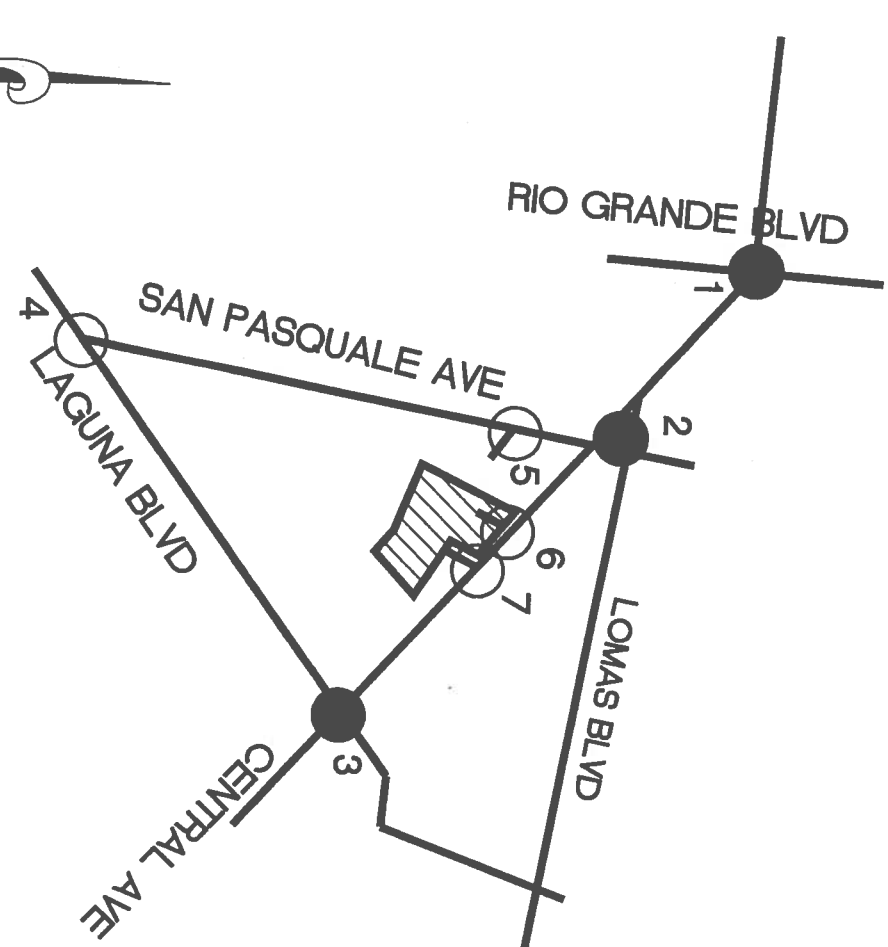
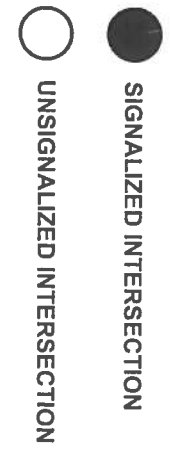
Trips



2010
BUILD



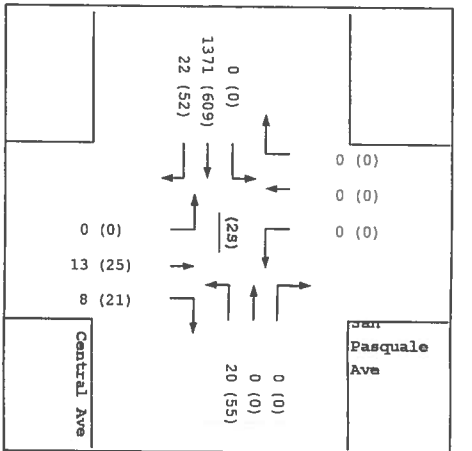
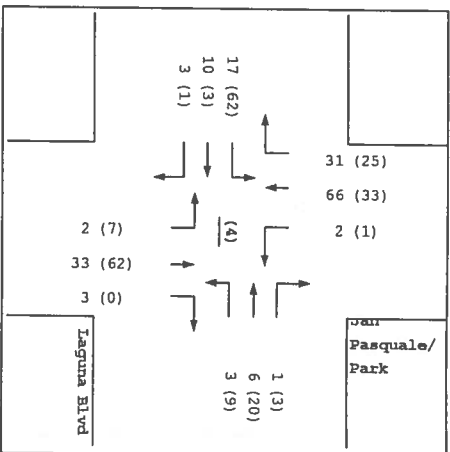
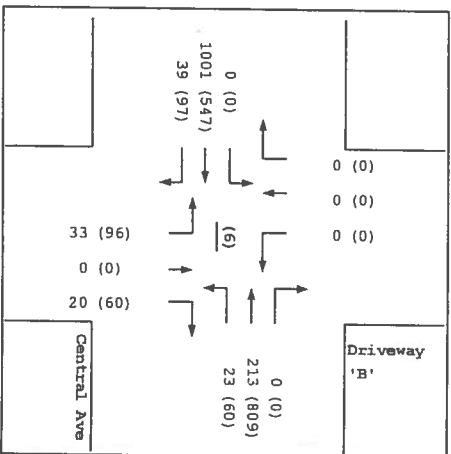
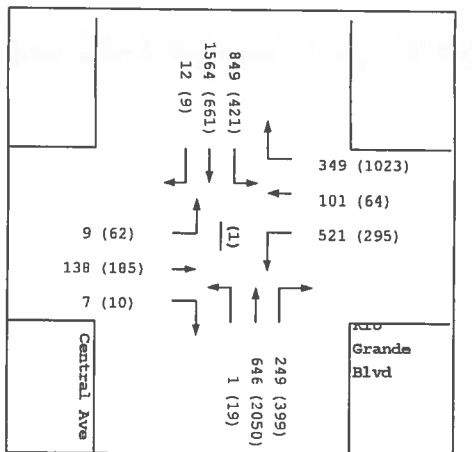
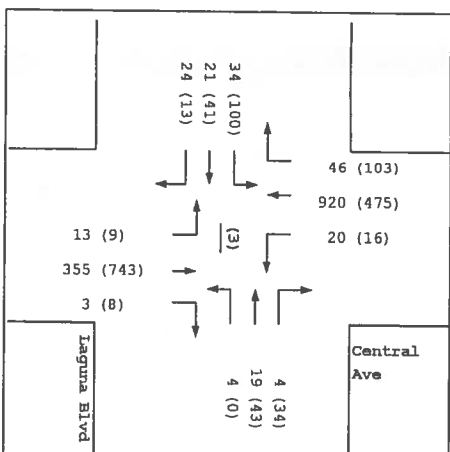
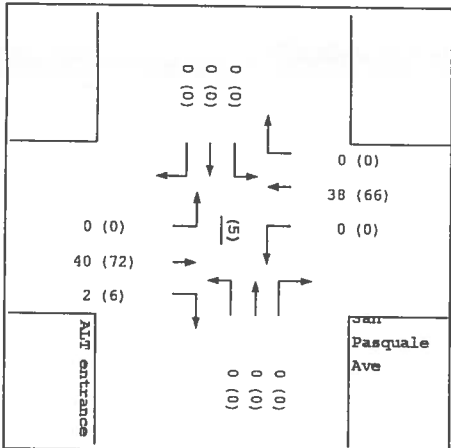
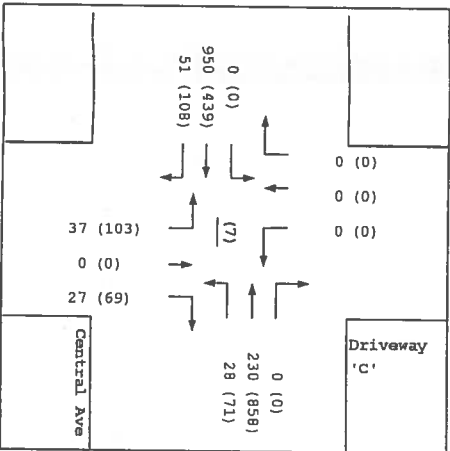
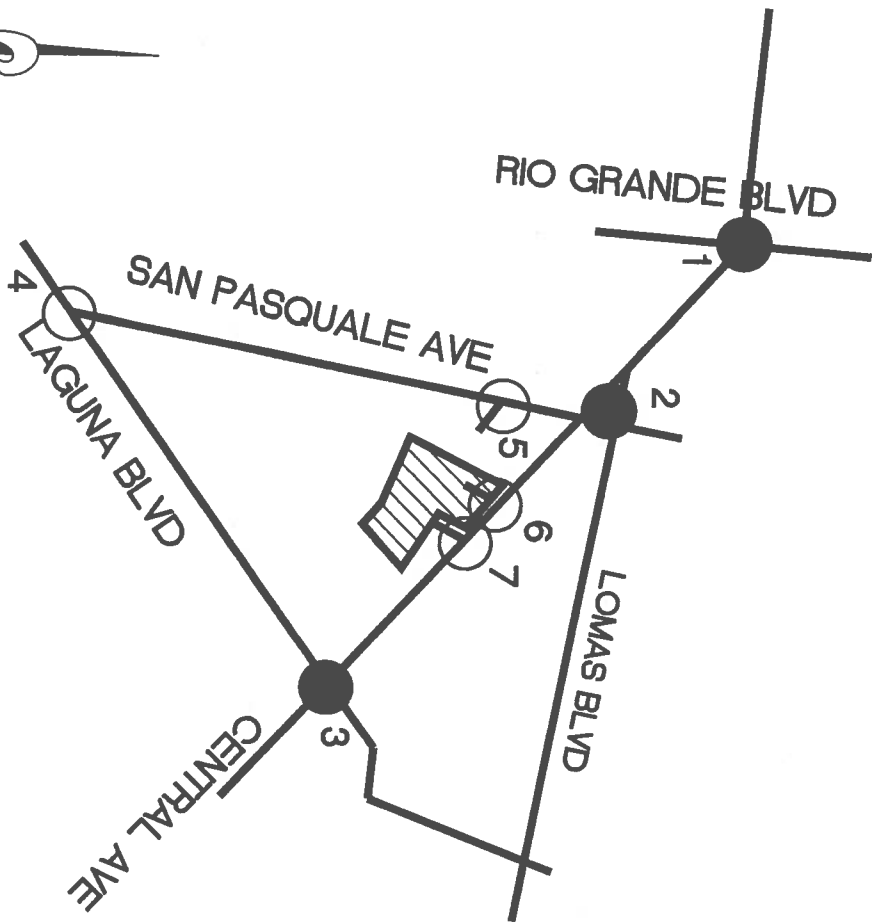
Central Ave / Driveway 'C'



Country Club Plaza
(Central Ave / San Pasquale Ave)
Trips Generated Volumes - AM(PM)

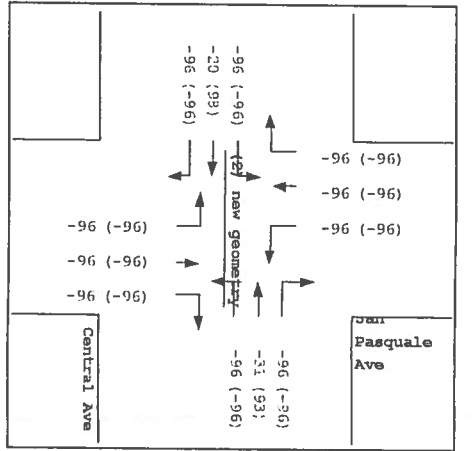
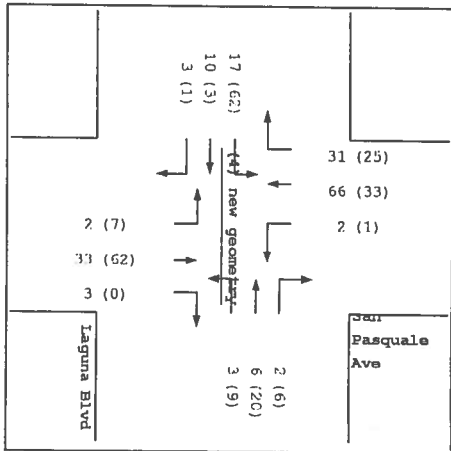
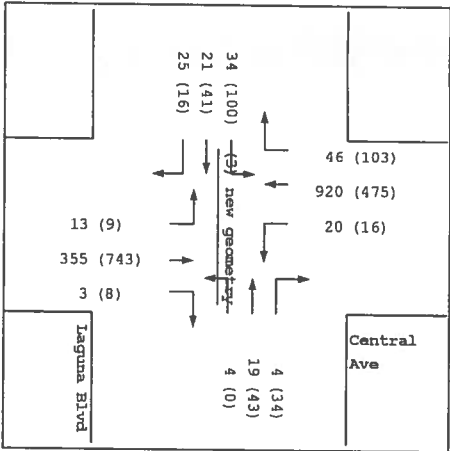
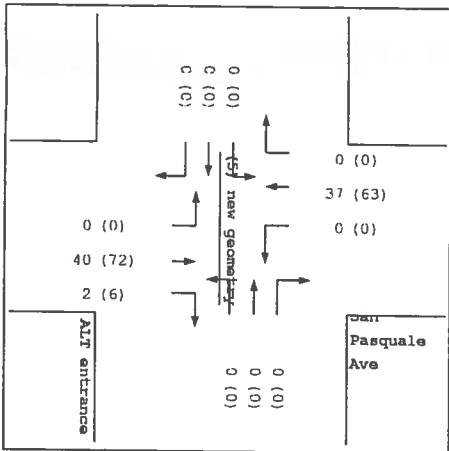
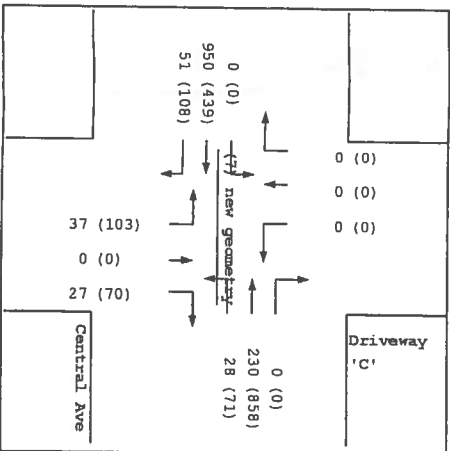
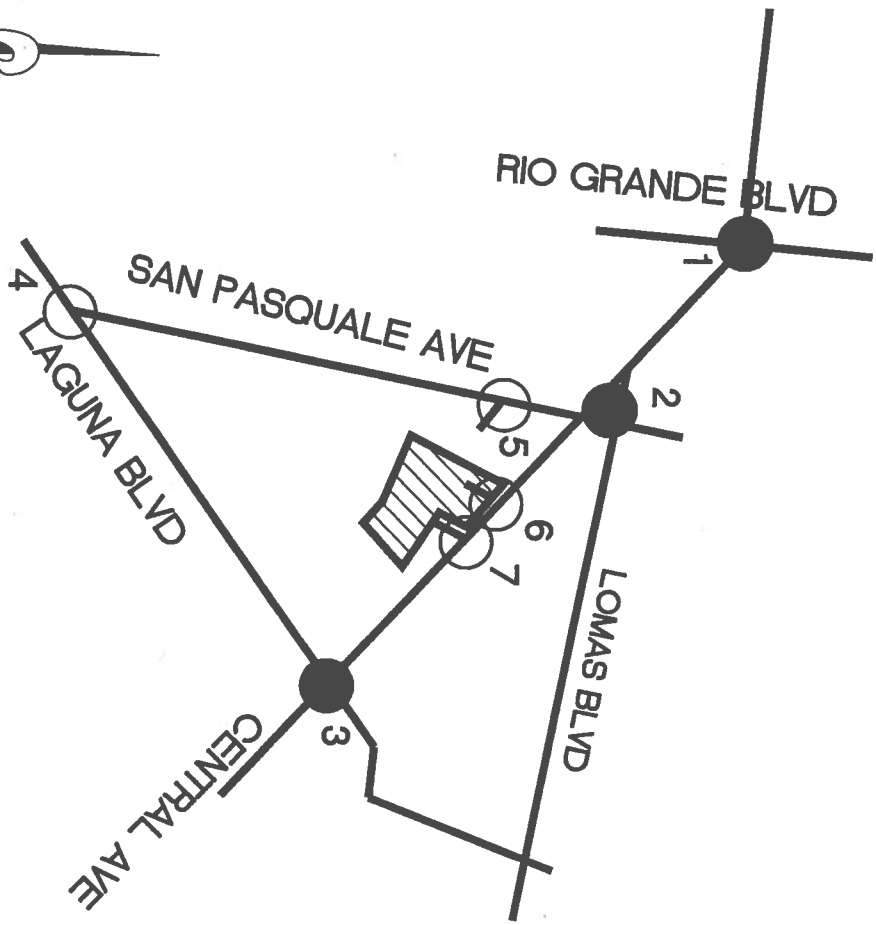
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)

