

Terry O. Brown P.E.

Winrock Re - Development
(Indian School Rd. / Louisiana Blvd.)

Trip Distribution / Trip Assignment Analysis

August 15, 2014

DRAFT

Presented to:

City of Albuquerque
Transportation Development Section

Prepared for:

Goodman Realty
100 Sun Ave. NE #100
Albuquerque, NM 87109



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WINROCK

TOWN CENTER
Albuquerque, NM

Goodman
REALTY GROUP

exclusively listed by
PENGASUS RETAIL

LEGEND

- EXISTING STRUCTURE
- PROPOSED STRUCTURE
- PROPOSED MULTIFAMILY RESIDENTIAL
- PROPOSED PARKING



NOTE: SITE PLAN SUBJECT TO CHANGE GOVERNMENTAL APPROVAL
OVERALL SITE PLAN 14/14
SCALE: 1/8" = 1'-0"

Winrock - 2014 Plan

Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

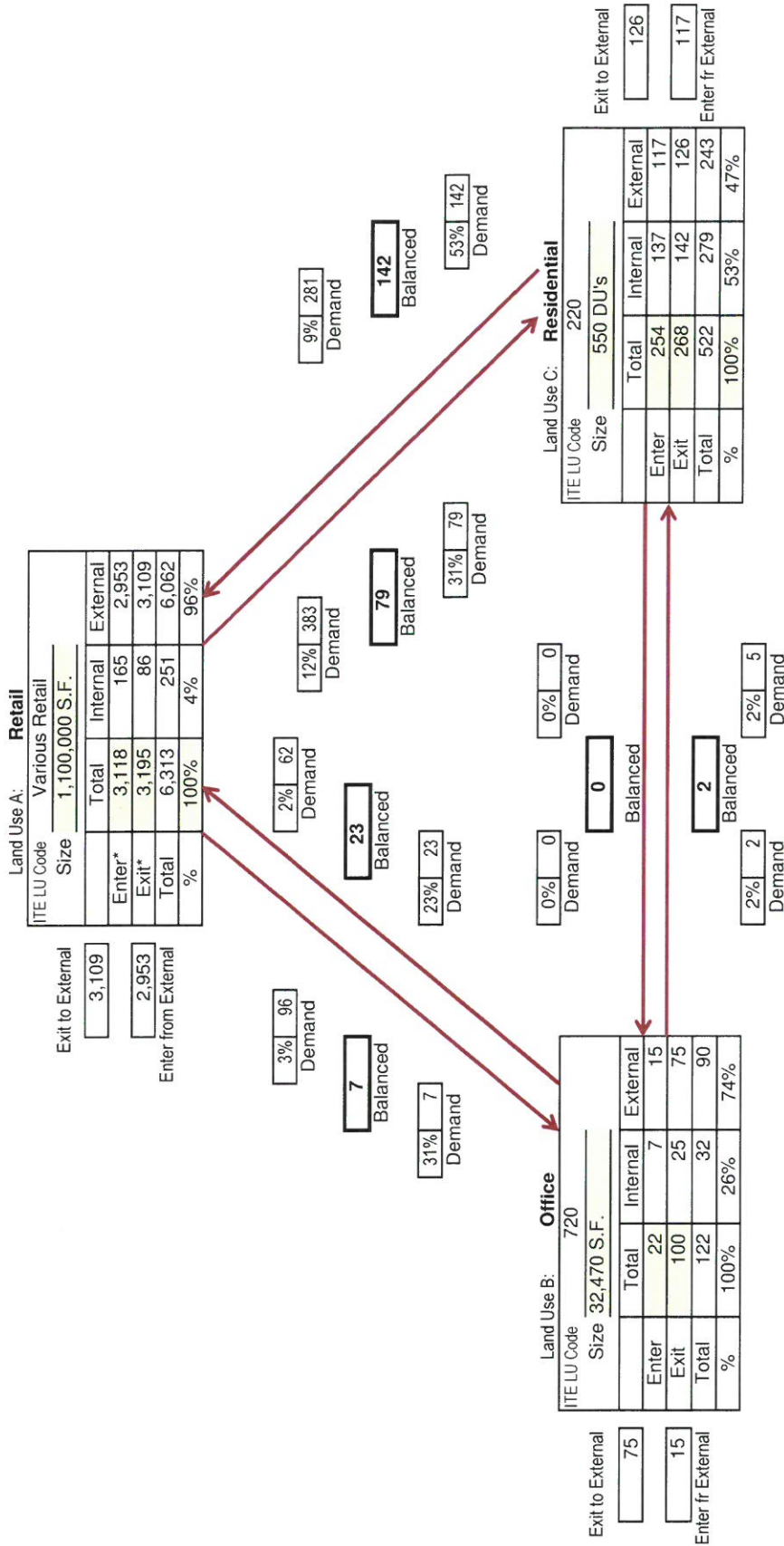
COMMENT	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet			Units				
Section 1	Shopping Center (820)	42.40	3,888	57	35	162	175
Section 1	High Turnover (Sit-Down) Restaurant (932)	47.35	6,020	282	230	280	187
Section 1	Multiplex Movie Theater	3,033	-	-	-	87	155
Section 2	Shopping Center (820)	119.57	7,628	108	66	324	351
Section 2	High Turnover (Sit-Down) Restaurant (932)	2.00	254	12	10	12	8
Section 3	Shopping Center (820)	120.33	7,659	108	66	326	353
Section 3	Medical-Dental Office Building (720)	2.47	(114)	5	1	3	7
Section 3	Hotel (310)	160.00	1,427	55	40	55	57
Section 3	Apartment (220)	20	245	3	11	19	10
Section 4	Shopping Center (820)	213.46	11,117	153	94	478	518
Section 4	Apartment (220)	20	245	3	11	19	10
Section 5	Shopping Center (820)	121.50	7,707	109	67	328	355
Section 5	General Office Building (710)	30.00	526	64	9	19	93
Section 5	Apartment (220)	30	305	4	15	22	12
Section 6	Shopping Center (820)	263.60	12,751	175	107	551	596
Section 7	Shopping Center (820)	67.70	5,270	76	47	221	240
Section 7	Apartment (220)	30	305	4	15	22	12
Section 8	Shopping Center (820)	9.18	1,438	23	14	58	63
Section 8	High Turnover (Sit-Down) Restaurant (932)	39.28	4,994	234	191	232	155
Section 9 & 10	Apartment (220)	450	2,851	45	179	172	93
Park	High Turnover (Sit-Down) Restaurant (932)	10.00	1,272	59	49	59	39
Subtotal			75,788	1,579	1,257	3,449	3,489
Subtotal Retail Commercial Trips			69,998	1,396	976	3,118	3,195
Subtotal Office Trips			412	69	10	22	100
Subtotal Residential Trips			3,951	59	231	254	137
Hotel Trips			1,427	55	40	55	57
Internal Capture Trips			8%	(6,063)	(126)	(101)	(276)
Subtotal Trips Adjusted for Internal Capture Rate			69,725	1,453	1,156	3,173	3,210
Pass-by Trip Adjustment (Retail Commercial)			30%	(20,999)	(419)	(293)	(935)
Net Total New Trips to System			48,726	1,034	863	2,238	2,251
Residential Plus Hotel Trips			5,378	114	271	309	194
Internal Capture			(430)	(9)	(22)	(25)	(16)
Total Offsite Residential + Hotel Trips			4,948	105	249	284	178
Commercial Plus Office Trips			70,410	1,465	986	3,140	3,295
Internal Capture			(5,633)	(117)	(79)	(251)	(264)
Total Commercial + Office Trips			64,777	1,348	907	2,889	3,031
Pass-by Trip Reduction			(20,999)	(419)	(293)	(935)	(959)
Total Commercial + Office Trips (Adjusted for Pass-by Trips)			43,778	929	614	1,954	2,072

150 90 300 300

Figure 7.2 - Multi-Use Trip Generation Calculation

Analyst: Terry O. Brown
Date: 15-Aug-14

Name of Development: Winrock
Time Period: PM Peak Hour of Adj. Str Traffic



Based on (Chapter 7, Section 7.5) Procedure for Estimating Multi-Use Trip Generation for Multi-Use Developments