NTS



Country Club Plaza
(Central Ave / San Pasquale Ave)
2010 BUILD Volumes - AM(PM)

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Albuquerque, NM 87199-2051
(505)883-8807 (Voice)



Country Club Plaza
(Central Ave / San Pasquale Ave)
2010 BUILD Volumes - AM(PM)
New Geometry

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(505)883-8807 (Voice)

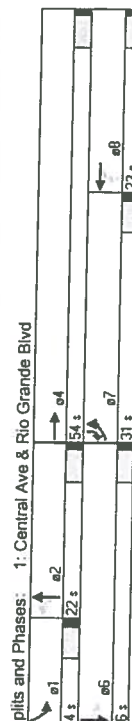
Analysis of Intersection #1

Central Ave / Rio Grande Blvd

Timings 1: Central Ave & Rio Grande Blvd Terry O. Brown, P.E. 10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	781	1399	1	564	8	127	449	93	321
Volume (vph)	781	1399	1	564	8	127	449	93	321
Turn Type	Prot	4	Perm	Perm	Perm	pm+pt	pm+pt	pt+ov	pt+ov
Protected Phases	7	4	8	8	2	2	6	6	6
Permitted Phases	7	4	8	8	2	2	6	6	6
Detector Phases	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	31.0	54.0	23.0	23.0	22.0	22.0	14.0	36.0	67.0
Total Split (%)	34.4%	60.0%	25.6%	25.6%	24.4%	24.4%	15.6%	40.0%	74.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead-Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Min	Min	Min	Min	Min	Min	Min	Min	Min
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Eff Green (s)	28.8	52.3	20.6	20.6	17.1	17.1	31.7	31.7	63.4
Actuated g/C Ratio	0.32	0.58	0.23	0.23	0.19	0.19	0.35	0.35	0.70
v/c Ratio	0.80	0.77	0.01	0.80	0.05	0.50	0.72	0.33	0.30
Control Delay	34.6	17.5	28.0	35.8	30.0	37.8	29.0	18.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	17.5	28.0	35.8	30.0	37.8	29.0	18.1	5.5
LOS	C	B	C	D	C	D	C	B	A
Approach Delay	23.6	35.8	35.8	35.8	37.4	37.4	20.1	20.1	C
Approach LOS	C	C	C	C	D	D	C	C	C

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 25.8
Intersection Capacity Utilization 76.4%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service D



2007 AM Peak Existing Conditions
Existing Geometry
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HCM Signalized Intersection Capacity Analysis 1: Central Ave & Rio Grande Blvd Terry O. Brown, P.E. 10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	781	1399	1	564	8	127	449	93	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.91	1.00	1.00	0.97	0.95	0.95
Flt	1.00	1.00	1.00	0.96	1.00	0.99	1.00	0.94	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.85
Satd. Flow (prot)	3400	3501	1752	4837	1752	1832	3400	1642	1490
Flt Permitted	0.95	1.00	0.19	1.00	0.63	1.00	0.39	1.00	1.00
Satd. Flow (perm)	3400	3501	358	4837	1157	1832	1405	1642	1490
Volume (vph)	781	1399	11	564	201	8	449	93	321
Peak-hour factor, PHF	0.90	0.90	0.81	0.81	0.76	0.76	0.76	0.81	0.81
Adj. Flow (vph)	868	1554	12	696	248	11	554	115	396
RTOR Reduction (vph)	0	0	0	71	0	2	0	0	4
Lane Group Flow (vph)	868	1566	0	873	0	11	173	0	554
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	pm+pt	pt+ov	pt+ov
Protected Phases	7	4	8	8	2	2	6	6	6
Permitted Phases	7	4	8	8	2	2	6	6	6
Actuated Green, G (s)	26.8	50.4	18.6	18.6	15.0	15.0	29.6	29.6	61.4
Effective Green, g (s)	28.8	52.4	20.6	20.6	17.0	17.0	31.6	31.6	63.4
Actuated g/C Ratio	0.32	0.58	0.23	0.23	0.19	0.19	0.35	0.35	0.70
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1088	2038	82	1107	219	346	750	577	1050
v/s Ratio Prot	c0.26	c0.45	0.18	0.18	0.09	0.09	c0.10	c0.10	0.21
v/c Ratio	0.80	0.77	0.00	0.79	0.05	0.50	0.74	0.29	0.29
Uniform Delay, d1	27.9	14.2	26.8	32.7	29.9	32.7	23.1	21.1	5.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	1.8	0.1	3.8	0.4	5.1	3.8	1.3	0.2
Delay (s)	32.1	16.0	26.9	36.5	30.3	37.8	26.9	22.4	5.1
Level of Service	C	B	C	D	C	D	C	C	A
Approach Delay (s)	21.7	36.4	36.4	36.4	37.4	37.4	19.7	19.7	B
Approach LOS	C	C	D	D	D	D	C	C	B

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

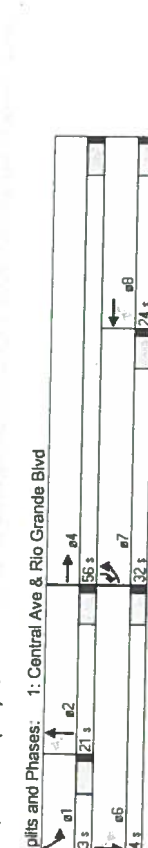
2007 AM Peak Existing Conditions
Existing Geometry
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Timings
1: Central Ave & Rio Grande Blvd

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	849	1521	1	614	9	138	488	101	349
Volume (vph)	Prot	7	4	8	2	2	1	6	67
Turn Type	Protected Phases								
Permitted Phases	Detected Phases								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	32.0	56.0	24.0	24.0	21.0	13.0	34.0	66.0	66.0
Total Split (%)	35.6%	62.2%	26.7%	23.3%	23.3%	14.4%	37.8%	73.3%	73.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead								
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	Min
Act Eff Green (s)	29.7	53.7	21.0	21.0	16.0	16.0	30.3	30.3	63.0
Actuated g/c Ratio	0.33	0.60	0.23	0.23	0.18	0.18	0.34	0.34	0.70
v/c Ratio	0.84	0.81	0.01	0.85	0.06	0.58	0.85	0.38	0.33
Control Delay	36.3	18.4	27.0	38.3	30.3	40.9	38.4	20.1	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	18.4	27.0	38.3	30.3	40.9	38.4	20.1	6.1
LOS	D	B	C	D	C	D	D	C	A
Approach Delay	24.8		38.3		40.3		25.4		C
Approach LOS	C		D		D		C		C

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2 NBT and 6 SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 28.3
Intersection Capacity Utilization 81.5%
Analysis Period (min) 15



2010 AM Peak NOBUILD Conditions
D:\ATOBEP\PROJECTS\Country_Club_Plaza_Rembel\Synchro\2010ANX.sy7
Existing Geometry

HCM Signalized Intersection Capacity Analysis
1: Central Ave & Rio Grande Blvd

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost time (s)	0.97	0.95	1.00	0.91	1.00	0.99	1.00	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	0.96	1.00	0.99	1.00	0.94	0.94
Fit	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Fit Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3501	1752	4838	1752	1832	3400	1647	1490
Fit Permitted	0.95	1.00	0.19	1.00	0.62	1.00	0.34	1.00	1.00
Satd. Flow (perm)	3400	3501	351	4838	1145	1832	1233	1647	1490
Volume (vph)	849	1521	12	614	218	9	138	7	488
Peak-hour factor, PHF	0.90	0.90	0.90	0.81	0.81	0.76	0.76	0.81	0.81
Adj. Flow (vph)	943	1690	13	758	269	12	182	9	602
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	27
Lane Group Flow (vph)	943	1703	0	956	0	12	189	0	602
Turn Type	Prot	7	4	8	2	2	6	6	67
Protected Phases									
Permitted Phases									
Actuated Green, G (s)	27.7	51.7	19.0	19.0	14.1	14.1	28.3	28.3	61.0
Effective Green, g (s)	29.7	53.7	21.0	21.0	16.1	16.1	30.3	30.3	63.0
Actuated g/c Ratio	0.33	0.60	0.23	0.23	0.18	0.18	0.34	0.34	0.70
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1122	2089	82	1129	205	328	685	554	1043
v/s Ratio Prot	c0.28	c0.49		0.20	0.10	0.10	c0.11	0.11	0.23
v/s Ratio Perm									
Uniform Delay, d1	0.84	0.82	0.01	0.85	0.06	0.58	0.88	0.33	0.33
Progression Factor	28.0	14.3	26.5	33.0	30.7	33.8	25.7	22.3	5.3
Incremental Delay, d2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay (s)	33.8	16.8	0.1	6.0	0.5	7.2	12.3	1.6	0.2
Level of Service	C	B	C	D	C	D	D	C	A
Approach Delay (s)	22.9		22.9		39.0		38.0		5.4
Approach LOS	C		C		D		D		C

Intersection Summary
HCM Average Control Delay 27.5 HCM Level of Service C
HCM Volume to Capacity ratio 0.84
Actuated Cycle Length (s) 90.0
Intersection Capacity Utilization 81.5%
Analysis Period (min) 15
c Critical Lane Group

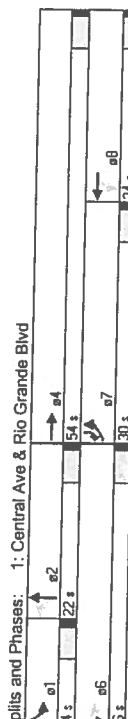
2010 AM Peak NOBUILD Conditions
D:\ATOBEP\PROJECTS\Country_Club_Plaza_Rembel\Synchro\2010ANX.sy7
Existing Geometry

Timings

1: Central Ave & Rio Grande Blvd Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	849	1564	1	646	9	138	521	101	349
Volume (vph)	Prot	7	4	8	2	2	6	6	67
Turn Type	Permitted Phases	7	4	8	2	2	6	6	67
Protected Phases	Permitted Phases	7	4	8	2	2	6	6	67
Detector Phases	Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	30.0	54.0	24.0	24.0	22.0	22.0	14.0	36.0	66.0
Yellow Time (s)	33.3%	60.0%	26.7%	24.4%	24.4%	15.6%	40.0%	73.3%	
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead-Lag Optimize?	Min	Min	Min	Min	Min	Min	Min	Min	Min
Recall Mode	29.1	53.7	21.7	21.7	15.7	15.7	30.3	30.3	62.3
Act Eff Green (s)	0.32	0.60	0.24	0.24	0.17	0.17	0.34	0.34	0.69
v/c Ratio	0.86	0.84	0.01	0.89	0.06	0.59	0.88	0.37	0.33
Control Delay	38.5	20.0	27.0	40.9	29.9	41.0	40.5	19.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	20.0	27.0	40.9	29.9	41.0	40.5	19.2	6.2
LOS	D	B	C	D	C	D	D	B	A
Approach Delay	26.5	C	D	D	D	D	D	27.0	C
Approach LOS	C	D	D	D	D	D	D	C	C

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.2
Intersection Capacity Utilization 83.7%
Analysis Period (min) 15



Splits and Phases: 1: Central Ave & Rio Grande Blvd

Intersection Capacity Analysis

1: Central Ave & Rio Grande Blvd Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost time (s)	0.97	0.95	1.00	0.91	1.00	1.00	0.97	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	0.96	1.00	0.99	1.00	0.94	0.95
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	3400	3501	1752	4826	1752	1832	3400	1641	1490
Flt Permitted	0.95	1.00	0.18	1.00	0.62	1.00	0.33	1.00	1.00
Satd. Flow (perm)	3400	3501	340	4826	1136	1832	1198	1641	1490
Volume (vph)	849	1564	12	1	646	249	9	138	7
Peak-hour factor, PHF	0.90	0.90	0.81	0.81	0.81	0.76	0.76	0.81	0.81
Adj. Flow (vph)	943	1738	13	1	798	307	12	182	9
RTOR Reduction (vph)	0	0	0	0	77	0	0	0	0
Lane Group Flow (vph)	943	1751	0	1	1028	0	12	189	0
Turn Type	Prot	4	Perm	Perm	Perm	Perm	pm+pt	pm+pt	pt+ov
Protected Phases	7	4	8	8	2	2	1	6	67
Permitted Phases	27.1	51.8	19.7	19.7	13.6	13.6	28.2	28.2	60.3
Actuated Green, G (s)	29.1	53.8	21.7	21.7	15.6	15.6	30.2	30.2	62.3
Effective Green, g (s)	0.32	0.60	0.24	0.24	0.17	0.17	0.34	0.34	0.69
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1099	2093	82	1164	197	318	686	551	1031
v/s Ratio Prot	c0.28	c0.50	0.00	0.21	0.10	0.10	c0.12	0.11	0.23
v/c Ratio Perm	0.86	0.84	0.01	0.88	0.06	0.59	0.94	0.34	0.33
Uniform Delay, d1	28.5	14.6	26.0	32.9	31.1	34.3	26.6	22.4	5.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	3.1	0.1	8.2	0.6	7.9	20.3	1.7	0.2
Delay (s)	35.3	17.6	26.1	41.1	31.7	42.2	46.8	24.1	5.7
Level of Service	D	B	C	D	C	D	D	C	A
Approach Delay (s)	23.8	C	41.1	D	41.6	D	31.1	C	C
Approach LOS	C	C	D	D	D	D	E	C	C