Trip Distribution Table

Winrock Re-development 2014

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2031

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(40W) I-40 West			(AW) Americas Pkwy. West			(ISRW) Indian School Rd. West			(LN) Louisiana North		
Sub Area I.D.#	% Sub Area in Study	2015 Employment	2025 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2025	2019																
1	100%	12,703	25,695	17,900	17,900	14.6	1,226	0.96%	60%	0.58%	736	0%	0.00%	0	0%	0.00%	0	40%	0.39%	490
2	100%	18,552	22,669	20,199	20,199	13.3	1,519	1.19%	60%	0.72%	911	0%	0.00%	0	0%	0.00%	0	40%	0.48%	607
3	100%	1,515	1,695	1,587	1,587	10.6	150	0.12%	60%	0.07%	90	0%	0.00%	0	0%	0.00%	0	40%	0.05%	60
4	100%	3,740	4,392	4,001	4,001	15.4	260	0.20%	100%	0.20%	260	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	20,107	20,107	10.6	1,897	1.49%	50%	0.75%	948	0%	0.00%	0	0%	0.00%	0	50%	0.75%	948
6	100%	1,853	8,317	4,439	4,439	18.2	244	0.19%	100%	0.19%	244	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	9,714	15,525	12,038	12,038	9.1	1,323	1.04%	80%	0.83%	1,058	0%	0.00%	0	0%	0.00%	0	20%	0.21%	265
8	100%	10,946	16,047	12,986	12,986	9.2	1,412	1.11%	100%	1.11%	1,412	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,852	1,852	24.4	76	0.06%	100%	0.06%	76	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	5,172	5,172	11.5	450	0.35%	100%	0.35%	450	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,752	6,752	9.2	734	0.58%	100%	0.58%	734	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,960	6,960	7.4	941	0.74%	30%	0.22%	282	0%	0.00%	0	0%	0.00%	0	70%	0.52%	658
13	100%	40,930	43,430	41,930	41,930	6.5	6,451	5.07%	50%	2.54%	3,225	0%	0.00%	0	0%	0.00%	0	50%	2.54%	3,225
14	100%	37,316	40,591	38,626	38,626	4.7	8,218	6.46%	20%	1.29%	1,644	0%	0.00%	0	10%	0.65%	822	50%	3.23%	4,109
15	100%	16,633	17,690	17,056	17,056	6.6	2,584	2.03%	80%	1.63%	2,067	0%	0.00%	0	0%	0.00%	0	20%	0.41%	517
16*	100%	62,474	65,263	63,590	63,590	1.5	42,393	33.34%	0%	0.00%	0	2%	0.67%	848	10%	3.33%	4,239	15%	5.00%	6,359
17	100%	39,102	39,919	39,429	39,429	6.2	6,359	5.00%	60%	3.00%	3,816	0%	0.00%	0	40%	2.00%	2,544	0%	0.00%	0
18	100%	46,080	50,268	47,755	47,755	3.7	12,907	10.15%	60%	6.09%	7,744	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	28,254	29,328	28,684	28,684	1	28,684	22.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	7,602	9,770	8,469	8,469	7.3	1,160	0.91%	50%	0.46%	580	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	1,392	21,398	9,394	9,394	8.1	1,160	0.91%	100%	0.91%	1,160	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	29,381	29,381	6.2	4,739	3.73%	100%	3.73%	4,739	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	3,594	3,594	9.4	382	0.30%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	15%	0.05%	57
24	100%	2,337	2,604	2,444	2,444	16.1	152	0.12%	100%	0.12%	152	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	217	217	18.1	12	0.01%	100%	0.01%	12	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	22,260	22,260	22	1,012	0.80%	100%	0.80%	1,012	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	7,222	7,222	20.6	351	0.28%	100%	0.28%	351	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	5,182	5,182	20.8	249	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,334	2,334	20.7	113	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	481,560	481,560		127,155	100.00%		26.50%	33,702		0.67%	848		5.98%	7,605		13.60%	17,297
											26.50%			0.67%			5.98%			13.60%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock Re-development 2014

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2031
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(PN) Pennsylvania North			(ISRE) Indian School Rd. East			(CE) Constitution East		
Sub Area I.D.#	% Sub Area in Study	2015 Employment	2025 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2025	2019													
1	100%	12,703	25,695	17,900	17,900	14.6	1,226	0.96%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	18,552	22,669	20,199	20,199	13.3	1,519	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,515	1,695	1,587	1,587	10.6	150	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,740	4,392	4,001	4,001	15.4	260	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	20,107	20,107	10.6	1,897	1.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,853	8,317	4,439	4,439	18.2	244	0.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	9,714	15,525	12,038	12,038	9.1	1,323	1.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	10,946	16,047	12,986	12,986	9.2	1,412	1.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,852	1,852	24.4	76	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	5,172	5,172	11.5	450	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,752	6,752	9.2	734	0.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,960	6,960	7.4	941	0.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	40,930	43,430	41,930	41,930	6.5	6,451	5.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	37,316	40,591	38,626	38,626	4.7	8,218	6.46%	15%	0.97%	1,233	5%	0.32%	411	0%	0.00%	0
15	100%	16,633	17,690	17,056	17,056	6.6	2,584	2.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16*	100%	62,474	65,263	63,590	63,590	1.5	42,393	33.34%	19%	6.33%	8,055	36%	12.00%	15,262	3%	1.00%	1,272
17	100%	39,102	39,919	39,429	39,429	6.2	6,359	5.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	46,080	50,268	47,755	47,755	3.7	12,907	10.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	28,254	29,328	28,684	28,684	1	28,684	22.56%	0%	0.00%	0	15%	3.38%	4,303	5%	1.13%	1,434
20	100%	7,602	9,770	8,469	8,469	7.3	1,160	0.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	1,392	21,398	9,394	9,394	8.1	1,160	0.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	29,381	29,381	6.2	4,739	3.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	3,594	3,594	9.4	382	0.30%	10%	0.03%	38	35%	0.11%	134	0%	0.00%	0
24	100%	2,337	2,604	2,444	2,444	16.1	152	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	217	217	18.1	12	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	22,260	22,260	22	1,012	0.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	7,222	7,222	20.6	351	0.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	5,182	5,182	20.8	249	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,334	2,334	20.7	113	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	481,560	481,560		127,155	100.00%		7.33%	9,326		15.81%	20,109		2.13%	2,706
											7.33%			15.81%			2.13%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock Re-development 2014

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

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									(40E) I-40 East			(PS) Pennsylvania South			(LS) Louisiana South		
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		2015	2025	2019													
1	100%	12,703	25,695	17,900	17,900	14.6	1,226	0.96%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	18,552	22,669	20,199	20,199	13.3	1,519	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,515	1,695	1,587	1,587	10.6	150	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,740	4,392	4,001	4,001	15.4	260	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	20,107	20,107	10.6	1,897	1.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,853	8,317	4,439	4,439	18.2	244	0.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	9,714	15,525	12,038	12,038	9.1	1,323	1.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	10,946	16,047	12,986	12,986	9.2	1,412	1.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,852	1,852	24.4	76	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	5,172	5,172	11.5	450	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,752	6,752	9.2	734	0.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,960	6,960	7.4	941	0.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	40,930	43,430	41,930	41,930	6.5	6,451	5.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	37,316	40,591	38,626	38,626	4.7	8,218	6.46%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	16,633	17,690	17,056	17,056	6.6	2,584	2.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16*	100%	62,474	65,263	63,590	63,590	1.5	42,393	33.34%	15%	5.00%	6,359	0%	0.00%	0	0%	0.00%	0
17	100%	39,102	39,919	39,429	39,429	6.2	6,359	5.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	46,080	50,268	47,755	47,755	3.7	12,907	10.15%	0%	0.00%	0	0%	0.00%	0	40%	4.06%	5,163
19	100%	28,254	29,328	28,684	28,684	1	28,684	22.56%	31%	6.99%	8,892	17%	3.83%	4,876	32%	7.22%	9,179
20	100%	7,602	9,770	8,469	8,469	7.3	1,160	0.91%	0%	0.00%	0	0%	0.00%	0	50%	0.46%	580
21	100%	1,392	21,398	9,394	9,394	8.1	1,160	0.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	29,381	29,381	6.2	4,739	3.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	3,594	3,594	9.4	382	0.30%	40%	0.12%	153	0%	0.00%	0	0%	0.00%	0
24	100%	2,337	2,604	2,444	2,444	16.1	152	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	217	217	18.1	12	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	22,260	22,260	22	1,012	0.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	7,222	7,222	20.6	351	0.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	5,182	5,182	20.8	249	0.20%	100%	0.20%	249	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,334	2,334	20.7	113	0.09%	100%	0.09%	113	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	481,560	481,560		127,155	100.00%		12.40%	15,766		3.83%	4,876		11.73%	14,922
											12.40%			3.83%			11.73%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock - 2014 Plan

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

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(40W) I-40 West			(AW) Americas Pkwy. West			(ISRW) Indian School Rd. West			(LN) Louisiana North		
Sub Area I.D.#	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year 2019	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2015	2025	2019																
1	100%	58,191	127,178	85,786	85,786	14.6	5,876	2.45%	60%	1.47%	3,525	0%	0.00%	0	0%	0.00%	0	40%	0.98%	2,350
2	100%	51,766	65,774	57,369	57,369	13.3	4,313	1.80%	60%	1.08%	2,588	0%	0.00%	0	0%	0.00%	0	40%	0.72%	1,725
3	100%	8,277	10,139	9,022	9,022	10.6	851	0.36%	60%	0.21%	511	0%	0.00%	0	0%	0.00%	0	40%	0.14%	340
4	100%	14,557	16,645	15,392	15,392	15.4	999	0.42%	100%	0.42%	999	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	62,713	67,834	64,761	64,761	10.6	6,110	2.55%	50%	1.27%	3,055	0%	0.00%	0	0%	0.00%	0	50%	1.27%	3,055
6	100%	14,282	52,588	29,604	29,604	18.2	1,627	0.68%	100%	0.68%	1,627	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	60,860	79,163	68,181	68,181	9.1	7,492	3.13%	80%	2.50%	5,994	0%	0.00%	0	0%	0.00%	0	20%	0.63%	1,498
8	100%	30,322	30,045	30,211	30,211	9.2	3,284	1.37%	100%	1.37%	3,284	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,878	2,156	1,989	1,989	24.4	82	0.03%	100%	0.03%	82	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	65,364	67,358	66,162	66,162	11.5	5,753	2.40%	100%	2.40%	5,753	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	33,469	34,155	33,743	33,743	9.2	3,668	1.53%	100%	1.53%	3,668	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	17,724	17,964	17,820	17,820	7.4	2,408	1.00%	30%	0.30%	722	0%	0.00%	0	0%	0.00%	0	70%	0.70%	1,686
13	100%	10,624	9,340	10,110	10,110	6.5	1,555	0.65%	50%	0.32%	778	0%	0.00%	0	0%	0.00%	0	50%	0.32%	778
14	100%	103,826	102,925	103,466	103,466	4.7	22,014	9.18%	20%	1.84%	4,403	0%	0.00%	0	10%	0.92%	2,201	50%	4.59%	11,007
15	100%	26,850	27,053	26,931	26,931	6.6	4,080	1.70%	80%	1.36%	3,264	0%	0.00%	0	0%	0.00%	0	20%	0.34%	816
16*	100%	107,409	104,793	106,363	106,363	1.5	70,908	29.58%	0%	0.00%	0	2%	0.59%	1,418	10%	2.96%	7,091	15%	4.44%	10,636
17	100%	23,810	25,804	24,608	24,608	6.2	3,969	1.66%	60%	0.99%	2,381	0%	0.00%	0	40%	0.66%	1,588	0%	0.00%	0
18	100%	43,626	48,198	45,455	45,455	3.7	12,285	5.12%	60%	3.07%	7,371	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	65,561	65,783	65,650	65,650	1.0	65,650	27.39%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,536	12,198	10,601	10,601	7.3	1,452	0.61%	50%	0.30%	726	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	4,225	72,808	31,658	31,658	8.1	3,908	1.63%	100%	1.63%	3,908	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,874	4,214	4,010	4,010	6.2	647	0.27%	100%	0.27%	647	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	24,135	32,739	27,577	27,577	9.4	2,934	1.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	15%	0.18%	440
24	100%	2,815	3,209	2,973	2,973	16.1	185	0.08%	100%	0.08%	185	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	995	1,136	1,051	1,051	18.1	58	0.02%	100%	0.02%	58	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	86,303	132,754	104,883	104,883	22.0	4,767	1.99%	100%	1.99%	4,767	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	23,414	26,278	24,560	24,560	20.6	1,192	0.50%	100%	0.50%	1,192	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	20,001	24,230	21,693	21,693	20.8	1,043	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,554	14,407	12,695	12,695	20.7	613	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		987,961	1,278,868	1,104,324	1,104,324		239,725	100.00%		25.65%	61,489		0.59%	1,418		4.54%	10,880		14.32%	34,332
											25.65%			0.59%			4.54%		14.32%	14.32%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock - 2014 Plan

Sub Area Population Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(PN) Pennsylvania North			(ISRE) Indian School Rd. East			(CE) Constitution East		
Sub Area I.D.#	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2015	2025	2019													
1	100%	58,191	127,178	85,786	85,786	14.6	5,876	2.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	51,766	65,774	57,369	57,369	13.3	4,313	1.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	8,277	10,139	9,022	9,022	10.6	851	0.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	14,557	16,645	15,392	15,392	15.4	999	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	62,713	67,834	64,761	64,761	10.6	6,110	2.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	14,282	52,588	29,604	29,604	18.2	1,627	0.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	60,860	79,163	68,181	68,181	9.1	7,492	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	30,322	30,045	30,211	30,211	9.2	3,284	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,878	2,156	1,989	1,989	24.4	82	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	65,364	67,358	66,162	66,162	11.5	5,753	2.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	33,469	34,155	33,743	33,743	9.2	3,668	1.53%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	17,724	17,964	17,820	17,820	7.4	2,408	1.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	10,624	9,340	10,110	10,110	6.5	1,555	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	103,826	102,925	103,466	103,466	4.7	22,014	9.18%	15%	1.38%	3,302	5%	0.46%	1,101	0%	0.00%	0
15	100%	26,850	27,053	26,931	26,931	6.6	4,080	1.70%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16*	100%	107,409	104,793	106,363	106,363	1.5	70,908	29.58%	19%	5.62%	13,473	36%	10.65%	25,527	3%	0.89%	2,127
17	100%	23,810	25,804	24,608	24,608	6.2	3,969	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	43,626	48,198	45,455	45,455	3.7	12,285	5.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	65,561	65,783	65,650	65,650	1.0	65,650	27.39%	0%	0.00%	0	15%	4.11%	9,847	5%	1.37%	3,282
20	100%	9,536	12,198	10,601	10,601	7.3	1,452	0.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	4,225	72,808	31,658	31,658	8.1	3,908	1.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,874	4,214	4,010	4,010	6.2	647	0.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	24,135	32,739	27,577	27,577	9.4	2,934	1.22%	10%	0.12%	293	35%	0.43%	1,027	0%	0.00%	0
24	100%	2,815	3,209	2,973	2,973	16.1	185	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	995	1,136	1,051	1,051	18.1	58	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	86,303	132,754	104,883	104,883	22.0	4,767	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	23,414	26,278	24,560	24,560	20.6	1,192	0.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	20,001	24,230	21,693	21,693	20.8	1,043	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,554	14,407	12,695	12,695	20.7	613	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		987,961	1,278,868	1,104,324	1,104,324		239,725	100.00%		7.12%	17,068		15.64%	37,502		2.26%	5,410
											7.12%			15.64%			2.26%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock - 2014 Plan

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

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(40E) I-40 East			(PS) Pennsylvania South			(LS) Louisiana South		
Sub Area I.D.#	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year 2019	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2015	2025	2019													
1	100%	58,191	127,178	85,786	85,786	14.6	5,876	2.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	51,766	65,774	57,369	57,369	13.3	4,313	1.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	8,277	10,139	9,022	9,022	10.6	851	0.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	14,557	16,645	15,392	15,392	15.4	999	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	62,713	67,834	64,761	64,761	10.6	6,110	2.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	14,282	52,588	29,604	29,604	18.2	1,627	0.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	60,860	79,163	68,181	68,181	9.1	7,492	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	30,322	30,045	30,211	30,211	9.2	3,284	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,878	2,156	1,989	1,989	24.4	82	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	65,364	67,358	66,162	66,162	11.5	5,753	2.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	33,469	34,155	33,743	33,743	9.2	3,668	1.53%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	17,724	17,964	17,820	17,820	7.4	2,408	1.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	10,624	9,340	10,110	10,110	6.5	1,555	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	103,826	102,925	103,466	103,466	4.7	22,014	9.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	26,850	27,053	26,931	26,931	6.6	4,080	1.70%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16*	100%	107,409	104,793	106,363	106,363	1.5	70,908	29.58%	15%	4.44%	10,636	0%	0.00%	0	0%	0.00%	0
17	100%	23,810	25,804	24,608	24,608	6.2	3,969	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	43,626	48,198	45,455	45,455	3.7	12,285	5.12%	0%	0.00%	0	0%	0.00%	0	40%	2.05%	4,914
19	100%	65,561	65,783	65,650	65,650	1.0	65,650	27.39%	31%	8.49%	20,351	17%	4.66%	11,160	32%	8.76%	21,008
20	100%	9,536	12,198	10,601	10,601	7.3	1,452	0.61%	0%	0.00%	0	0%	0.00%	0	50%	0.30%	726
21	100%	4,225	72,808	31,658	31,658	8.1	3,908	1.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,874	4,214	4,010	4,010	6.2	647	0.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	24,135	32,739	27,577	27,577	9.4	2,934	1.22%	40%	0.49%	1,173	0%	0.00%	0	0%	0.00%	0
24	100%	2,815	3,209	2,973	2,973	16.1	185	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	995	1,136	1,051	1,051	18.1	58	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	86,303	132,754	104,883	104,883	22.0	4,767	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	23,414	26,278	24,560	24,560	20.6	1,192	0.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	20,001	24,230	21,693	21,693	20.8	1,043	0.44%	100%	0.44%	1,043	0%	0.00%	0	0%	0.00%	0
29	100%	11,554	14,407	12,695	12,695	20.7	613	0.26%	100%	0.26%	613	0%	0.00%	0	0%	0.00%	0
		987,961	1,278,868	1,104,324	1,104,324		239,725	100.00%		14.11%	33,817		4.66%	11,160		11.12%	26,648
											14.11%			4.66%			11.12%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock Center - 2014 Plan