Intersection Summary
HCM Average Control Delay 29.9 HCM Level of Service C
HCM Volume to Capacity ratio 0.87
Actuated Cycle Length (s) 90.0 Sum of lost time (s) 6.0
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
Critical Lane Group c

2010 AM Peak BUILD Conditions

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2010 AM Peak BUILD Conditions

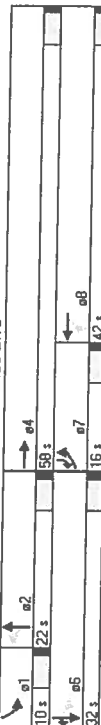
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Timings
1: Central Ave & Rio Grande Blvd

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	11	11	11	11	11	11	11	11	11
Volume (vph)	387	500	18	1780	57	170	202	59	940
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	pm+pt	pt+ov	pt+ov
Protected Phases	7	4	8	8	2	2	1	6	6
Permitted Phases	7	4	8	8	2	2	1	6	6
Detector Phases	7	4	8	8	2	2	1	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	16.0	58.0	42.0	42.0	22.0	22.0	10.0	32.0	48.0
Total Split (%)	17.8%	64.4%	46.7%	46.7%	24.4%	24.4%	11.1%	35.6%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effect Green (s)	14.3	56.3	39.0	17.7	17.7	17.7	27.7	27.7	45.0
Actuated g/C Ratio	0.16	0.63	0.43	0.43	0.20	0.20	0.31	0.31	0.50
v/c Ratio	0.90	0.29	0.06	1.02	0.82	0.54	0.37	0.83	0.73
Control Delay	60.6	8.4	15.6	51.8	98.5	37.6	24.6	27.4	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	8.4	15.6	51.8	98.5	37.6	24.6	27.4	24.6
LOS	E	A	B	D	F	D	C	C	C
Approach Delay									
Approach LOS									
Intersection Summary									
Cycle Length: 90									
Actuated Cycle Length: 90									
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green									
Natural Cycle: 90									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 1.02									
Intersection Signal Delay: 40.0									
Intersection Capacity Utilization 94.0%									
Analysis Period (min) 15									

Splits and Phases: 1: Central Ave & Rio Grande Blvd



HCM Signalized Intersection Capacity Analysis
1: Central Ave & Rio Grande Blvd

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	11	11	11	11	11	11	11	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.91	1.00	0.99	0.97	0.95	0.95
Flt Protected	1.00	1.00	1.00	0.98	1.00	0.99	1.00	0.97	0.95
Satd. Flow (prot)	3400	3497	1752	4927	1752	1830	3400	1521	1490
Flt Permitted	0.95	1.00	0.41	1.00	0.23	1.00	0.37	1.00	1.00
Satd. Flow (perm)	3400	3497	752	4927	417	1830	1308	1521	1490
Volume (vph)	387	500	18	1780	57	170	202	59	940
Peak-hour factor, PHF	0.79	0.79	0.79	0.94	0.94	0.92	0.92	0.93	0.93
Adj. Flow (vph)	490	633	10	1894	319	62	185	10	217
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	174
Lane Group Flow (vph)	490	642	0	19	2187	0	62	193	0
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	pm+pt	pt+ov	pt+ov
Protected Phases	7	4	8	8	2	2	1	6	6
Permitted Phases	7	4	8	8	2	2	1	6	6
Actuated Green, G (s)	12.3	54.3	37.0	37.0	15.7	15.7	25.7	25.7	43.0
Effective Green, g (s)	14.3	56.3	39.0	39.0	17.7	17.7	27.7	27.7	45.0
Actuated g/C Ratio	0.16	0.63	0.43	0.43	0.20	0.20	0.31	0.31	0.50
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	540	2188	326	2135	82	360	565	468	745
v/s Ratio Prot	c0.14	0.18		c0.44		0.11	0.03	c0.24	0.36
v/s Ratio Perm			0.03		0.15		0.09		
Uniform Delay, d1	0.91	0.29	0.06	1.02	0.76	0.53	0.38	0.77	0.72
Progression Factor	37.2	7.7	14.8	25.5	34.1	32.5	23.5	28.2	17.6
Incremental Delay, d2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Level of Service	E	A	B	D	F	D	C	D	C
Approach Delay (s)	56.1	7.8	14.9	51.4	81.6	38.1	23.9	39.6	21.2
Approach LOS	C	C	C	D	D	D	C	D	C
Intersection Summary									
HCM Average Control Delay									
HCM Volume to Capacity ratio	40.1	0.92							
Actuated Cycle Length (s)									
Intersection Capacity Utilization	90.0%	94.0%							
Analysis Period (min)	15								
c Critical Lane Group									

2007 PM Peak Existing Conditions
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2007 PM Peak Existing Conditions

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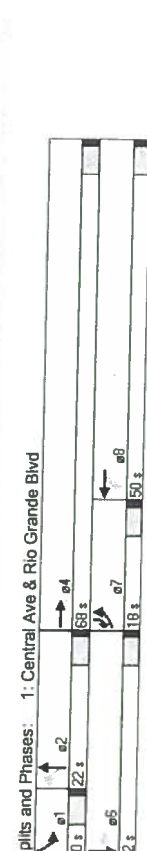
Existing Geometry

Timings
1: Central Ave & Rio Grande Blvd

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	421	543	19	1935	62	185	220	64	1023
Volume (vph)	421	543	19	1935	62	185	220	64	1023
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	Perm	Perm	pt+ov
Protected Phases	7	4	8	8	2	2	1	6	67
Permitted Phases	7	4	8	8	2	2	1	6	67
Detector Phases	50	50	50	50	50	50	50	50	50
Minimum Initial (s)	10.0	21.0	21.0	21.0	21.0	21.0	10.0	21.0	50.0
Minimum Split (s)	18.0	68.0	50.0	50.0	22.0	22.0	10.0	32.0	50.0
Total Split (%)	18.0%	68.0%	50.0%	50.0%	22.0%	22.0%	10.0%	32.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Min	Min	Min	Min	Min	Min	Min	Min	Min
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Eff Green (s)	15.0	65.0	47.0	47.0	19.0	19.0	29.0	29.0	47.0
Act Eff Green Ratio	0.15	0.65	0.47	0.47	0.19	0.19	0.29	0.29	0.47
v/c Ratio	1.05	0.31	0.06	1.03	0.91	0.61	0.49	0.94	0.84
Control Delay	94.4	8.1	15.2	53.2	124.7	45.1	30.8	44.7	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.4	8.1	15.2	53.2	124.7	45.1	30.8	44.7	36.5
LOS	F	A	B	D	F	D	C	D	D
Approach Delay	45.4	D	52.9	D	64.2	E	38.9	D	D
Approach LOS	D	D	D	D	E	E	D	D	D

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 81 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 48.1
Intersection Capacity Utilization 101.0%
Analysis Period (min) 15



2010 PM Peak NOBUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
1: Central Ave & Rio Grande Blvd

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.91	1.00	0.91	1.00	0.99	1.00	0.97	0.95	0.95
Fit Protected	0.95	1.00	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.97	0.95	0.95
Satd. Flow (prot)	3400	3497	1752	4927	1752	4927	1752	1830	3400	3400	1521	1490
Fit Permitted	0.95	1.00	0.39	1.00	0.21	1.00	0.21	1.00	0.32	1.00	1.00	1.00
Satd. Flow (perm)	3400	3497	712	4927	388	1830	388	1830	1138	1521	1490	1490
Volume (vph)	421	543	9	19	1935	326	62	185	10	220	64	1023
Peak-hour factor, PHF	0.79	0.79	0.79	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	533	687	11	20	2059	347	67	201	11	237	69	1100
RTOR Reduction (vph)	0	1	0	0	23	0	0	2	0	0	175	1
Lane Group Flow (vph)	533	687	0	20	2383	0	67	210	0	237	402	591
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	pt+ov	pt+ov
Protected Phases	7	4	8	8	2	2	1	6	67	67	67	67
Permitted Phases	7	4	8	8	2	2	1	6	67	67	67	67
Actuated Green, G (s)	13.0	63.0	45.0	45.0	17.0	17.0	27.0	27.0	27.0	27.0	27.0	27.0
Effective Green, g (s)	15.0	65.0	47.0	47.0	19.0	19.0	29.0	29.0	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.15	0.65	0.47	0.47	0.19	0.19	0.29	0.29	0.29	0.29	0.29	0.29
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	510	2273	335	2316	74	348	486	441	700	486	441	700
v/c Ratio Prot	c0.16	0.20	0.03	c0.48	0.11	0.11	0.03	c0.26	0.40	0.03	c0.26	0.40
v/c Ratio Perm	1.05	0.31	0.06	1.03	0.91	0.60	0.49	0.91	0.84	0.49	0.91	0.84
Uniform Delay, d1	42.5	7.6	14.5	26.5	39.6	37.1	27.7	34.3	23.3	27.7	34.3	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	52.1	0.1	0.1	26.5	80.5	7.6	0.8	25.7	9.2	0.8	25.7	9.2
Delay (s)	94.6	7.7	14.5	53.0	120.1	44.6	28.5	60.0	32.5	28.5	60.0	32.5
Level of Service	F	A	B	D	D	D	C	E	C	C	E	C
Approach Delay (s)	45.4	D	52.7	D	62.8	E	43.1	D	D	43.1	D	D
Approach LOS	D	D	D	D	E	E	D	D	D	D	D	D

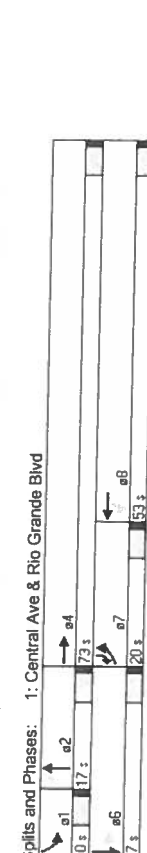
Intersection Summary
HCM Average Control Delay 49.0 HCM Level of Service D
HCM Volume to Capacity ratio 0.99
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 9.0
Intersection Capacity Utilization 101.0% ICU Level of Service G
Analysis Period (min) 15
c Critical Lane Group

2010 PM Peak NOBUILD Conditions
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Existing Geometry

Timings
1: Central Ave & Rio Grande Blvd
Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	421	661	19	2050	62	185	295	64	1023
Volume (vph)	Prot	7	4	8	8	2	1	6	67
Turn Type	Prot	7	4	8	8	2	1	6	67
Protected Phases	7	4	8	8	2	2	1	6	67
Detector Phases	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	20.0	73.0	53.0	53.0	17.0	17.0	10.0	27.0	47.0
Total Split (%)	20.0%	73.0%	53.0%	53.0%	17.0%	17.0%	10.0%	27.0%	47.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min	C-Min
Recall Mode	17.0	70.0	50.0	50.0	14.0	14.0	24.0	24.0	44.0
Act Effect Green (s)	0.17	0.70	0.50	0.50	0.14	0.14	0.24	0.24	0.44
Actuated g/C Ratio	0.92	0.35	0.07	1.05	0.91	0.82	0.83	1.00	0.92
v/c Ratio	64.3	6.4	13.8	57.2	126.8	67.3	52.6	58.8	48.6
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	64.3	6.4	13.8	57.2	126.8	67.3	52.6	58.8	48.6
Total Delay	E	A	B	E	F	E	D	E	D
LOS	E	A	B	E	F	E	D	E	D
Approach Delay	28.7	56.9	56.9	81.6	F	F	53.3	D	D
Approach LOS	C	E	E	F	F	F	D	D	D

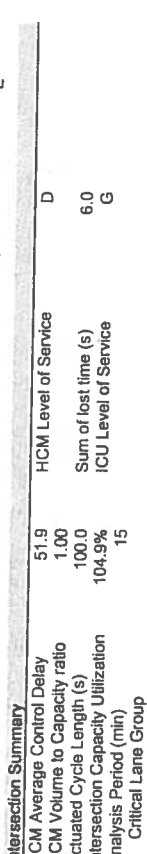
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 50.4
Intersection Capacity Utilization 104.9%
Analysis Period (min) 15



2010 PM Peak BUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
1: Central Ave & Rio Grande Blvd
Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turn Type	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Protected Phases	0.97	0.95	1.00	0.91	1.00	1.00	0.97	0.95	0.95
Detector Phases	1.00	1.00	1.00	0.98	1.00	0.99	1.00	0.97	0.95
Minimum Initial (s)	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Minimum Split (s)	3400	3498	1752	4913	1752	1830	3400	1522	1490
Total Split (%)	0.95	1.00	0.33	1.00	0.29	1.00	0.24	1.00	1.00
Yellow Time (s)	3400	3498	615	4913	527	1830	842	1522	1490
All-Red Time (s)	421	661	9	19	2050	399	62	185	10
Lead/Lag	0.79	0.79	0.79	0.94	0.94	0.92	0.92	0.93	0.93
Lead-Lag Optimize?	533	837	11	20	2181	424	67	201	11
Recall Mode	0	1	0	0	29	0	0	0	0
Act Effect Green (s)	533	847	0	20	2576	0	67	210	0
Actuated g/C Ratio	Prot	7	4	8	Perm	Perm	Perm	pm+pt	pt+ov
Control Delay	15.0	68.0	48.0	48.0	12.0	12.0	22.0	22.0	42.0
Queue Delay	17.0	70.0	50.0	50.0	14.0	14.0	24.0	24.0	44.0
Total Delay	0.17	0.70	0.50	0.50	0.14	0.14	0.24	0.24	0.44
LOS	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Approach Delay	578	2449	308	2457	74	256	381	365	656
Approach LOS	0.16	0.24	0.03	0.52	0.13	0.11	0.06	0.24	0.41
Intersection Summary	0.92	0.35	0.06	1.05	0.91	0.82	0.83	0.99	0.92
Actuated Cycle Length (s)	40.8	5.9	12.9	25.0	42.3	41.8	33.6	37.9	26.4
Intersection Capacity Utilization	20.3	0.1	0.1	32.4	80.5	24.7	14.3	45.7	18.7
Analysis Period (min)	61.2	6.0	13.0	57.4	122.9	66.5	48.0	83.6	45.1
Critical Lane Group	E	A	B	E	F	E	D	F	D
Approach Delay (s)	27.3	C	57.1	E	80.0	F	60.3	E	E
Approach LOS	C	C	E	E	F	F	E	E	E