Sub Area Population Data:
For determination of Trip Distribution for Proposed **Retail Commercial Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(40W) I-40 West		(AW) Americas Pkwy. West		(ISRW) Indian School Rd. West		(LN) Louisiana North	
Sub Area I.D.#	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year 2019	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	Population	% Utilizing	Population	% Utilizing	Population	% Utilizing	Population
		2015	2025	2019												
8	100%	30,322	30,045	30,211	30,211	7.7	3,924	2.63%	100%	3,924	0%	0	0%	0	0%	0
9	50%	1,878	2,156	1,989	995	23.0	43	0.03%	100%	43	0%	0	0%	0	0%	0
10	100%	65,364	67,358	66,162	66,162	10.2	6,486	4.35%	100%	6,486	0%	0	0%	0	0%	0
11	100%	33,469	34,155	33,743	33,743	8.2	4,115	2.76%	100%	4,115	0%	0	0%	0	0%	0
14	100%	103,826	102,925	103,466	103,466	4.5	22,992	15.43%	20%	4,598	0%	0	10%	2,299	50%	11,496
16	100%	107,409	104,793	106,363	106,363	2.6	40,909	27.45%	0%	0	2%	818	10%	4,091	15%	6,136
17	100%	23,810	25,804	24,608	24,608	4.6	5,349	3.59%	60%	3,210	0%	0	40%	2,140	0%	0
18	100%	43,626	48,198	45,455	45,455	2.5	18,182	12.20%	60%	10,909	0%	0	0%	0	0%	0
19	100%	65,561	65,783	65,650	65,650	2.1	31,262	20.98%	0%	0	0%	0	0%	0	0%	0
20	100%	9,536	12,198	10,601	10,601	6.5	1,631	1.09%	50%	815	0%	0	0%	0	0%	0
21	100%	4,225	72,808	31,658	31,658	8.2	3,861	2.59%	100%	3,861	0%	0	0%	0	0%	0
22	100%	3,874	4,214	4,010	4,010	7.3	549	0.37%	100%	549	0%	0	0%	0	0%	0
23	100%	24,135	32,739	27,577	27,577	11.1	2,484	1.67%	0%	0	0%	0	0%	0	15%	373
24	100%	2,815	3,209	2,973	2,973	15.7	189	0.13%	100%	189	0%	0	0%	0	0%	0
25	100%	995	1,136	1,051	1,051	17.8	59	0.04%	100%	59	0%	0	0%	0	0%	0
26	100%	86,303	132,754	104,883	104,883	21.8	4,811	3.23%	100%	4,811	0%	0	0%	0	0%	0
27	100%	23,414	26,278	24,560	24,560	20.5	1,198	0.80%	100%	1,198	0%	0	0%	0	0%	0
28	100%	20,001	24,230	21,693	21,693	22.5	964	0.65%	0%	0	0%	0	0%	0	0%	0
		987,961	1,278,868	1,104,324	705,656		149,010	100.00%		44,769		818		8,530		18,005
										30.04%		0.55%		5.72%		12.08%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock Center - 2014 Plan

Sub Area Population Data:
For determination of Trip Distribution for Proposed **Retail Commercial Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(PN) Pennsylvania North		(ISRE) Indian School Rd. East		(CE) Constitution East	
Sub Area I.D.#	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year 2019	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	Population	% Utilizing	Population	% Utilizing	Population
		2015	2025	2019										
8	100%	30,322	30,045	30,211	30,211	7.7	3,924	2.63%	0%	0	0%	0	0%	0
9	50%	1,878	2,156	1,989	995	23.0	43	0.03%	0%	0	0%	0	0%	0
10	100%	65,364	67,358	66,162	66,162	10.2	6,486	4.35%	0%	0	0%	0	0%	0
11	100%	33,469	34,155	33,743	33,743	8.2	4,115	2.76%	0%	0	0%	0	0%	0
14	100%	103,826	102,925	103,466	103,466	4.5	22,992	15.43%	15%	3,449	5%	1,150	0%	0
16	100%	107,409	104,793	106,363	106,363	2.6	40,909	27.45%	19%	7,773	36%	14,727	3%	1,227
17	100%	23,810	25,804	24,608	24,608	4.6	5,349	3.59%	0%	0	0%	0	0%	0
18	100%	43,626	48,198	45,455	45,455	2.5	18,182	12.20%	0%	0	0%	0	0%	0
19	100%	65,561	65,783	65,650	65,650	2.1	31,262	20.98%	0%	0	15%	4,689	5%	1,563
20	100%	9,536	12,198	10,601	10,601	6.5	1,631	1.09%	0%	0	0%	0	0%	0
21	100%	4,225	72,808	31,658	31,658	8.2	3,861	2.59%	0%	0	0%	0	0%	0
22	100%	3,874	4,214	4,010	4,010	7.3	549	0.37%	0%	0	0%	0	0%	0
23	100%	24,135	32,739	27,577	27,577	11.1	2,484	1.67%	10%	248	35%	870	0%	0
24	100%	2,815	3,209	2,973	2,973	15.7	189	0.13%	0%	0	0%	0	0%	0
25	100%	995	1,136	1,051	1,051	17.8	59	0.04%	0%	0	0%	0	0%	0
26	100%	86,303	132,754	104,883	104,883	21.8	4,811	3.23%	0%	0	0%	0	0%	0
27	100%	23,414	26,278	24,560	24,560	20.5	1,198	0.80%	0%	0	0%	0	0%	0
28	100%	20,001	24,230	21,693	21,693	22.5	964	0.65%	0%	0	0%	0	0%	0
		987,961	1,278,868	1,104,324	705,656		149,010	100.00%		11,470 7.70%		21,436 14.39%		2,790 1.87%

* - Subarea in which the site it located.

Trip Distribution Table

Winrock Center - 2014 Plan

Sub Area Population Data:

For determination of Trip Distribution for Proposed **Retail Commercial Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

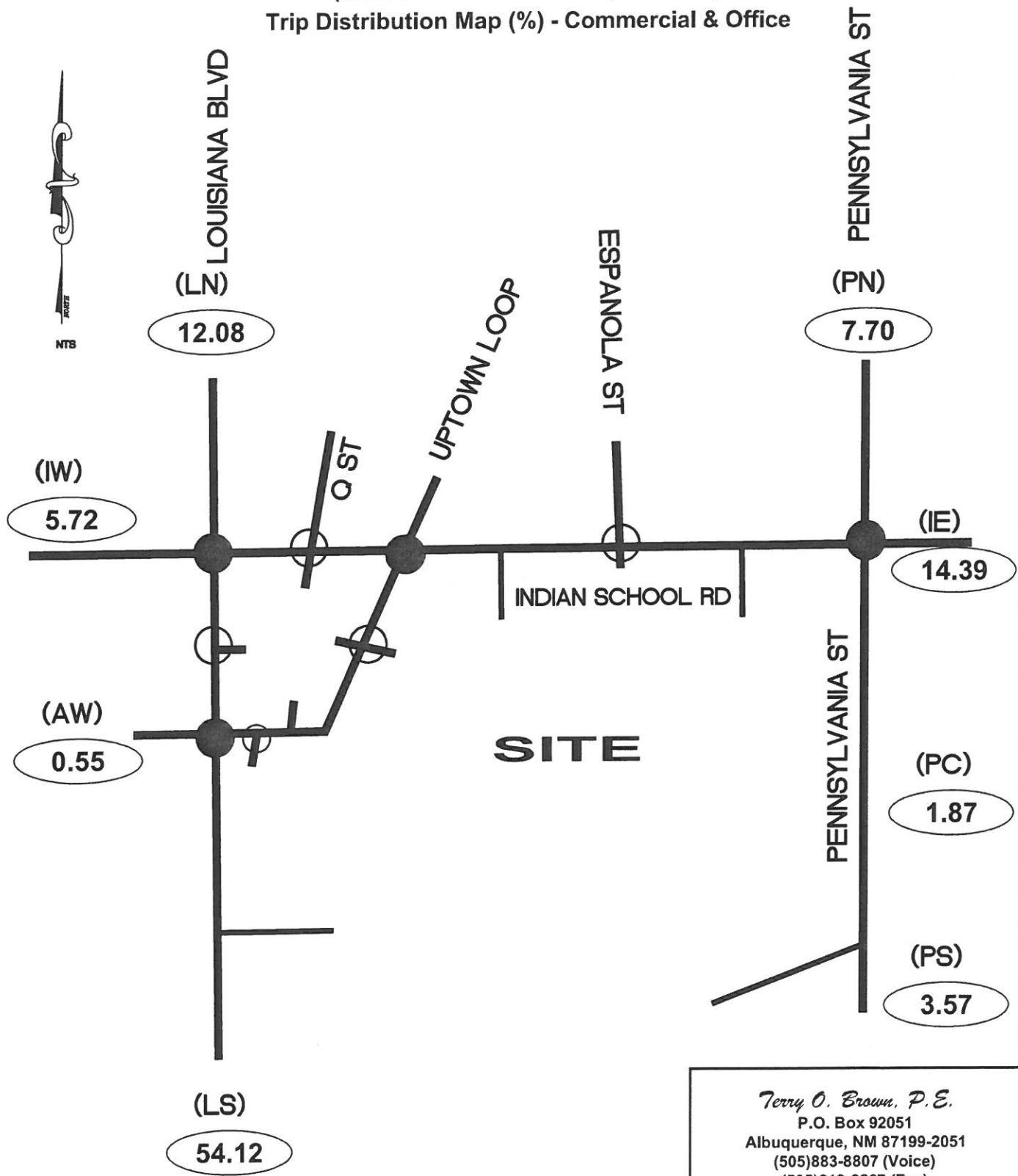
									(40E) I-40 East		(PS) Pennsylvania South		(LS) Louisiana South	
Sub Area I.D.#	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	Population	% Utilizing	Population	% Utilizing	Population
		2015	2025	2019										
8	100%	30,322	30,045	30,211	30,211	7.7	3,924	2.63%	0%	0	0%	0	0%	0
9	50%	1,878	2,156	1,989	995	23.0	43	0.03%	0%	0	0%	0	0%	0
10	100%	65,364	67,358	66,162	66,162	10.2	6,486	4.35%	0%	0	0%	0	0%	0
11	100%	33,469	34,155	33,743	33,743	8.2	4,115	2.76%	0%	0	0%	0	0%	0
14	100%	103,826	102,925	103,466	103,466	4.5	22,992	15.43%	0%	0	0%	0	0%	0
16	100%	107,409	104,793	106,363	106,363	2.6	40,909	27.45%	15%	6,136	0%	0	0%	0
17	100%	23,810	25,804	24,608	24,608	4.6	5,349	3.59%	0%	0	0%	0	0%	0
18	100%	43,626	48,198	45,455	45,455	2.5	18,182	12.20%	0%	0	0%	0	40%	7,273
19	100%	65,561	65,783	65,650	65,650	2.1	31,262	20.98%	31%	9,691	17%	5,315	32%	10,004
20	100%	9,536	12,198	10,601	10,601	6.5	1,631	1.09%	0%	0	0%	0	50%	815
21	100%	4,225	72,808	31,658	31,658	8.2	3,861	2.59%	0%	0	0%	0	0%	0
22	100%	3,874	4,214	4,010	4,010	7.3	549	0.37%	0%	0	0%	0	0%	0
23	100%	24,135	32,739	27,577	27,577	11.1	2,484	1.67%	40%	994	0%	0	0%	0
24	100%	2,815	3,209	2,973	2,973	15.7	189	0.13%	0%	0	0%	0	0%	0
25	100%	995	1,136	1,051	1,051	17.8	59	0.04%	0%	0	0%	0	0%	0
26	100%	86,303	132,754	104,883	104,883	21.8	4,811	3.23%	0%	0	0%	0	0%	0
27	100%	23,414	26,278	24,560	24,560	20.5	1,198	0.80%	0%	0	0%	0	0%	0
28	100%	20,001	24,230	21,693	21,693	22.5	964	0.65%	100%	964	0%	0	0%	0
		987,961	1,278,868	1,104,324	705,656		149,010	100.00%		17,785		5,315		18,092
										11.94%		3.57%		12.14%