2010 PM Peak BUILD Conditions
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Existing Geometry

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Analysis of Intersection #2

Central Ave / San Pasquale Ave

Timings
2: Central Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBT	WBL	NBT
Lane Configurations	EBT	WBL	NBT
Volume (vph)	1371	20	13
Turn Type	Perm	Perm	Perm
Protected Phases	4	8	2
Permitted Phases	4	8	2
Detector Phases	4	8	2
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0
Total Split (s)	61.0	61.0	29.0
Total Split (%)	67.8%	67.8%	32.2%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Min	Min	C-Min
Act Effect Green (s)	69.8	69.8	14.2
Act Effect g/C Ratio	0.78	0.78	0.16
v/c Ratio	0.55	0.17	0.05
Control Delay	3.4	5.1	27.1
Queue Delay	0.0	0.0	0.0
Total Delay	3.4	5.1	27.1
LOS	A	A	C
Approach Delay	3.4		27.1
Approach LOS	A		C
Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 3.9			
Intersection Capacity Utilization 49.4%			
Analysis Period (min) 15			
Intersection LOS: A			
ICU Level of Service A			
Splits and Phases: 2: Central Ave & San Pasquale Ave			
	a2	a4	a8
	29 s	61 s	61 s

2010 AM Peak BUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
2: Central Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Flt Protected	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3497	3497	3497	1752	1752	1752	3298	3298	3298	3298	3298	3298
Flt Permitted	1.00	1.00	1.00	0.15	0.15	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3497	3497	3497	268	268	268	3298	3298	3298	3298	3298	3298
Volume (vph)	0	1371	22	20	0	0	0	13	8	0	0	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.75	0.75	0.75	0.75	0.75	0.75	0.85	0.85	0.85
Adj. Flow (vph)	0	1459	23	27	0	0	0	17	11	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	1481	0	27	0	0	0	19	0	0	0	0
Turn Type				Perm								
Protected Phases		4		8				2				
Permitted Phases				8				12.2				
Actuated Green, G (s)		67.8		67.8				14.2				
Effective Green, g (s)		69.8		69.8				14.2				
Actuated g/C Ratio		0.78		0.78				0.16				
Clearance Time (s)		5.0		5.0				5.0				
Vehicle Extension (s)		3.0		3.0				3.0				
Lane Grp Cap (vph)		2712		208				520				
v/s Ratio Prot		c0.42		0.10				c0.01				
v/s Ratio Perm		0.55		0.13				0.04				
v/c Ratio		3.9		2.5				32.1				
Uniform Delay, d1		0.79		1.59				1.00				
Progression Factor		0.1		0.3				0.1				
Incremental Delay, d2		3.2		4.3				32.2				
Delay (s)		A		A				C				
Level of Service		A		A				C				
Approach Delay (s)		3.2		4.3				32.2				
Approach LOS		A		A				C				
Intersection Summary												
HCM Average Control Delay		3.8		4.6				A				
HCM Volume to Capacity ratio		0.46		0.46				A				
Actuated Cycle Length (s)		90.0		90.0				6.0				
Intersection Capacity Utilization		49.4%		49.4%				A				
Analysis Period (min)		15		15				A				
c Critical Lane Group												

2010 AM Peak BUILD Conditions
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Existing Geometry

Timings
2: Central Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBT	WBL	WBT	NBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑
Volume (vph)	1371	20	0	8
Turn Type	Perm	Perm	custom	custom
Protected Phases	4	8	8	2
Permitted Phases	4	8	8	2
Detector Phases	4	8	8	2
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0
Total Split (s)	61.0	61.0	61.0	29.0
Total Split (%)	67.8%	67.8%	67.8%	32.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Min	Min	Min	C-Min
Act Effect Green (s)	46.2	46.2	37.8	
Actuated g/C Ratio	0.51	0.51	0.42	
v/c Ratio	0.82	0.14	0.02	
Control Delay	22.4	10.8	0.0	
Queue Delay	0.0	0.0	0.0	
Total Delay	22.4	10.8	0.0	
LOS	C	B	A	
Approach Delay	22.4	10.8		
Approach LOS	C	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:NBR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Central Ave & San Pasquale Ave	
EBT	WBL
29 s	61 s
61 s	61 s

2010 AM Peak BUILD Conditions
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2010 AM Peak BUILD Conditions
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HCM Signalized Intersection Capacity Analysis
2: Central Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3497	3497	3497	3497	3497	3497	3497	3497	3497	3497	3497	3497
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3497	3497	3497	3497	3497	3497	3497	3497	3497	3497	3497	3497
Volume (vph)	0	1371	22	20	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.85	0.85
Adj. Flow (vph)	0	1459	23	27	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1481	0	0	27	0	0	0	0	0	0	0
Turn Type		Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	8	8	8	8	8	8	8	8	8	8	8
Permitted Phases	4	8	8	8	8	8	8	8	8	8	8	8
Actuated Green, G (s)	44.2	44.2	44.2	44.2	44.2	44.2	44.2	44.2	44.2	44.2	44.2	44.2
Effective Green, g (s)	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1795	1795	1795	1795	1795	1795	1795	1795	1795	1795	1795	1795
v/s Ratio Prot	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42	c0.42
v/s Ratio Perm	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Uniform Delay, d1	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Delay (s)	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7
Level of Service	C	C	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7	21.7
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C

Intersection Summary	
HCM Average Control Delay	21.5
HCM Volume to Capacity ratio	0.46
Actuated Cycle Length (s)	90.0
Intersection Capacity Utilization	49.4%
Analysis Period (min)	15
c Critical Lane Group	

2010 AM Peak BUILD Conditions
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2010 AM Peak BUILD Conditions
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Timings
2: Central Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBT	WBL	NBT
Lane Configurations	↑↑	↑↑	↑↑
Volume (vph)	609	55	0
Turn Type	Perm	Perm	2
Protected Phases	4	8	2
Permitted Phases	4	8	2
Detector Phases	4	8	2
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0
Total Split (s)	56.0	56.0	44.0
Total Split (%)	56.0%	56.0%	44.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Min	Min	C-Min
Act Effct Green (s)	25.2	25.2	68.8
Actuated g/C Ratio	0.25	0.25	0.69
v/c Ratio	0.79	0.46	0.01
Control Delay	40.8	39.9	0.0
Queue Delay	0.0	0.0	0.0
Total Delay	40.8	39.9	0.0
LOS	D	D	A
Approach Delay	40.8	0.0	0.0
Approach LOS	D	A	A
Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 32 (32%), Referenced to phase 2:NBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 39.3			
Intersection Capacity Utilization 36.8%			
Analysis Period (min) 15			
Splits and Phases: 2: Central Ave & San Pasquale Ave			
	a2	a4	a6
	44 s	55 s	56 s

2010 PM Peak BUILD Conditions
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2010 PM Peak BUILD Conditions
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HCM Signalized Intersection Capacity Analysis
2: Central Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3463	3463	3463	3463	3463	3463	3463	3463	3463	3463	3463	3463
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3463	3463	3463	3463	3463	3463	3463	3463	3463	3463	3463	3463
Volume (vph)	0	609	52	55	0	0	0	0	21	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.80	0.80	0.80	0.80	0.75	0.75	0.75	0.85	0.85	0.85
Adj. Flow (vph)	0	641	55	69	0	0	0	0	28	0	0	0
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	9	0	0	0
Lane Group Flow (vph)	0	686	0	69	0	0	0	19	0	0	0	0
Turn Type		Perm		Perm								
Protected Phases	4			8			2					
Permitted Phases												
Actuated Green, G (s)	23.2			23.2			66.8					
Effective Green, g (s)	25.2			25.2			68.8					
Actuated g/C Ratio	0.25			0.25			0.69					
Clearance Time (s)	5.0			5.0			5.0					
Vehicle Extension (s)	3.0			3.0			3.0					
Lane Grp Cap (vph)	873			74			2050					
v/s Ratio Prot	0.20			c0.24			c0.01					
v/s Ratio Perm				0.79			0.93					
Uniform Delay, d1	34.9			36.6			4.9					
Progression Factor	1.00			0.97			1.00					
Incremental Delay, d2	4.7			79.4			0.0					
Delay (s)	39.6			115.0			4.9					
Level of Service	D			F			A					
Approach Delay (s)	39.6			115.0			4.9					
Approach LOS	D			F			A					
Intersection Summary												
HCM Average Control Delay	44.9						HCM Level of Service					D
HCM Volume to Capacity ratio	0.26						Sum of lost time (s)					6.0
Actuated Cycle Length (s)	100.0						ICU Level of Service					A
Intersection Capacity Utilization	36.8%											
Analysis Period (min)	15											
c Critical Lane Group												

A-98a

Timings
20: Lomas Eastbound & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Lane Group	EBT	WBT	NBL	NBR	
Lane Configurations	↔↔	↔↔	↔	↔	
Volume (vph)	298	798	13	12	
Turn Type		custom	custom	custom	
Protected Phases	4	8	2	2	
Permitted Phases	4	8	2	2	
Detector Phases	5.0	5.0	5.0	5.0	
Minimum Initial (s)	21.0	21.0	21.0	21.0	
Minimum Split (s)	60.0	60.0	40.0	40.0	
Total Split (%)	60.0%	60.0%	40.0%	40.0%	
Total Split (s)	4.0	4.0	4.0	4.0	
Yellow Time (s)	1.0	1.0	1.0	1.0	
All-Red Time (s)					
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	
Act Effect Green (s)	57.0	57.0	37.0	37.0	
Actuated g/C Ratio	0.57	0.57	0.37	0.37	
v/c Ratio	0.18	0.47	0.02	0.02	
Control Delay	10.6	13.6	14.9	5.1	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	10.6	13.6	14.9	5.1	
LOS	B	B	B	A	
Approach Delay	10.6	13.6			
Approach LOS	B	B			
Intersection Summary					
Cycle Length: 100					
Actuated Cycle Length: 100					
Offset: 64 (64%), Referenced to phase 2:NBL and 6: Start of Green					
Natural Cycle: 45					
Control Type: Prelimed					
Maximum v/c Ratio: 0.47					
Intersection Signal Delay: 12.7					
Intersection Capacity Utilization 32.1%					
Analysis Period (min) 15					
Splits and Phases: 20: Lomas Eastbound & San Pasquale Ave					
	40 s	60 s	60 s	60 s	

2010 PM Peak NOBUILD Conditions
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Existing Geometry

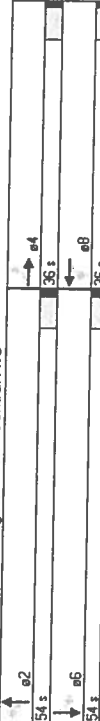
HCM Signalized Intersection Capacity Analysis
20: Lomas Eastbound & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3505	3505	3505	3505	3505	3505	3505	3505	3505	3505	3505	3505
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3505	3505	3505	3505	3505	3505	3505	3505	3505	3505	3505	3505
Volume (vph)	0	298	0	0	798	0	13	0	12	0	0	0
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	351	0	0	939	0	15	0	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	351	0	0	939	0	15	0	5	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8				2			
Permitted Phases		55.0			55.0				35.0			
Actuated Green, G (s)		57.0			57.0				37.0			
Effective Green, g (s)		0.57			0.57				0.37			
Actuated g/C Ratio		5.0			5.0				5.0			
Clearance Time (s)		1998			1998				580			
Lane Grp Cap (vph)		0.10			0.27				0.00			
v/s Ratio Prot		0.18			0.47				0.01			
v/c Ratio		10.3			12.6				0.02			
Uniform Delay, d1		1.00			1.00				20.0			
Progression Factor		0.2			0.8				0.73			
Incremental Delay, d2		10.5			13.4				14.7			
Delay (s)		B			B				B			
Level of Service		B			B				B			
Approach Delay (s)		10.5			13.4				12.6			
Approach LOS		B			B				B			
Intersection Summary												
HCM Average Control Delay		12.6			12.6				HCM Level of Service			
HCM Volume to Capacity ratio		0.29			0.29				B			
Actuated Cycle Length (s)		100.0			100.0				6.0			
Intersection Capacity Utilization		32.1%			32.1%				A			
Analysis Period (min)		15			15				A			
c Critical Lane Group												

2010 PM Peak NOBUILD Conditions
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Existing Geometry

Timings
3: Laguna Ave & Central Ave
Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔	↔	↔	↔	↔	↔	↔
Volume (vph)	9	7	4	5	13	355	20	920
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	36.0	36.0	36.0	36.0	54.0	54.0	54.0	54.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	8.8	8.8	75.2	75.2	75.2	75.2	75.2	75.2
Actuated g/C Ratio	0.10	0.10	0.84	0.84	0.84	0.84	0.84	0.84
v/c Ratio	0.26	0.26	0.09	0.06	0.15	0.03	0.38	0.38
Control Delay	23.7	23.7	30.4	2.0	1.6	0.4	0.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	23.7	30.4	2.0	1.6	0.4	0.7	0.7
LOS	C	C	C	A	A	A	A	A
Approach Delay	23.7	23.7	30.4	1.6	1.6	0.7	0.7	0.7
Approach LOS	C	C	C	A	A	A	A	A
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 82 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green								
Natural Cycle: 45								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.38								
Intersection Signal Delay: 1.9								
Intersection Capacity Utilization 36.7%								
Analysis Period (min) 15								
Intersection LOS: A								
ICU Level of Service A								
Spills and Phases: 3: Laguna Ave & Central Ave								
								

2010 AM Peak NOBUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
3: Laguna Ave & Central Ave
Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBT
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Flt Protected	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Satd. Flow (prot)	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678
Flt Permitted	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Satd. Flow (perm)	1584	1584	1584	1584	1584	1584	1584	1584	1584	1584	1584	1584
Volume (vph)	9	7	23	4	5	4	13	355	3	20	920	13
Peak-hour factor, PHF	0.80	0.80	0.80	0.81	0.81	0.81	0.79	0.79	0.79	0.84	0.84	0.84
Adj. Flow (vph)	11	9	28	5	6	5	16	449	4	24	1095	15
RTOR Reduction (vph)	0	26	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	23	0	0	11	0	16	453	0	24	1110	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	8	8	2	2	2	6	6	6
Permitted Phases	4	4	8	8	8	8	2	2	2	6	6	6
Actuated Green, G (s)	6.8	6.8	6.8	6.8	6.8	6.8	73.2	73.2	73.2	73.2	73.2	73.2
Effective Green, g (s)	8.8	8.8	8.8	8.8	8.8	8.8	75.2	75.2	75.2	75.2	75.2	75.2
Actual g/C Ratio	0.10	0.10	0.10	0.10	0.10	0.10	0.84	0.84	0.84	0.84	0.84	0.84
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	155	155	155	157	157	157	374	2924	374	2924	756	2923
v/s Ratio Prot	c0.01	c0.01	c0.01	0.01	0.01	0.01	0.04	0.13	0.04	0.03	c0.32	c0.32
v/s Ratio Perm	0.15	0.15	0.15	0.07	0.07	0.07	0.04	0.15	0.03	0.03	0.38	0.38
Uniform Delay, d1	37.2	37.2	37.2	36.9	36.9	36.9	1.3	1.4	1.3	1.3	1.8	1.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.21
Incremental Delay, d2	0.4	0.4	0.4	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.3	0.3
Delay (s)	37.6	37.6	37.6	37.1	37.1	37.1	1.5	1.5	1.5	1.5	0.4	0.7
Level of Service	D	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)	37.6	37.6	37.6	37.1	37.1	37.1	1.5	1.5	1.5	1.5	0.7	0.7
Approach LOS	D	D	D	D	D	D	A	A	A	A	A	A
Intersection Summary												
HCM Average Control Delay	2.4											
HCM Volume to Capacity ratio	0.36											
Actual Cycle Length (s)	90.0											
Intersection Capacity Utilization	36.7%											
Analysis Period (min)	15											
c Critical Lane Group												