* - Subarea in which the site it located.

Winrock Center - 2014 Plan

(Indian School Rd / Pensylvania St)

Trip Distribution Map (%) - Commercial & Office



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Winrock Center Re-population

(Indian School Rd / Pensylvania St)

Trip Assignments (% Entering) - Commercial & Office



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

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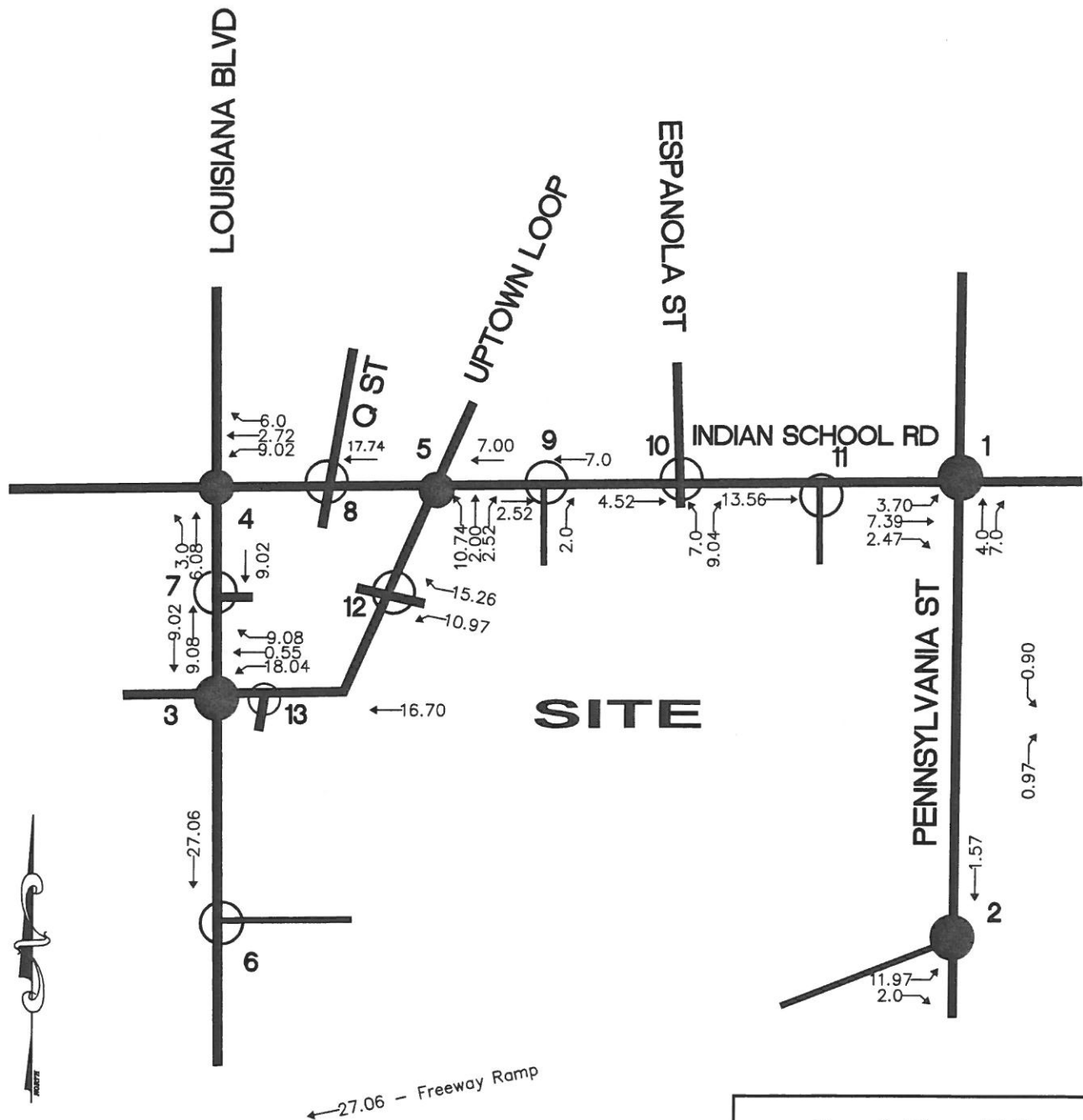
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Winrock Center Re-population

(Indian School Rd / Pensylvania St)

Trip Assignments (% Exiting)- Commercial & Office



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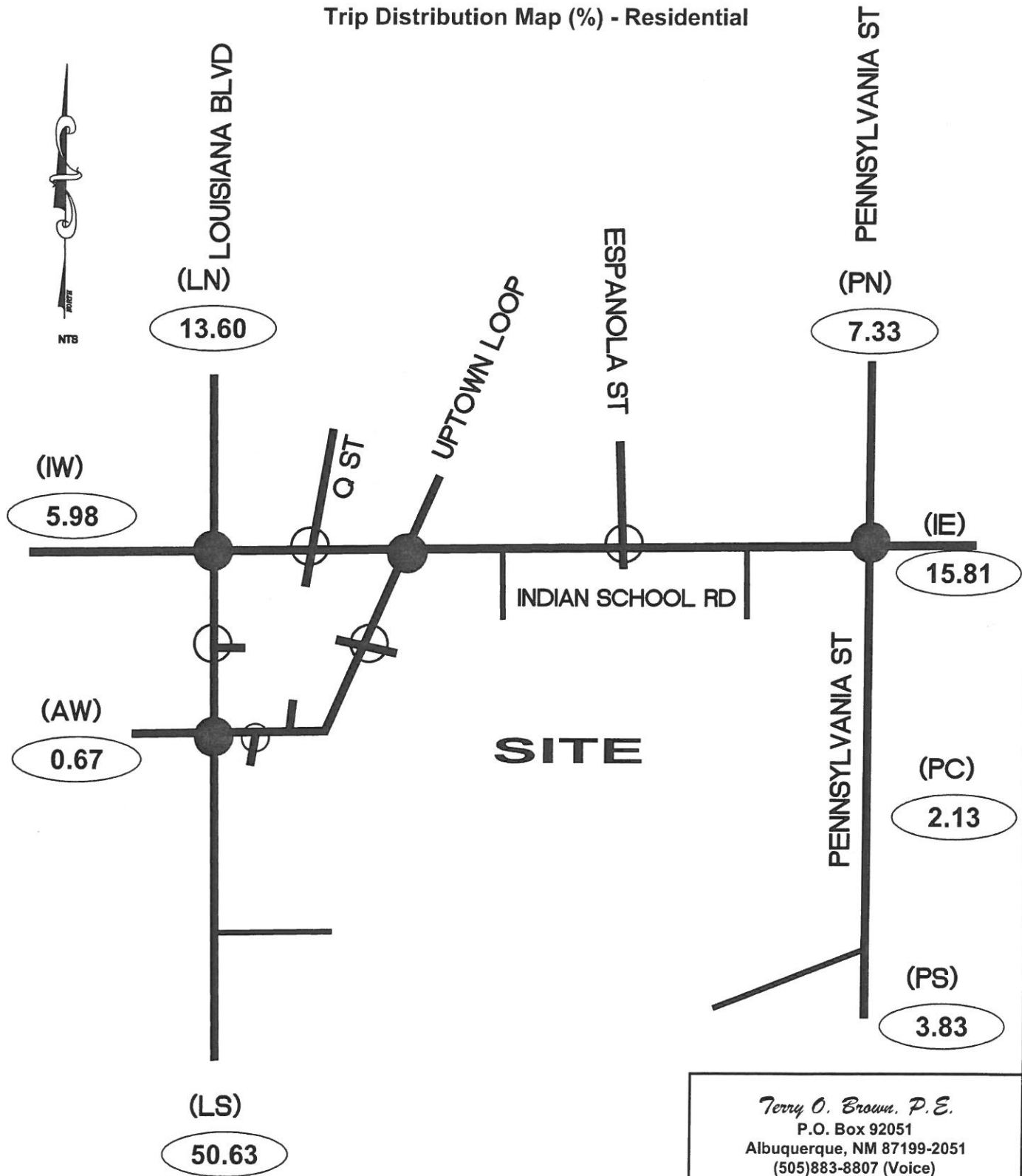
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Winrock Center - 2014 Plan