2010 AM Peak NOBUILD Conditions
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Existing Geometry

Timings
3: Laguna Ave & Central Ave
Terry O. Brown, P.E.
10/31/2007

	→	↖	←	↗	↑	↘	↓	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	34	21	4	19	13	355	20	920
Volume (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	4	4	8	8	2	2	6	6
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Detector Phases	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	35.0	35.0	35.0	35.0	55.0	55.0	55.0	55.0
Total Split (s)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Total Split (%)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)								
Lead/Lag								
Lead-Lag Offset (s)								
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	11.1	11.1	72.9	72.9	72.9	72.9	72.9	72.9
Actuated g/c Ratio	0.12	0.12	0.81	0.81	0.81	0.81	0.81	0.81
v/c Ratio	0.45	0.45	0.06	0.06	0.16	0.03	0.41	0.41
Control Delay	32.8	32.8	31.3	2.9	2.2	1.1	1.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	32.8	31.3	2.9	2.2	1.1	1.5	1.5
LOS	C	C	A	A	A	A	A	A
Approach Delay	32.8	32.8	31.3	2.3	1.5	1.5	1.5	1.5
Approach LOS	C	C	C	C	A	A	A	A
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 80 (89%), Referenced to phase 2:NBT and 6:SBTL, Start of Green								
Natural Cycle: 45								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.45								
Intersection Signal Delay: 4.0								
Intersection Capacity Utilization 43.8%								
Analysis Period (min) 15								
Spills and Phases: 3: Laguna Ave & Central Ave								
	e2	e4	e6	e8	e10	e12	e14	e16
	35 s	35 s	35 s	35 s	35 s	35 s	35 s	35 s

2010 AM Peak BUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
3: Laguna Ave & Central Ave
Terry O. Brown, P.E.
10/31/2007

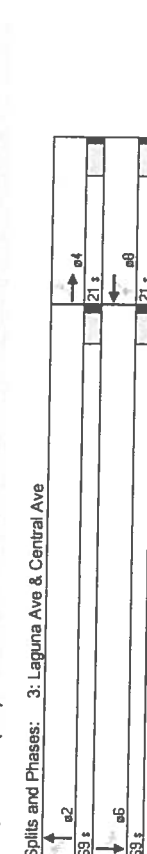
Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Flt Protected	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Satd. Flow (prot)	1731	1731	1731	1731	1731	1731	1731	1731
Fit Permitted	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Satd. Flow (perm)	1515	1515	1515	1515	1515	1515	1515	1515
Volume (vph)	34	21	24	19	13	355	20	920
Peak-hour factor, PHF	0.80	0.80	0.80	0.81	0.81	0.79	0.79	0.84
Adj. Flow (vph)	42	26	30	23	16	449	24	1085
RTOR Reduction (vph)	0	24	0	4	0	0	0	0
Lane Group Flow (vph)	0	74	0	29	0	453	0	24
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Actuated Green, G (s)	9.1	9.1	9.1	9.1	70.9	70.9	70.9	70.9
Effective Green, g (s)	11.1	11.1	11.1	11.1	72.9	72.9	72.9	72.9
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.81	0.81	0.81	0.81
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	187	216	216	216	340	2835	733	2819
v/s Ratio Prot	0.05	0.05	0.05	0.05	0.04	0.13	0.03	0.33
v/s Ratio Perm	0.40	0.40	0.40	0.40	0.05	0.16	0.03	0.41
Uniform Delay, d1	36.4	36.4	36.4	36.4	1.7	1.9	1.7	2.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.41
Incremental Delay, d2	1.4	1.4	1.4	1.4	0.3	0.1	0.1	0.4
Delay (s)	37.8	37.8	37.8	37.8	2.0	2.0	0.8	1.4
Level of Service	D	D	D	D	A	A	A	A
Approach Delay (s)	37.8	37.8	35.4	35.4	2.0	2.0	1.4	1.4
Approach LOS	D	D	D	D	A	A	A	A
Intersection Summary								
HCM Average Control Delay	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
HCM Volume to Capacity ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Actuated Cycle Length (s)	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0
Intersection Capacity Utilization	43.8%	43.8%	43.8%	43.8%	43.8%	43.8%	43.8%	43.8%
Analysis Period (min)	15	15	15	15	15	15	15	15
c Critical Lane Group								

2010 AM Peak BUILD Conditions
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Existing Geometry

Timings
3: Laguna Ave & Central Ave Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	14	8	1	10	8	682	15	436
Volume (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	4	4	8	8	2	2	6	6
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min
Act Eff Green (s)	9.3	9.3	74.7	74.7	74.7	74.7	74.7	74.7
Actuated G/C Ratio	0.10	0.10	0.83	0.83	0.83	0.83	0.83	0.83
Control Delay	0.24	0.24	0.27	0.27	0.31	0.31	0.31	0.31
Queue Delay	31.7	31.7	19.4	19.4	1.8	1.8	0.9	0.9
Total Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS	C	C	B	B	A	A	A	A
Approach Delay	31.7	31.7	19.4	19.4	2.1	2.1	1.0	1.0
Approach LOS	C	C	B	B	A	A	A	A

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 3.1
Intersection Capacity Utilization 34.2%
Analysis Period (min) 15
Intersection LOS: A
ICU Level of Service A



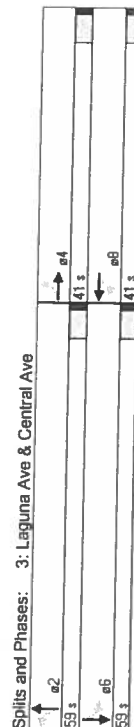
HCM Signalized Intersection Capacity Analysis
3: Laguna Ave & Central Ave Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit Protected	0.96	0.96	0.90	0.90	1.00	1.00	1.00	1.00
Fit Permitted	1734	1734	1658	1658	1752	1752	1752	1752
Satd. Flow (perm)	1598	1598	1651	1651	1752	1752	1752	1752
Volume (vph)	14	8	9	1	10	8	682	7
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	19	11	12	1	13	10	886	9
RTOR Reduction (vph)	0	11	0	0	37	0	0	0
Lane Group Flow (vph)	0	31	0	0	18	0	10	894
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Actuated Green, G (s)	7.3	7.3	7.3	7.3	72.7	72.7	72.7	72.7
Effective Green, g (s)	9.3	9.3	9.3	9.3	74.7	74.7	74.7	74.7
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.83	0.83	0.83	0.83
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	165	165	171	171	665	2905	471	2895
v/s Ratio Prot	c0.02	c0.02	0.01	0.01	0.01	0.01	0.03	0.16
v/c Ratio	0.19	0.19	0.11	0.11	0.02	0.31	0.04	0.20
Uniform Delay, d1	36.9	36.9	36.6	36.6	1.3	1.7	1.3	1.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.49
Incremental Delay, d2	0.6	0.6	0.3	0.3	0.0	0.3	0.2	0.1
Delay (s)	37.5	37.5	36.9	36.9	1.4	2.0	0.8	0.9
Level of Service	D	D	D	D	A	A	A	A
Approach Delay (s)	37.5	37.5	36.9	36.9	2.0	2.0	A	A
Approach LOS	D	D	D	D	A	A	A	A

Intersection Summary
HCM Average Control Delay 3.7 HCM Level of Service A
HCM Volume to Capacity ratio 0.29
Actuated Cycle Length (s) 90.0 Sum of lost time (s) 6.0
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15
c Critical Lane Group

Timings
3: Laguna Ave & Central Ave
Terry O. Brown, P.E.
10/31/2007

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	15	9	1	11	9	743	16	475
Volume (vph)	Perm	4	8	8	2	2	6	6
Turn Type	Protected Phases	4	4	8	8	2	2	6
Protected Phases	5.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Detector Phases	41.0	41.0	41.0	41.0	59.0	59.0	59.0	59.0
Minimum Initial (s)	41.0%	41.0%	41.0%	59.0%	59.0%	59.0%	59.0%	59.0%
Minimum Split (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Split (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Split (%)								
Yellow Time (s)								
All-Red Time (s)								
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	9.3	84.7	84.7	84.7	84.7	84.7	84.7	84.7
Actuated g/C Ratio	0.09	0.85	0.85	0.85	0.85	0.85	0.85	0.85
v/c Ratio	0.28	0.31	0.02	0.33	0.06	0.21		
Control Delay	36.4	22.0	1.6	2.0	1.0	0.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.4	22.0	1.6	2.0	1.0	0.8		
LOS	D	C	A	A	A	A		
Approach Delay	36.4	22.0	2.0	2.0	2.0	0.8		
Approach LOS	D	C	A	A	A	A		
Intersection Summary								
Cycle Length: 100								
Actuated Cycle Length: 100								
Offset: 89 (89%), Referenced to phase 2:NBT and 6:SBTL, Start of Green								
Natural Cycle: 45								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.33								
Intersection Signal Delay: 3.2								
Intersection Capacity Utilization 36.0%								
Analysis Period (min) 15								



2010 PM Peak NOBUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
3: Laguna Ave & Central Ave
Terry O. Brown, P.E.
10/31/2007

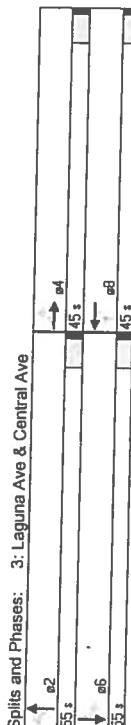
Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost time (s)	1.00	0.96	0.90	0.90	1.00	0.95	1.00	0.95
Lane Util. Factor	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.95
Flt Protected	1734	1660	1660	1660	1752	3499	1752	3489
Satd. Flow (prot)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Fit Permitted	1527	1527	1527	1527	1527	1527	1527	1527
Satd. Flow (perm)	15	9	10	11	34	9	743	8
Volume (vph)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Peak-hour factor, PHF	20	12	13	1	15	45	12	965
Adj. Flow (vph)	0	12	0	0	41	0	0	0
RTOR Reduction (vph)	0	33	0	0	20	0	12	975
Lane Group Flow (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	Protected Phases	4	4	8	8	2	2	6
Protected Phases	4	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Actuated Green, G (s)	9.3	84.7	84.7	84.7	84.7	84.7	84.7	84.7
Effective Green, g (s)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Actuated g/C Ratio	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Clearance Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	142	154	154	154	154	154	154	154
Lane Grp Cap (vph)	c0.02	0.23	0.23	0.23	0.23	0.23	0.23	0.23
v/s Ratio Prot	42.0	41.6	41.6	41.6	41.6	41.6	41.6	41.6
v/s Ratio Perm	1.00	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Uniform Delay, d1	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
Progression Factor	D	D	D	D	D	D	D	D
Incremental Delay, d2	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
Delay (s)	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
Level of Service	D	D	D	D	D	D	D	D
Approach Delay (s)	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
Approach LOS	D	D	D	D	D	D	D	D
Intersection Summary								
HCM Average Control Delay	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
HCM Volume to Capacity ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Actuated Cycle Length (s)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Intersection Capacity Utilization	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%
Analysis Period (min)	15	15	15	15	15	15	15	15
c Critical Lane Group								

2010 PM Peak NOBUILD Conditions
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Existing Geometry

Timings
3: Laguna Ave & Central Ave

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	100	41	1	43	9	743	16	475
Volume (vph)	Perm		Perm		Perm		Perm	
Turn Type	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	19.9	74.1	74.1	74.1	74.1	74.1	74.1	74.1
Actuated g/C Ratio	0.20	0.74	0.74	0.74	0.74	0.74	0.74	0.74
v/c Ratio	0.72	0.27	0.03	0.38	0.08	0.29	0.08	0.29
Control Delay	49.8	20.3	5.2	5.7	3.2	2.5	3.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	20.3	5.2	5.7	3.2	2.5	3.2	2.5
LOS	D	C	A	A	A	A	A	A
Approach Delay	49.8	20.3	C	C	5.7	2.5	2.5	2.5
Approach LOS	D	C	C	C	A	A	A	A
Intersection Summary								
Cycle Length: 100								
Actuated Cycle Length: 100								
Offset: 70 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of Green								
Natural Cycle: 45								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.72								
Intersection Signal Delay: 9.7								
Intersection Capacity Utilization 42.6%								
Analysis Period (min) 15								



2010 PM Peak BUILD Conditions
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
3: Laguna Ave & Central Ave

Terry O. Brown, P.E.
10/31/2007

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.99	0.99	0.94	0.94	1.00	1.00	1.00	0.95
Flt Protected	0.97	0.97	1.00	1.00	1.00	1.00	1.00	0.97
Satd. Flow (prot)	1767	1767	1735	1735	1752	1752	1752	1752
Flt Permitted	0.66	0.66	1.00	1.00	0.35	0.35	0.26	1.00
Satd. Flow (perm)	1205	1205	1732	1732	645	645	488	3411
Volume (vph)	100	41	13	43	9	743	16	475
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	133	55	17	57	12	965	21	609
RTOR Reduction (vph)	0	5	0	36	0	0	0	10
Lane Group Flow (vph)	0	200	0	67	0	975	0	731
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Actuated Green, G (s)	17.9	17.9	17.9	17.9	72.1	72.1	72.1	72.1
Effective Green, g (s)	19.9	19.9	19.9	19.9	74.1	74.1	74.1	74.1
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.74	0.74	0.74	0.74
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	240	345	478	2593	362	2528	0.21	0.21
vis Ratio Prot	0.17	0.04	0.03	0.03	0.06	0.06	0.06	0.06
vis Ratio Perm	0.83	0.19	0.34	0.34	0.38	0.38	0.38	0.38
Uniform Delay, d1	38.5	33.4	3.4	3.4	4.6	4.6	4.6	4.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.4	0.3	0.1	0.1	0.4	0.4	0.4	0.4
Delay (s)	59.8	33.6	3.5	3.5	5.1	5.1	5.1	5.1
Level of Service	E	C	C	C	A	A	A	A
Approach Delay (s)	59.8	33.6	3.5	3.5	5.1	5.1	5.1	5.1
Approach LOS	E	C	C	C	A	A	A	A
Intersection Summary								
HCM Average Control Delay	10.9	HCM Level of Service						
HCM Volume to Capacity ratio	0.47	B						
Actuated Cycle Length (s)	100.0	Sum of lost time (s)						
Intersection Capacity Utilization	42.6%	ICU Level of Service						
Analysis Period (min)	15	A						
c Critical Lane Group								

2010 PM Peak BUILD Conditions

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Existing Geometry

Analysis of Intersection #4

Laguna Blvd / San Pasquale Ave

HCM Unsignalized Intersection Capacity Analysis 4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.