(Indian School Rd / Pennsylvania St)

Trip Distribution Map (%) - Residential



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Winrock Center Re-population

(Indian School Rd / Pennsylvania St)

Trip Assignments (% Entering) - Residential



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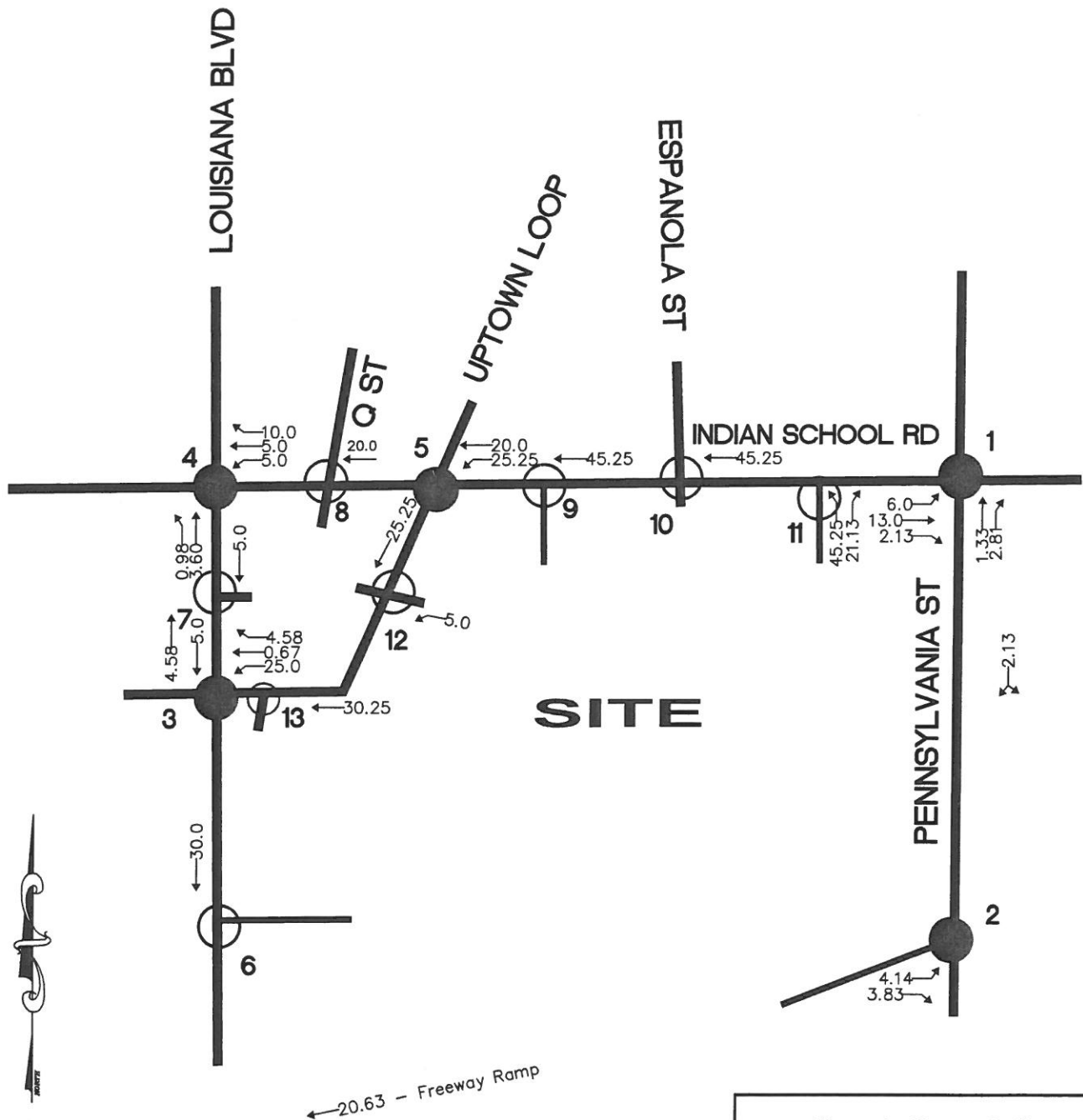
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Winrock Center Re-population

(Indian School Rd / Pennsylvania St)

Trip Assignments (% Exiting) - Residential



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Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Pennsylvania St.

INTERSECTION : E-W Street: Indian School Rd. (1)
N-S Street: Pennsylvania St.

Implementation Year 2019

Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Pennsylvania St.)			Southbound (Pennsylvania St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	2.81%	13.00%	0.00%	2.13%	0.00%	0.00%	0.00%	1.33%	6.00%
Percent Residential Trips Generated(Exiting)	6.00%	13.00%	2.13%	0.00%	0.00%	0.00%	0.00%	1.33%	2.81%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	7.00%	7.39%	0.00%	2.47%	0.00%	0.00%	0.00%	4.00%	3.70%
Percent Comm. & Office Trips Generated(Exiting)	3.70%	7.39%	2.47%	0.00%	0.00%	0.00%	0.00%	4.00%	7.00%	0.00%	0.00%	0.00%
Total Trips Generated	52	108	30	106	123	0	38	43	77	0	61	61
Total AM Peak Hour BUILD Volumes	52	108	30	106	123	0	38	43	77	0	61	61

	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Pennsylvania St.)			Southbound (Pennsylvania St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	2.81%	13.00%	0.00%	2.13%	0.00%	0.00%	0.00%	1.33%	6.00%
Percent Residential Trips Generated(Exiting)	6.00%	13.00%	2.13%	0.00%	0.00%	0.00%	0.00%	1.33%	2.81%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	7.00%	7.39%	0.00%	2.47%	0.00%	0.00%	0.00%	4.00%	3.70%
Percent Comm. & Office Trips Generated(Exiting)	3.70%	7.39%	2.47%	0.00%	0.00%	0.00%	0.00%	4.00%	7.00%	0.00%	0.00%	0.00%
Total Trips Generated	134	269	85	229	272	0	85	135	236	0	130	135
Total PM Peak Hour BUILD Volumes	134	269	85	229	272	0	85	135	236	0	130	135

Number of Residential Trips Generated	Entering 114	Exiting 271	A.M. 100% Residential Development
Number of Comm. & Office Trips Generated	309	194	P.M. 100% Comm. & Office Development
	1465	986	A.M.
	3140	3295	P.M.

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Winrock Loop / Pennsylvania St.**INTERSECTION :** E-W Street: Winrock Loop (2)

N-S Street: Pennsylvania St.

Implementation Year: 2019

Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Winrock Loop)			Westbound (Winrock Loop)			Northbound (Pennsylvania St.)			Southbound (Pennsylvania St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.83%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	4.14%	0.00%	3.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	1.57%	0.00%	0.00%	0.00%	11.97%
Percent Comm. & Office Trips Generated(Exiting)	11.97%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.57%	0.00%
Total Trips Generated	129	0	30	0	0	0	33	23	0	0	15	175
Total AM Peak Hour BUILD Volumes	129	0	30	0	0	0	33	23	0	0	15	175

	Eastbound (Winrock Loop)			Westbound (Winrock Loop)			Northbound (Pennsylvania St.)			Southbound (Pennsylvania St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.83%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	4.14%	0.00%	3.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	1.57%	0.00%	0.00%	0.00%	11.97%
Percent Comm. & Office Trips Generated(Exiting)	11.97%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.57%	0.00%
Total Trips Generated	402	0	73	0	0	0	75	49	0	0	52	376
Total PM Peak Hour BUILD Volumes	402	0	73	0	0	0	75	49	0	0	52	376

Number of Residential Trips Generated	Entering 114	Exiting 271	A.M.	100% Residential Development
	309	194	P.M.	
Number of Comm. & Office Trips Generated	Entering 1465	Exiting 986	A.M.	100% Comm. & Office Development
	3140	3295	P.M.	

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Uptown Loop / Louisiana Blvd.

INTERSECTION : E-W Street: Uptown Loop (3)
 N-S Street: Louisiana Blvd.
 Implementation Year: 2019
 Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	4.58%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	25.00%	0.67%	4.58%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	55.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.04%	9.08%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	18.04%	0.55%	9.08%	0.00%	0.00%	0.00%	0.00%	9.02%	0.00%
Total Trips Generated	0	807	0	246	7	102	0	138	293	138	103	0
Total AM Peak Hour BUILD Volumes	0	807	0	246	7	102	0	138	293	138	103	0

	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	4.58%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	25.00%	0.67%	4.58%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	55.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.04%	9.08%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	18.04%	0.55%	9.08%	0.00%	0.00%	0.00%	0.00%	9.02%	0.00%
Total Trips Generated	0	1,729	0	643	19	308	0	298	643	299	307	0
Total PM Peak Hour BUILD Volumes	0	1,729	0	643	19	308	0	298	643	299	307	0

Number of Residential Trips Generated	Entering	Exiting	
	114	271	A.M.
	309	194	P.M.
Number of Comm. & Office Trips Generated	1465	986	A.M.
	3140	3295	P.M.
			100% Residential Development
			100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Louisiana Blvd.

INTERSECTION: E-W Street: Indian School Rd. (4)
N-S Street: Louisiana Blvd.

Implementation Year 2019
Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	5.00%	0.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	3.60%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.00%	5.00%	10.00%	0.98%	3.60%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	2.72%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.02%	6.00%	6.08%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	9.02%	2.72%	6.00%	3.00%	6.08%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	46	45	103	41	86	33	70	132	99	93	0
Total AM Peak Hour BUILD Volumes	0	46	45	103	41	86	33	70	132	99	93	0

	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	5.00%	0.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	3.60%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.00%	5.00%	10.00%	0.98%	3.60%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	2.72%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.02%	6.00%	6.08%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	9.02%	2.72%	6.00%	3.00%	6.08%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	100	97	307	100	217	101	207	283	219	202	0
Total PM Peak Hour BUILD Volumes	0	100	97	307	100	217	101	207	283	219	202	0

Number of Residential Trips Generated	Entering 114	Exiting 271	A.M.	100% Residential Development
	309	194	P.M.	
Number of Comm. & Office Trips Generated	Entering 1465	Exiting 986	A.M.	100% Comm. & Office Development
	3140	3295	P.M.	

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Uptown Loop

INTERSECTION: E-W Street: Indian School Rd. (5)
N-S Street: Uptown Loop

Implementation Year 2019

Growth Rates

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.25%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	25.25%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	13.74%	4.00%	4.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
0.00%	0.00%	0.00%	0.00%	13.74%	0.00%	10.74%	0.00%	2.52%	0.00%	0.00%	0.00%
0	224	59	134	189	0	106	0	54	0	15	0
0	224	59	134	189	0	106	0	54	0	15	0
Total AM Peak Hour BUILD Volumes											

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Comm. & Office Trips Generated(Entering)

Percent Comm. & Office Trips Generated(Exiting)

Total Trips Generated

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.25%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	25.25%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	13.74%	4.00%	4.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
0.00%	0.00%	0.00%	0.00%	13.74%	0.00%	10.74%	0.00%	2.52%	0.00%	0.00%	0.00%
0	493	126	191	492	0	354	0	161	0	31	0
0	493	126	191	492	0	354	0	161	0	31	0
Total PM Peak Hour BUILD Volumes											

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Comm. & Office Trips Generated(Entering)

Percent Comm. & Office Trips Generated(Exiting)

Total Trips Generated

Entering	Exiting	
114	271	A.M.
309	194	P.M.
1465	986	A.M.
3140	3295	P.M.
Number of Residential Trips Generated		100% Residential Development
Number of Comm. & Office Trips Generated		100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Winrock Loop / Louisiana Blvd.

INTERSECTION : E-W Street: Winrock Loop (6)
N-S Street: Louisiana Blvd.

Implementation Year 2019
Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Winrock Loop)			Westbound (Winrock Loop)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.63%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	27.06%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	27.06%	0.00%
Total Trips Generated	0	0	0	0	0	13	0	430	420	0	348	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	13	0	430	420	0	348	0

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Winrock Loop)			Westbound (Winrock Loop)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.63%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	27.06%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	27.06%	0.00%
Total Trips Generated	0	0	0	0	0	35	0	943	914	0	950	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	35	0	943	914	0	950	0

Number of Residential Trips Generated	Entering 114 309	Exiting 271 194	A.M. P.M.	100% Residential Development
Number of Comm. & Office Trips Generated	Entering 1465 3140	Exiting 986 3295	A.M. P.M.	100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Target Drive / Louisiana Blvd.

INTERSECTION : E-W Street: Target Drive
N-S Street: Louisiana Blvd.
Implementation Year: 2019
Growth Rates: (7)

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Target Drive)			Westbound (Target Drive)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	4.58%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.58%	0.00%	0.00%	5.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.02%	0.00%	0.00%	9.08%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.08%	0.00%	0.00%	9.02%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	240	0	0	241	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	240	0	0	241	0

	Eastbound (Target Drive)			Westbound (Target Drive)			Northbound (Louisiana Blvd.)			Southbound (Louisiana Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	4.58%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.58%	0.00%	0.00%	5.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.02%	0.00%	0.00%	9.08%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.08%	0.00%	0.00%	9.02%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	606	0	0	606	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	606	0	0	606	0

Number of Residential Trips Generated	Entering 114	Exiting 271	A.M.	100% Residential Development
	309	194	P.M.	
Number of Comm. & Office Trips Generated	Entering 1465	Exiting 986	A.M.	100% Comm. & Office Development
	3140	3295	P.M.	

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Q St.

INTERSECTION: E-W Street: Indian School Rd. (8)
N-S Street: Q St.

Implementation Year 2019

Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Q St.)			Southbound (Q St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	20.00%	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%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	17.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	17.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	283	0	0	229	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	283	0	0	229	0	0	0	0	0	0	0

	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Q St.)			Southbound (Q St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Entering)	0.00%	20.00%	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%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	17.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	17.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	619	0	0	624	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	619	0	0	624	0	0	0	0	0	0	0

Number of Residential Trips Generated	Entering 114 309	Exiting 271 194	A.M. P.M.	100% Residential Development
Number of Comm. & Office Trips Generated	1465 3140	986 3295	A.M. P.M.	100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Driveway "A"

INTERSECTION : E-W Street: Indian School Rd. (9)
N-S Street: Driveway "A"

Implementation Year **2019**
Growth Rates

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0.00%	45.25%	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%	45.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	7.00%	6.74%	0.00%	2.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	2.52%	0.00%	0.00%	7.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
0	180	99	0	229	0	0	0	20	0	0	0
0	180	99	0	229	0	0	0	20	0	0	0
Total AM Peak Hour BUILD Volumes											

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Comm. & Office Trips Generated(Entering)

Percent Comm. & Office Trips Generated(Exiting)

Total Trips Generated

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0.00%	45.25%	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%	45.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	7.00%	6.74%	0.00%	2.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	2.52%	0.00%	0.00%	7.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
0	443	212	0	398	0	0	0	66	0	0	0
0	443	212	0	398	0	0	0	66	0	0	0
Total PM Peak Hour BUILD Volumes											

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Comm. & Office Trips Generated(Entering)

Percent Comm. & Office Trips Generated(Exiting)

Total Trips Generated

Entering	Exiting	
114	271	A.M.
309	194	P.M.
1465	986	A.M.
3140	3295	P.M.

Number of Residential Trips Generated

Number of Comm. & Office Trips Generated

100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Espanola St.

INTERSECTION : E-W Street: Indian School Rd. (10)
N-S Street: Espanola St.

Implementation Year 2019

Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Espanola St.)			Southbound (Espanola St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	45.25%	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%	45.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	7.00%	9.04%	4.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	4.52%	0.00%	0.00%	0.00%	0.00%	7.00%	0.00%	9.04%	0.00%	0.00%	0.00%
Total Trips Generated	0	97	103	132	189	0	69	0	89	0	0	0
Total AM Peak Hour BUILD Volumes	0	97	103	132	189	0	69	0	89	0	0	0

	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Espanola St.)			Southbound (Espanola St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	45.25%	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%	45.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	7.00%	9.04%	4.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	4.52%	0.00%	0.00%	0.00%	0.00%	7.00%	0.00%	9.04%	0.00%	0.00%	0.00%
Total Trips Generated	0	289	220	284	230	0	231	0	298	0	0	0
Total PM Peak Hour BUILD Volumes	0	289	220	284	230	0	231	0	298	0	0	0

Number of Residential Trips Generated
 Entering 114 A.M.
 Exiting 271 A.M.
 309 194 P.M.
 Number of Comm. & Office Trips Generated
 Entering 1465 A.M.
 Exiting 986 A.M.
 3140 3295 P.M.
 100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Indian School Rd. / Driveway "B"

INTERSECTION : E-W Street: Indian School Rd. (11)
N-S Street: Driveway "B"

Implementation Year: 2019
Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	45.25%	21.13%	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%	45.25%	0.00%	21.13%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	13.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	13.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	134	52	24	199	0	123	0	57	0	0	0
Total AM Peak Hour BUILD Volumes	0	134	52	24	199	0	123	0	57	0	0	0

	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	45.25%	21.13%	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%	45.25%	0.00%	21.13%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	13.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	13.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	447	140	65	426	0	88	0	41	0	0	0
Total PM Peak Hour BUILD Volumes	0	447	140	65	426	0	88	0	41	0	0	0

Number of Residential Trips Generated	Entering 114 309	Exiting 271 194	A.M. A.M. P.M.	100% Residential Development
Number of Comm. & Office Trips Generated	1465 3140	986 3295	A.M. P.M.	100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Uptown Loop / Driveway "C"

INTERSECTION: E-W Street: Uptown Loop (12)
N-S Street: Driveway "C"

Implementation Year: 2019
Growth Rates: 0.00%

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.25%	5.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.25%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	6.52%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	10.97%	1.00%	6.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	15	0	122	10	64	0	29	32	96	68	0
Total AM Peak Hour BUILD Volumes	0	15	0	122	10	64	0	29	32	96	68	0

	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.25%	5.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.25%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	6.52%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	10.97%	1.00%	6.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	31	0	371	33	215	0	78	70	205	49	0
Total PM Peak Hour BUILD Volumes	0	31	0	371	33	215	0	78	70	205	49	0

Number of Residential Trips Generated	Entering 114 309	Exiting 271 194	A.M. P.M.	100% Residential Development
Number of Comm. & Office Trips Generated	1465 3140	986 3295	A.M. P.M.	100% Comm. & Office Development

Winrock Center Re-population (Indian School Rd. / Pennsylvania St.)