10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	9	3	3	5	1	2	30	3	2	61	28
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.76	0.76	0.76
Hourly flow rate (vph)	20	12	4	4	7	1	3	40	4	3	80	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	8			16			142	70	8	85	71	4
vC1, stage 1 conf vol							54	54		15	15	
vC2, stage 2 conf vol							88	16		70	56	
vCu, unblocked vol	8			16			142	70	8	85	71	4
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 %	99			100			100	95	100	100	89	97
cM capacity (veh/h)	1603			1593			693	753	1068	787	752	1075
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	26	10	7	5	23	24	43	77				
Volume Left	20	0	4	0	3	0	3	0				
Volume Right	0	4	0	1	0	4	0	37				
cSH	1603	1700	1593	1700	745	792	754	878				
Volume to Capacity	0.01	0.01	0.00	0.00	0.03	0.03	0.06	0.09				
Queue Length 95th (ft)	1	0	0	0	2	2	5	7				
Control Delay (s)	5.6	0.0	4.0	0.0	10.0	9.7	10.1	9.5				
Lane LOS	A		A		A	A	B	A				
Approach Delay (s)	4.1		2.4		9.8		9.7					
Approach LOS					A		A					
Intersection Summary												
Average Delay	8.4											
Intersection Capacity Utilization	18.2%											
ICU Level of Service	A											
Analysis Period (min)	15											

2007 AM Peak Existing Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	10	3	3	5	1	2	33	3	2	66	31
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.76	0.76	0.76
Hourly flow rate (vph)	21	13	4	4	7	1	3	44	4	3	87	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raise	
Median storage (veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	8			17			154	74	9	91	75	4
vC1, stage 1 conf vol							58	58		15	15	
vC2, stage 2 conf vol							96	16		75	60	
vCu, unblocked vol	8			17			154	74	9	91	75	4
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 %	99			100			100	94	100	100	88	96
cM capacity (veh/h)	1603			1591			676	749	1067	777	748	1075
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	28	11	7	5	25	26	46	84				
Volume Left	21	0	4	0	3	0	3	0				
Volume Right	0	4	0	1	0	4	0	41				
cSH	1603	1700	1591	1700	741	785	750	877				
Volume to Capacity	0.01	0.01	0.00	0.00	0.03	0.03	0.06	0.10				
Queue Length 95th (ft)	1	0	0	0	3	3	5	8				
Control Delay (s)	5.6	0.0	4.0	0.0	10.0	9.7	10.1	9.5				
Lane LOS	A		A		B	A	B	A				
Approach Delay (s)	4.0		2.4		9.9		9.7					
Approach LOS					A		A					
Intersection Summary												
Average Delay			8.4									
Intersection Capacity Utilization			18.5%		ICU Level of Service					A		
Analysis Period (min)			15									

2010 AM Peak NOBUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	17	10	3	3	6	1	2	33	3	2	66	31
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.76	0.76	0.76
Hourly flow rate (vph)	23	13	4	4	8	1	3	44	4	3	87	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	9			17			157	78	9	95	79	5
vC1, stage 1 conf vol							61	61		17	17	
vC2, stage 2 conf vol							96	17		78	63	
vCu, unblocked vol	9			17			157	78	9	95	79	5
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 %	99			100			100	94	100	100	88	96
cM capacity (veh/h)	1602			1591			673	746	1067	773	745	1074
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	29	11	8	5	25	26	46	84				
Volume Left	23	0	4	0	3	0	3	0				
Volume Right	0	4	0	1	0	4	0	41				
cSH	1602	1700	1591	1700	737	782	746	875				
Volume to Capacity	0.01	0.01	0.00	0.00	0.03	0.03	0.06	0.10				
Queue Length 95th (ft)	1	0	0	0	3	3	5	8				
Control Delay (s)	5.6	0.0	3.6	0.0	10.1	9.8	10.1	9.6				
Lane LOS	A		A		B	A	B	A				
Approach Delay (s)	4.1		2.2		9.9		9.8					
Approach LOS					A		A					
Intersection Summary												
Average Delay			8.4									
Intersection Capacity Utilization			18.6%		ICU Level of Service				A			
Analysis Period (min)			15									

2010 AM Peak BUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	17	10	3	3	6	2	2	33	3	2	66	31
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.76	0.76	0.76
Hourly flow rate (vph)	23	13	4	4	8	3	3	44	4	3	87	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	11			17			157	79	9	95	80	5
vC1, stage 1 conf vol							61	61		17	17	
vC2, stage 2 conf vol							96	19		78	63	
vCu, unblocked vol	11			17			157	79	9	95	80	5
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 %	99			100			100	94	100	100	88	96
cM capacity (veh/h)	1600			1591			673	745	1067	773	745	1073
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	29	11	8	7	25	26	46	84				
Volume Left	23	0	4	0	3	0	3	0				
Volume Right	0	4	0	3	0	4	0	41				
cSH	1600	1700	1591	1700	737	781	746	874				
Volume to Capacity	0.01	0.01	0.00	0.00	0.03	0.03	0.06	0.10				
Queue Length 95th (ft)	1	0	0	0	3	3	5	8				
Control Delay (s)	5.7	0.0	3.6	0.0	10.1	9.8	10.1	9.6				
Lane LOS	A		A		B	A	B	A				
Approach Delay (s)	4.1		2.0		9.9		9.8					
Approach LOS					A		A					
Intersection Summary												
Average Delay			8.4									
Intersection Capacity Utilization			18.6%	ICU Level of Service				A				
Analysis Period (min)			15									

2010 AM Peak BUILD Conditions

Proposed Geometry @ Lomas / San Pasquale
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HCM Unsignalized Intersection Capacity Analysis 4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	54	3	1	8	16	3	6	57	1	1	30	23
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.93	0.93	0.93	0.79	0.79	0.79
Hourly flow rate (vph)	72	4	1	11	21	4	6	61	1	1	38	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	25			5			229	195	3	222	194	13
vC1, stage 1 conf vol							149	149		45	45	
vC2, stage 2 conf vol							80	47		178	149	
vCu, unblocked vol	25			5			229	195	3	222	194	13
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 %	95			99			99	90	100	100	94	97
cM capacity (veh/h)	1580			1607			645	644	1077	623	647	1061
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	74	3	21	15	37	32	20	48				
Volume Left	72	0	11	0	6	0	1	0				
Volume Right	0	1	0	4	0	1	0	29				
cSH	1580	1700	1607	1700	644	653	645	847				
Volume to Capacity	0.05	0.00	0.01	0.01	0.06	0.05	0.03	0.06				
Queue Length 95th (ft)	4	0	1	0	5	4	2	5				
Control Delay (s)	7.2	0.0	3.7	0.0	10.9	10.8	10.8	9.5				
Lane LOS	A		A		B	B	B	A				
Approach Delay (s)	6.9		2.2		10.9		9.9					
Approach LOS					B		A					
Intersection Summary												
Average Delay			8.1									
Intersection Capacity Utilization			22.6%	ICU Level of Service					A			
Analysis Period (min)			15									

2007 PM Peak Existing Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis

4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	59	3	1	9	17	3	7	62	1	1	33	25
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.93	0.93	0.93	0.79	0.79	0.79
Hourly flow rate (vph)	79	4	1	12	23	4	8	67	1	1	42	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)								Raised			Raised	
Upstream signal (ft)								1			1	
pX, platoon unblocked												
vC, conflicting volume	27			5			250	213	3	242	211	13
vC1, stage 1 conf vol							162	162		49	49	
vC2, stage 2 conf vol							88	51		194	163	
vCu, unblocked vol	27			5			250	213	3	242	211	13
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 %	95			99			99	89	100	100	93	97
cM capacity (veh/h)	1578			1607			623	631	1077	599	633	1060
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	81	3	23	15	41	34	22	53				
Volume Left	79	0	12	0	8	0	1	0				
Volume Right	0	1	0	4	0	1	0	32				
cSH	1578	1700	1607	1700	629	639	631	836				
Volume to Capacity	0.05	0.00	0.01	0.01	0.06	0.05	0.04	0.06				
Queue Length 95th (ft)	4	0	1	0	5	4	3	5				
Control Delay (s)	7.2	0.0	3.8	0.0	11.1	11.0	10.9	9.6				
Lane LOS	A		A		B	B	B	A				
Approach Delay (s)	6.9		2.3		11.0		10.0					
Approach LOS					B		A					
Intersection Summary												
Average Delay	8.2											
Intersection Capacity Utilization	23.7%											
Analysis Period (min)	15											
ICU Level of Service						A						

2010 PM Peak NOBUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	62	3	1	9	20	3	7	62	1	1	33	25
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.93	0.93	0.93	0.79	0.79	0.79
Hourly flow rate (vph)	83	4	1	12	27	4	8	67	1	1	42	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh								Raised			Raised	
Upstream signal (ft)								1			1	
pX, platoon unblocked												
vC, conflicting volume	31			5			260	225	3	254	223	15
vC1, stage 1 conf vol							170	170		53	53	
vC2, stage 2 conf vol							90	55		202	171	
vCu, unblocked vol	31			5			260	225	3	254	223	15
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 %	95			99			99	89	100	100	93	97
cM capacity (veh/h)	1573			1607			614	622	1077	590	625	1057
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	85	3	25	17	41	34	22	53				
Volume Left	83	0	12	0	8	0	1	0				
Volume Right	0	1	0	4	0	1	0	32				
cSH	1573	1700	1607	1700	620	630	623	829				
Volume to Capacity	0.05	0.00	0.01	0.01	0.07	0.05	0.04	0.06				
Queue Length 95th (ft)	4	0	1	0	5	4	3	5				
Control Delay (s)	7.2	0.0	3.5	0.0	11.2	11.0	11.0	9.6				
Lane LOS	A		A		B	B	B	A				
Approach Delay (s)	7.0		2.1		11.1		10.0					
Approach LOS					B		B					
Intersection Summary												
Average Delay			8.2									
Intersection Capacity Utilization			23.8%	ICU Level of Service		A						
Analysis Period (min)			15									

2010 PM Peak BUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 4: Laguna Ave & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	62	3	1	9	20	6	7	62	1	1	33	25
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.93	0.93	0.93	0.79	0.79	0.79
Hourly flow rate (vph)	83	4	1	12	27	8	8	67	1	1	42	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	35			5			260	229	3	256	225	17
vC1, stage 1 conf vol							170	170		55	55	
vC2, stage 2 conf vol							90	59		202	171	
vCu, unblocked vol	35			5			260	229	3	256	225	17
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 %	95			99			99	89	100	100	93	97
cM capacity (veh/h)	1568			1607			614	620	1077	589	624	1054
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	85	3	25	21	41	34	22	53				
Volume Left	83	0	12	0	8	0	1	0				
Volume Right	0	1	0	8	0	1	0	32				
cSH	1568	1700	1607	1700	619	628	622	827				
Volume to Capacity	0.05	0.00	0.01	0.01	0.07	0.05	0.04	0.06				
Queue Length 95th (ft)	4	0	1	0	5	4	3	5				
Control Delay (s)	7.3	0.0	3.5	0.0	11.2	11.1	11.0	9.6				
Lane LOS	A		A		B	B	B	A				
Approach Delay (s)	7.0		1.9		11.2		10.0					
Approach LOS					B		B					
Intersection Summary												
Average Delay			8.1									
Intersection Capacity Utilization			23.8%	ICU Level of Service				A				
Analysis Period (min)			15									

2010 PM Peak BUILD Conditions

Proposed Geometry @ Lomas / San Pasquale
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Analysis of Intersection #5

ALT ent. (Driveway 'A') / San Pasquale Ave

HCM Unsignalized Intersection Capacity Analysis
5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	37	1	0	34
Peak Hour Factor	0.85	0.85	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	0	1	44	1	0	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	85	23			45	
vC1, stage 1 conf vol	45					
vC2, stage 2 conf vol	40					
vCu, unblocked vol	85	23			45	
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 %	100	100			100	
cM capacity (veh/h)	856	1046			1554	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	29	16	40		
Volume Left	0	0	0	0		
Volume Right	1	0	1	0		
cSH	1046	1700	1700	1700		
Volume to Capacity	0.00	0.02	0.01	0.02		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.4	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

2007 AM Peak Existing Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	40	1	0	37
Peak Hour Factor	0.85	0.85	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	0	1	48	1	0	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	92	24			49	
vC1, stage 1 conf vol	48					
vC2, stage 2 conf vol	44					
vCu, unblocked vol	92	24			49	
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 %	100	100			100	
cM capacity (veh/h)	850	1043			1549	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	32	17	44		
Volume Left	0	0	0	0		
Volume Right	1	0	1	0		
cSH	1043	1700	1700	1700		
Volume to Capacity	0.00	0.02	0.01	0.03		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.5	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

2010 AM Peak NOBUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	40	2	0	38
Peak Hour Factor	0.85	0.85	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	0	1	48	2	0	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	94	25			50	
vC1, stage 1 conf vol	49					
vC2, stage 2 conf vol	45					
vCu, unblocked vol	94	25			50	
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 %	100	100			100	
cM capacity (veh/h)	849	1042			1547	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	32	18	45		
Volume Left	0	0	0	0		
Volume Right	1	0	2	0		
cSH	1042	1700	1700	1700		
Volume to Capacity	0.00	0.02	0.01	0.03		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.5	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

2010 AM Peak BUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	40	2	0	37
Peak Hour Factor	0.85	0.85	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	0	0	48	2	0	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	92	25			50	
vC1, stage 1 conf vol	49					
vC2, stage 2 conf vol	44					
vCu, unblocked vol	92	25			50	
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 %	100	100			100	
cM capacity (veh/h)	850	1042			1547	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	0	32	18	44		
Volume Left	0	0	0	0		
Volume Right	0	0	2	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.02	0.01	0.03		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		6.7%		ICU Level of Service		A
Analysis Period (min)		15				

2010 AM Peak BUILD Conditions

Proposed Geometry @ Lomas / San Pasquale
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HCM Unsignalized Intersection Capacity Analysis
5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	66	1	0	58
Peak Hour Factor	0.85	0.85	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	0	1	84	1	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	156	42			85	
vC1, stage 1 conf vol	84					
vC2, stage 2 conf vol	72					
vCu, unblocked vol	156	42			85	
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 %	100	100			100	
cM capacity (veh/h)	799	1016			1502	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	56	29	72		
Volume Left	0	0	0	0		
Volume Right	1	0	1	0		
cSH	1016	1700	1700	1700		
Volume to Capacity	0.00	0.03	0.02	0.04		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.5	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

2007 PM Peak Existing Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↔			↖
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	72	1	0	63
Peak Hour Factor	0.85	0.85	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	0	1	91	1	0	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	170	46			92	
vC1, stage 1 conf vol	92					
vC2, stage 2 conf vol	78					
vCu, unblocked vol	170	46			92	
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 %	100	100			100	
cM capacity (veh/h)	788	1010			1493	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	61	32	78		
Volume Left	0	0	0	0		
Volume Right	1	0	1	0		
cSH	1010	1700	1700	1700		
Volume to Capacity	0.00	0.04	0.02	0.05		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.6	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.6	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	13.3%		ICU Level of Service		A	
Analysis Period (min)	15					

2010 PM Peak NOBUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	72	6	0	66
Peak Hour Factor	0.85	0.85	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	0	1	91	8	0	81
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	176	49			99	
vC1, stage 1 conf vol	95					
vC2, stage 2 conf vol	81					
vCu, unblocked vol	176	49			99	
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 %	100	100			100	
cM capacity (veh/h)	783	1005			1485	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	61	38	81		
Volume Left	0	0	0	0		
Volume Right	1	0	8	0		
cSH	1005	1700	1700	1700		
Volume to Capacity	0.00	0.04	0.02	0.05		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.6	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.6	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

2010 PM Peak BUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
5: ALT ent & San Pasquale Ave

Terry O. Brown, P.E.
10/31/2007

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	72	6	0	63
Peak Hour Factor	0.85	0.85	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	0	1	91	8	0	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	1					
Upstream signal (ft)						441
pX, platoon unblocked						
vC, conflicting volume	173	49			99	
vC1, stage 1 conf vol	95					
vC2, stage 2 conf vol	78					
vCu, unblocked vol	173	49			99	
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 %	100	100			100	
cM capacity (veh/h)	786	1005			1485	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	1	61	38	78		
Volume Left	0	0	0	0		
Volume Right	1	0	8	0		
cSH	1005	1700	1700	1700		
Volume to Capacity	0.00	0.04	0.02	0.05		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.6	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	8.6	0.0		0.0		
Approach LOS	A					

Intersection Summary

Average Delay	0.1			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

2010 PM Peak BUILD Conditions

Proposed Geometry @ Lomas / San Pasquale
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Analysis of Intersection #6

Central Ave / Driveway 'B'

HCM Unsignalized Intersection Capacity Analysis
6: Central Ave & "B"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	883	1	1	195	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1039	1	1	229	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)	548			1158		
pX, platoon unblocked			0.87		0.87	0.87
vC, conflicting volume			1040		1156	520
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			895		1029	297
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			650		198	605
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	693	347	78	153	2	
Volume Left	0	0	1	0	1	
Volume Right	0	1	0	0	1	
cSH	1700	1700	650	1700	298	
Volume to Capacity	0.41	0.20	0.00	0.09	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.2	0.0	17.2	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.1		17.2	
Approach LOS					C	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

2007 AM Peak Existing Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
6: Central Ave & "B"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1001	39	23	213	33	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1178	46	27	251	39	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)	548			1158		
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			1224		1380	612
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1099		1281	390
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		70	95
cM capacity (veh/h)			539		128	523
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	785	438	111	167	62	
Volume Left	0	0	27	0	39	
Volume Right	0	46	0	0	24	
cSH	1700	1700	539	1700	179	
Volume to Capacity	0.46	0.26	0.05	0.10	0.35	
Queue Length 95th (ft)	0	0	4	0	37	
Control Delay (s)	0.0	0.0	3.4	0.0	35.6	
Lane LOS			A		E	
Approach Delay (s)	0.0		1.4		35.6	
Approach LOS					E	
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			38.9%		ICU Level of Service	A
Analysis Period (min)			15			

2010 AM Peak BUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
6: Central Ave & "B"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1001	39	23	213	33	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1178	46	27	251	39	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)	548			1158		
pX, platoon unblocked			0.67		0.67	0.67
vC, conflicting volume			1224		1380	612
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			834		1069	0
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		71	97
cM capacity (veh/h)			525		136	720
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	785	438	111	167	62	
Volume Left	0	0	27	0	39	
Volume Right	0	46	0	0	24	
cSH	1700	1700	525	1700	195	
Volume to Capacity	0.46	0.26	0.05	0.10	0.32	
Queue Length 95th (ft)	0	0	4	0	33	
Control Delay (s)	0.0	0.0	3.5	0.0	31.8	
Lane LOS			A		D	
Approach Delay (s)	0.0		1.4		31.8	
Approach LOS					D	
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			38.9%		ICU Level of Service	A
Analysis Period (min)			15			

2010 AM Peak BUILD Conditions

Proposed Geometry @ Lomas / San Pasquale
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HCM Unsignalized Intersection Capacity Analysis
6: Central Ave & "B"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	547	97	60	809	96	61
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	644	114	71	952	113	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)	548			1158		
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			758		1318	379
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			502		1177	46
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		19	91
cM capacity (veh/h)			872		139	839
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	429	329	388	635	185	
Volume Left	0	0	71	0	113	
Volume Right	0	114	0	0	72	
cSH	1700	1700	872	1700	206	
Volume to Capacity	0.25	0.19	0.08	0.37	0.90	
Queue Length 95th (ft)	0	0	7	0	178	
Control Delay (s)	0.0	0.0	2.5	0.0	86.7	
Lane LOS			A		F	
Approach Delay (s)	0.0		0.9		86.7	
Approach LOS					F	
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization			61.4%		ICU Level of Service	B
Analysis Period (min)			15			

2010 PM Peak BUILD Conditions

Proposed Geometry @ Lomas / San Pasquale
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Analysis of Intersection #7

Central Ave / Driveway 'C'

HCM Unsignalized Intersection Capacity Analysis

7: Central Ave & "C"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	872	11	5	190	4	6
Peak Hour Factor	0.81	0.81	0.80	0.80	0.75	0.75
Hourly flow rate (vph)	1077	14	6	238	5	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)	859			847		
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			1090		1215	545
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			988		1126	381
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			620		175	552
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	718	372	85	158	13	
Volume Left	0	0	6	0	5	
Volume Right	0	14	0	0	8	
cSH	1700	1700	620	1700	297	
Volume to Capacity	0.42	0.22	0.01	0.09	0.04	
Queue Length 95th (ft)	0	0	1	0	4	
Control Delay (s)	0.0	0.0	0.9	0.0	17.7	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.3		17.7	
Approach LOS					C	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			34.5%		ICU Level of Service	A
Analysis Period (min)			15			

2007 AM Peak Existing Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 7: Central Ave & "C"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	950	12	5	207	4	7
Peak Hour Factor	0.81	0.81	0.80	0.80	0.75	0.75
Hourly flow rate (vph)	1173	15	6	259	5	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)	859			847		
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			1188		1322	594
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1093		1243	430
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	98
cM capacity (veh/h)			563		146	511
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	782	406	92	172	15	
Volume Left	0	0	6	0	5	
Volume Right	0	15	0	0	9	
cSH	1700	1700	563	1700	268	
Volume to Capacity	0.46	0.24	0.01	0.10	0.05	
Queue Length 95th (ft)	0	0	1	0	4	
Control Delay (s)	0.0	0.0	0.9	0.0	19.2	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.3		19.2	
Approach LOS					C	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			36.6%		ICU Level of Service	A
Analysis Period (min)			15			

2010 AM Peak NOBUILD Conditions

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis
7: Central Ave & "C"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	439	11	11	798	7	9
Peak Hour Factor	0.97	0.97	0.90	0.90	0.75	0.75
Hourly flow rate (vph)	453	11	12	887	9	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)	859			847		
pX, platoon unblocked			0.97		0.97	0.97
vC, conflicting volume			464		926	232
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			409		888	169
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			1100		269	813
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	302	162	308	591	21	
Volume Left	0	0	12	0	9	
Volume Right	0	11	0	0	12	
cSH	1700	1700	1100	1700	431	
Volume to Capacity	0.18	0.10	0.01	0.35	0.05	
Queue Length 95th (ft)	0	0	1	0	4	
Control Delay (s)	0.0	0.0	0.4	0.0	13.8	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.1		13.8	
Approach LOS					B	
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			39.8%		ICU Level of Service	A
Analysis Period (min)			15			

2010 PM Peak NOBUILD Conditions

Existing Geometry

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HCM Unsignalized Intersection Capacity Analysis
7: Central Ave & "C"

Terry O. Brown, P.E.
10/31/2007

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	439	108	71	858	103	70
Peak Hour Factor	0.97	0.97	0.90	0.90	0.75	0.75
Hourly flow rate (vph)	453	111	79	953	137	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)	859			847		
pX, platoon unblocked					0.95	
vC, conflicting volume			564		1143	282
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			564		1097	282
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		24	87
cM capacity (veh/h)			997		180	712
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	302	262	397	636	231	
Volume Left	0	0	79	0	137	
Volume Right	0	111	0	0	93	
cSH	1700	1700	997	1700	258	
Volume to Capacity	0.18	0.15	0.08	0.37	0.89	
Queue Length 95th (ft)	0	0	6	0	194	
Control Delay (s)	0.0	0.0	2.5	0.0	73.7	
Lane LOS			A		F	
Approach Delay (s)	0.0		0.9		73.7	
Approach LOS					F	
Intersection Summary						
Average Delay			9.8			
Intersection Capacity Utilization			61.4%		ICU Level of Service	B
Analysis Period (min)			15			

2010 PM Peak BUILD Conditions

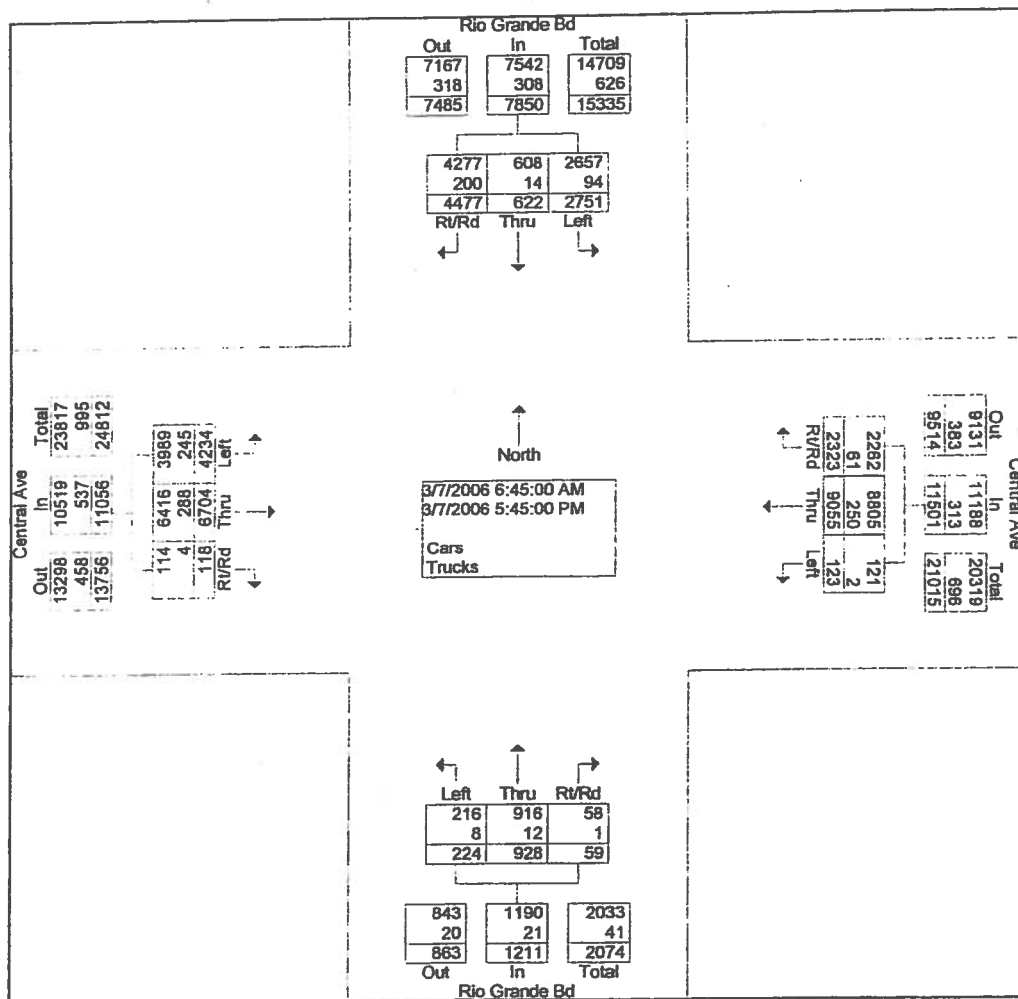
Proposed Geometry @ Lomas / San Pasquale
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Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Ave and Rio Grande
Site Code : 00025061
Start Date : 03/07/2006
Page No : 2

Groups Printed- Cars - Trucks

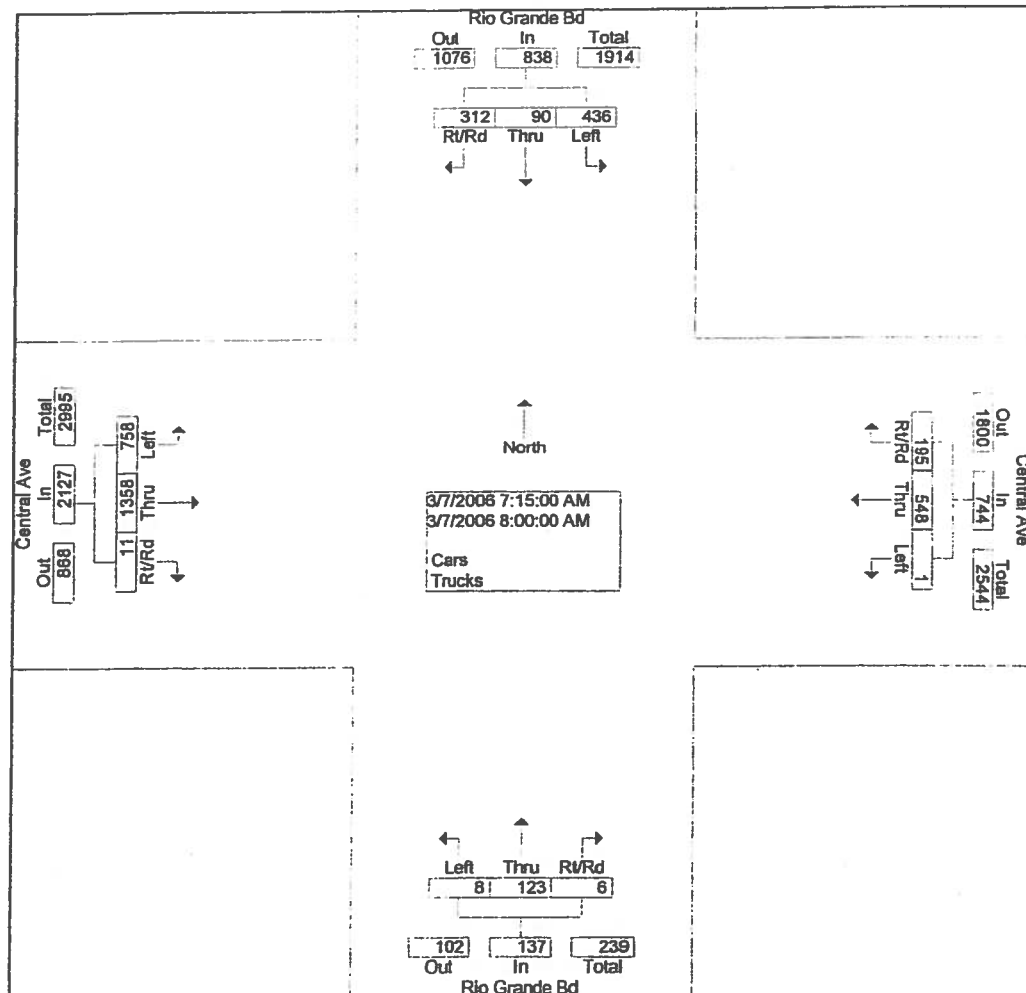
Start Time	Rio Grande Bd From North					Central Ave From East					Rio Grande Bd From South					Central Ave From West					In Tot
	Rig ht	R/ Rd	Thru	Left	App. Total	Rig ht	R/ Rd	Thru	Left	App. Total	Rig ht	R/ Rd	Thru	Left	App. Total	Rig ht	R/ Rd	Thru	Left	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
17:00	231	0	15	46	292	56	0	481	4	541	1	1	42	16	60	3	0	163	110	276	116
17:15	231	0	16	46	293	93	1	435	4	533	3	2	38	13	56	0	0	87	68	155	103
17:30	247	1	13	65	326	66	0	283	2	351	0	0	28	7	35	1	1	109	103	214	92
17:45	214	8	14	38	274	76	6	296	1	379	0	1	27	8	36	2	1	114	68	185	87
Total	923	9	58	195	1185	291	7	1495	11	1804	4	4	135	44	187	6	2	473	349	830	400
Grand Total	387	606	622	275	7850	227	46	905	123	1150	33	26	928	224	1211	110	8	670	423	1105	316
Apprch %	49.1	7.7	7.9	35.0		19.8	0.4	78.7	1.1		2.7	2.1	76.6	18.5		1.0	0.1	60.6	38.3		
Total %	12.2	1.9	2.0	8.7	24.8	7.2	0.1	28.6	0.4	36.4	0.1	0.1	2.9	0.7	3.8	0.3	0.0	21.2	13.4	35.0	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Ave and Rio Grande
Site Code : 00025061
Start Date : 03/07/2006
Page No : 3

	Rio Grande Bd From North					Central Ave From East					Rio Grande Bd From South					Central Ave From West					
Start Time	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	T
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	227	85	90	436	838	193	2	548	1	744	3	3	123	8	137	11	0	135	758	2127	3
Percent	27.1	10.1	10.7	52.0		25.9	0.3	73.7	0.1		2.2	2.2	89.8	5.8		0.5	0.0	63.8	35.6		
Volume	227	85	90	436	838	193	2	548	1	744	3	3	123	8	137	11	0	135	758	2127	3
Volume	71	25	19	127	242	30	0	139	1	170	1	0	32	3	36	1	0	354	187	542	0.
Peak Factor																					
High Int. Volume	08:00					08:00					07:30					07:15					
Peak Factor	52	25	45	136	258	86	0	145	0	231	2	0	42	1	45	4	0	378	207	589	
	0.812					0.805					0.761					0.903					



Traffic Count Data Sheet

Year Counts Taken: 2007

E-W Street Central Ave

N-S Street: San Pasquale Ave

Speed Limit (Central Ave)= 30 MPH

Speed Limit (San Pasquale Ave)= 30 MPH

Date of Count: 10/16/07

Begin Time	End Time	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	487	8	4	0	0	4	0	0	0	0	0
7:15 AM	7:30 AM	0	209	4	3	0	0	4	0	3	0	0	0
7:30 AM	7:45 AM	0	277	7	2	0	0	2	0	1	0	0	0
7:45 AM	8:00 AM	0	317	4	4	0	0	2	0	2	0	0	0
8:00 AM	8:15 AM	0	294	4	5	0	0	2	0	1	0	0	0
8:15 AM	8:30 AM	0	300	5	6	0	0	6	0	3	0	0	0
8:30 AM	8:45 AM	0	220	9	6	0	0	4	0	2	0	0	0
8:45 AM	9:00 AM	0	405	17	6	0	0	0	0	2	0	0	0
AM Peak Hour Volumes		0	1188	20	17	0	0	12	0	7	0	0	0
% of Total Traffic		0.0%	95.5%	1.6%	1.4%	0.0%	0.0%	1.0%	0.0%	0.6%	0.0%	0.0%	0.0%
% Directional			97.1%			1.4%			1.5%			0.0%	
AM Peak Hour Factor			0.94			0.71				0.53			

Begin Time	End Time	Eastbound (Central Ave)			Westbound (Central Ave)			Northbound (San Pasquale Ave)			Southbound (San Pasquale Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	94	9	6	0	0	6	0	4	0	0	0
4:15 PM	4:30 PM	0	100	12	9	0	0	8	0	6	0	0	0
4:30 PM	4:45 PM	0	96	11	9	0	0	2	0	2	0	0	0
4:45 PM	5:00 PM	0	91	8	11	0	0	9	0	2	0	0	0
5:00 PM	5:15 PM	0	98	15	15	0	0	6	0	8	0	0	0
5:15 PM	5:30 PM	0	96	14	13	0	0	6	0	7	0	0	0
5:30 PM	5:45 PM	0	95	5	5	0	0	5	0	3	0	0	0
5:45 PM	6:00 PM	0	97	17	5	0	0	2	0	4	0	0	0
PM Peak Hour Volumes		0	381	48	48	0	0	23	0	19	0	0	0
% of Total Traffic		0.0%	73.4%	9.2%	9.2%	0.0%	0.0%	4.4%	0.0%	3.7%	0.0%	0.0%	0.0%
% Directional			82.7%			9.2%			8.1%			0.0%	
PM Peak Hour Factor			0.95			0.80				0.75			

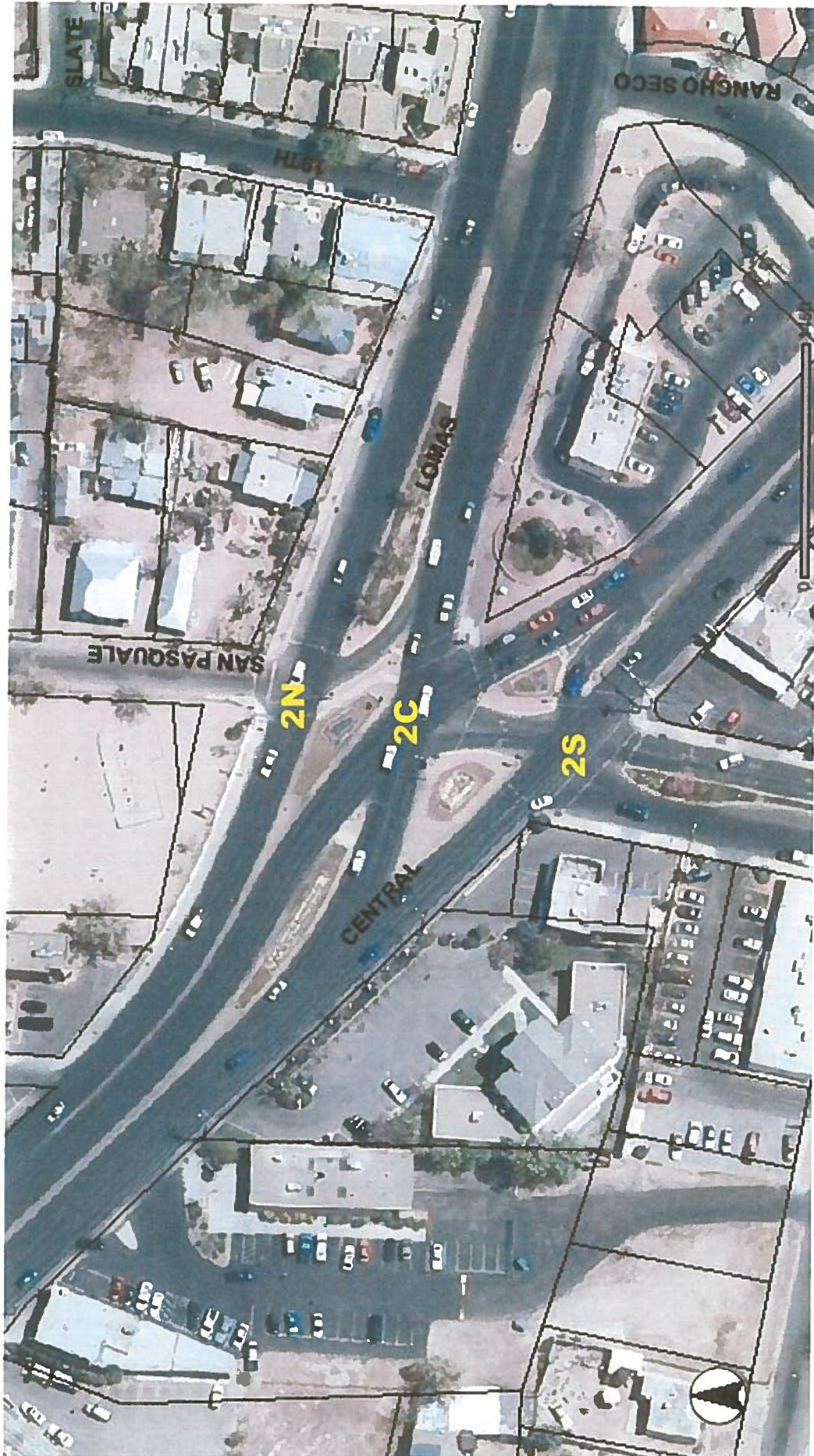
10/22/2007

Traffic Count Data Sheet

Year Counts Taken: **2007** E-W Street Laguna Blvd **3C** MPH
 N-S Street: Central Ave **25** MPH
 Date of Count: **9/12/07**

Begin Time	End Time	Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	4	0	4	0	0	4	4	38	0	4	94	3
7:15 AM	7:30 AM	4	2	5	0	0	3	0	35	2	4	161	0
7:30 AM	7:45 AM	6	4	5	4	4	0	2	34	0	2	207	4
7:45 AM	8:00 AM	3	0	8	0	3	0	2	54	2	5	226	2
8:00 AM	8:15 AM	1	1	5	2	1	1	3	85	1	3	256	2
8:15 AM	8:30 AM	2	2	4	1	1	2	4	104	0	5	205	1
8:30 AM	8:45 AM	2	3	4	1	0	1	3	83	0	5	157	7
8:45 AM	9:00 AM	4	3	6	0	2	3	0	75	4	4	126	6
AM Peak Hour Volumes		8	6	21	4	5	4	12	326	3	18	844	12
% of Total Traffic		0.6%	0.5%	1.7%	0.3%	0.4%	0.3%	1.0%	25.8%	0.2%	1.4%	66.8%	1.0%
% Directional			2.8%			1.0%			27.0%			69.2%	
AM Peak Hour Factor			0.80			0.81			0.79			0.84	

Begin Time	End Time	Eastbound (Laguna Blvd)			Westbound (Laguna Blvd)			Northbound (Central Ave)			Southbound (Central Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	5	0	2	0	7	2	2	165	0	5	145	6
4:15 PM	4:30 PM	1	3	2	0	0	3	2	177	2	0	127	3
4:30 PM	4:45 PM	6	2	3	0	0	7	2	149	1	3	91	5
4:45 PM	5:00 PM	3	3	1	0	4	6	0	135	2	2	81	4
5:00 PM	5:15 PM	4	0	3	0	6	15	4	221	2	10	137	2
5:15 PM	5:30 PM	7	3	5	4	4	3	5	133	3	4	98	3
5:30 PM	5:45 PM	4	4	3	4	4	5	3	140	2	3	89	4
5:45 PM	6:00 PM	4	2	2	0	4	4	4	118	2	2	64	3
PM Peak Hour Volumes		14	8	9	0	10	31	8	682	7	15	436	14
% of Total Traffic		1.1%	0.6%	0.7%	0.0%	0.8%	2.5%	0.6%	55.3%	0.6%	1.2%	35.3%	1.1%
% Directional			2.5%			3.3%			56.5%			37.7%	
PM Peak Hour Factor			0.70			0.49			0.77			0.78	



**Aerial Photo of Central / Lomas / San Pasquale Ave
intersection**

DRC SESSION MINUTES

Signed ☒ Delegate sign. to DRC Chair ☐ Comments via Memo ☐ Markups ☐ Need next set of plans	Project: <u>Owens Road Widening Phase I</u>
	Project No.: <u>557591</u>
	Date: <u>July 13, 2015</u> Time: <u>1:30 pm</u>
	Consultant: <u>Eric Froberg</u> Design Firm: <u>Ty Lin International</u>
	Utility Development: <u>Tim Cynova / John Gabaldon</u>

No comments

☒ ☐ ☐ ☐ ☐	Trans. Development: Jeanne Wolfenbarger - <u>No comments from Jeanne</u> <u>John Mackenzie signed</u>
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☒ ☐ ☐ ☐ ☐	Hydrology: Rita Harmon <u>(Dan Hogan to sign)</u>
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☐ ☐ ☐ ☐ ☐	Construction Coord <u>NA</u>
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☐ ☐ ☐ ☐ ☐	Risk: Brett Frauenglass <u>NA</u>
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☐ ☐ ☐ ☐ ☐	Project Manager: <u>John Mackenzie and Dan Hogan - no comments</u>
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☐ ☐ ☐ ☐ ☐	DRC Chair: Stephen Woodall - <u>no comments</u>
--	---

☐ ☐ ☐ ☐ ☐	<u>Bid items sheet will be updated by consultant to reflect correct bid item #5.</u>
☐ ☐ ☐ ☐ ☐	<u>Protect San Juan Chama line, note to be brought up at pre-bid, prep'n - Kurt Wagner (AMAFCA), signage notes, AMAFCA needs approval from Corps of Engineers.</u>

☐ Consultant to make corrections. for: ☐ Prelim. Plan Review ☐ Final Plan Review ☐ Signature Session ☐ other: _____	☐ Submit markups and _____ sets of paper plans ☐ Mylars
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☐ Forms required: ☐ Figure 7 ☐ Figure 8 including UPC# w/ exhibit ☐ Figure 21 (w/ exhibits if requesting pro-rata) ☐ Fire marshal's approval of fire hydrant locations ☐ other: _____
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☒ Other signatures required on mylars prior to DRC chair signature: ☒ AMAFCA ☐ County ☐ MRGCD ☐ NMDOT ☐ Parks & Rec ☐ Street Maintenance ☐ Traffic Engineering ☒ other: <u>Corps of Engineers by memo.</u>
--

Documents required:	DRC chair signature	work order	closeout	other
☐ public road/sidewalk easement	☐	☐	☐	☐
☐ public water & sewer easement	☐	☐	☐	☐
☐ public drainage easement	☐	☐	☐	☐
☐ slope maintenance easement	☐	☐	☐	☐
☐ agreement & covenant	☐	☐	☐	☐
☐ license agreement	☐	☐	☐	☐
☐ other:	☐	☐	☐	☐

Other Notes: CIP - DMD

DRC will hold onto cover sheet.