Projected Turning Movements Worksheet

Uptown Loop / Driveway "D"

INTERSECTION : E-W Street: Uptown Loop
N-S Street: Driveway "D"

(13)

Implementation Year 2019
Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway "D")			Southbound (Driveway "D")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	30.25%	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%	30.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	18.45%	9.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	304	135	0	264	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	304	135	0	264	0	0	0	0	0	0	0

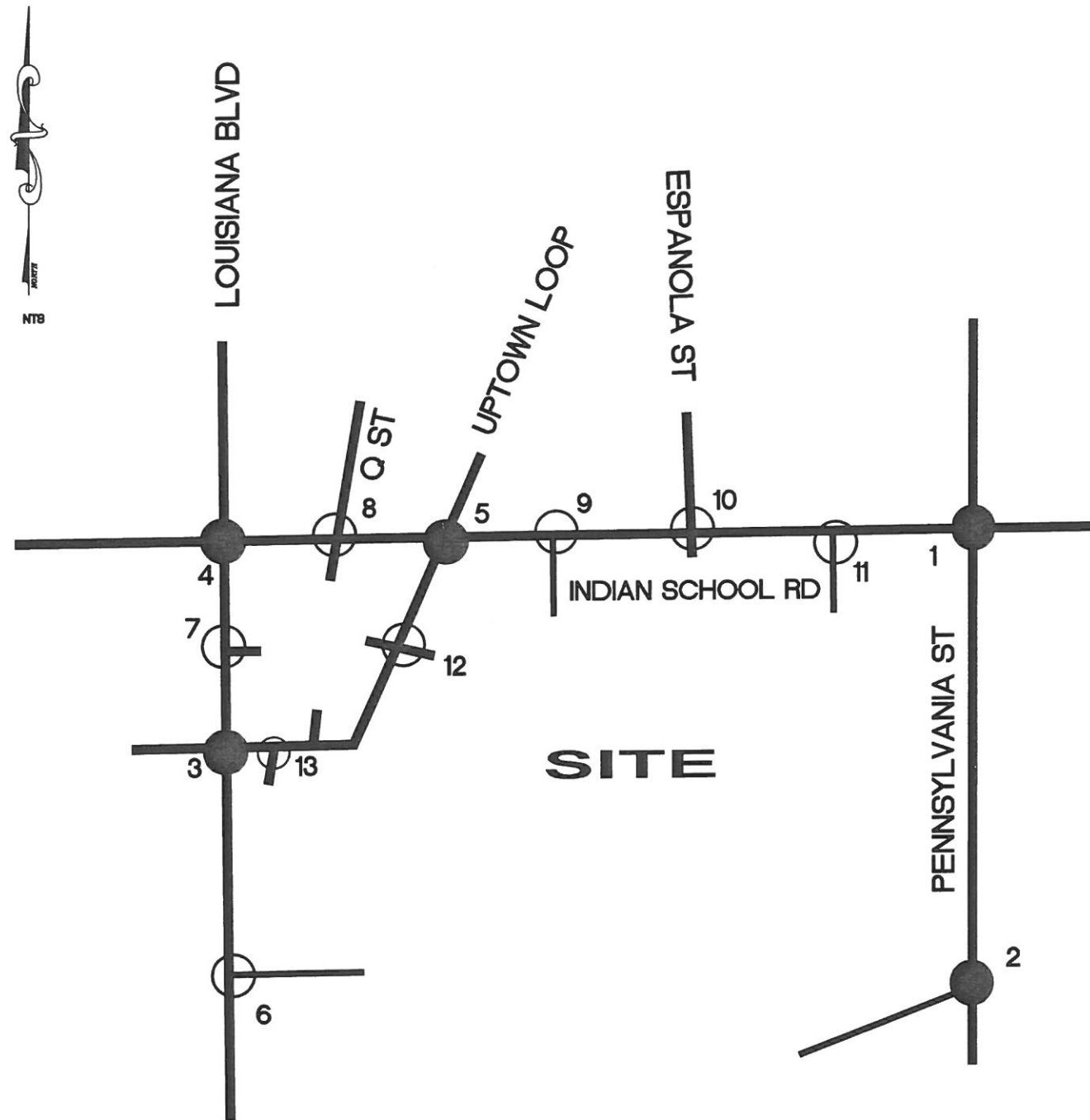
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway "D")			Southbound (Driveway "D")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Residential Trips Generated(Entering)	0.00%	30.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	30.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Entering)	0.00%	18.45%	9.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Comm. & Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	672	290	0	667	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	672	290	0	667	0	0	0	0	0	0	0

Number of Residential Trips Generated	Entering 114	Exiting 271	A.M.	100% Residential Development
	309	194	P.M.	
Number of Comm. & Office Trips Generated	Entering 1465	Exiting 986	A.M.	100% Comm. & Office Development
	3140	3295	P.M.	

Winrock Center - 2014 Plan

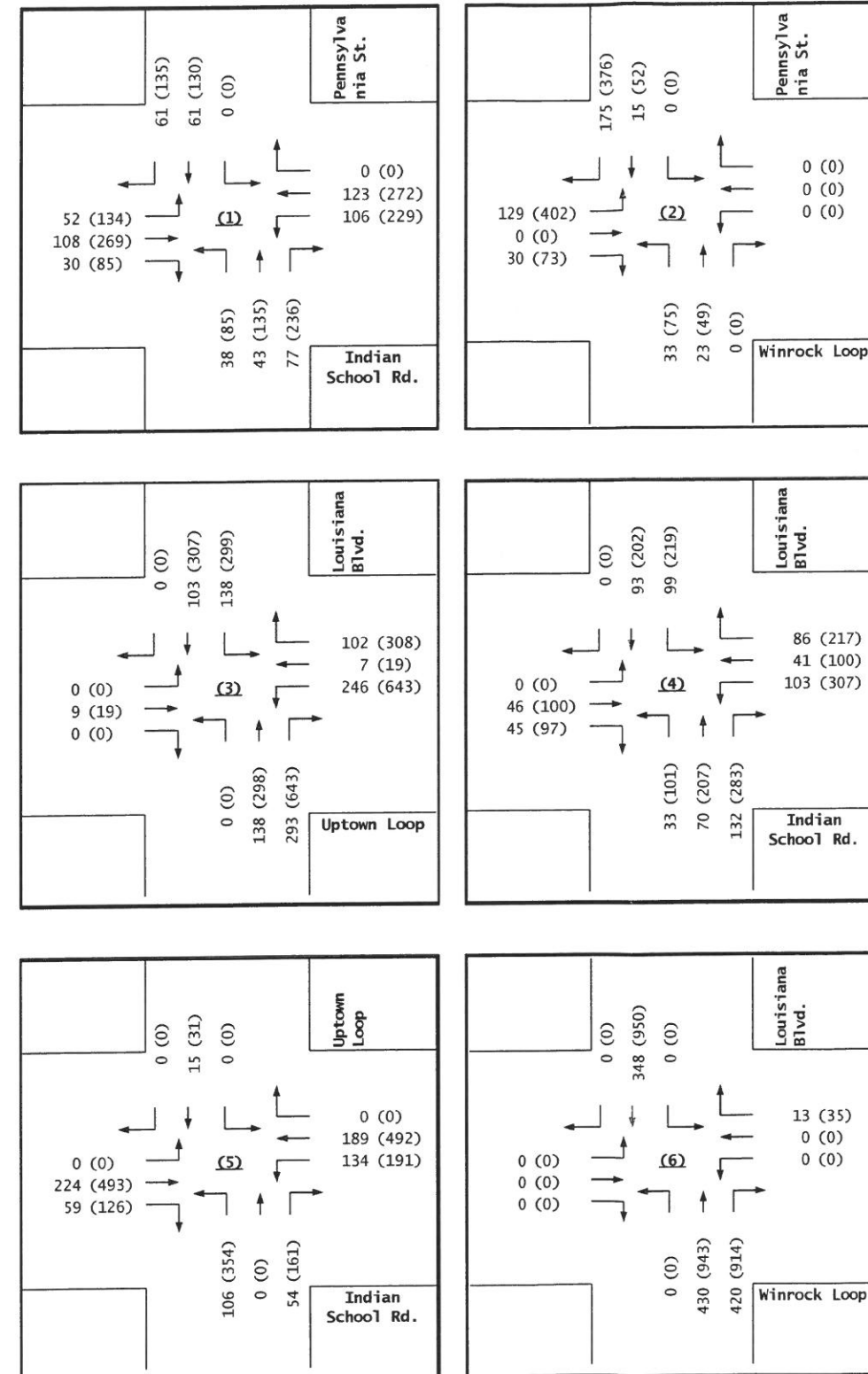
(Indian School Rd / Pennsylvania St)

Generated Volumes (Commercial, Office, and Residential)

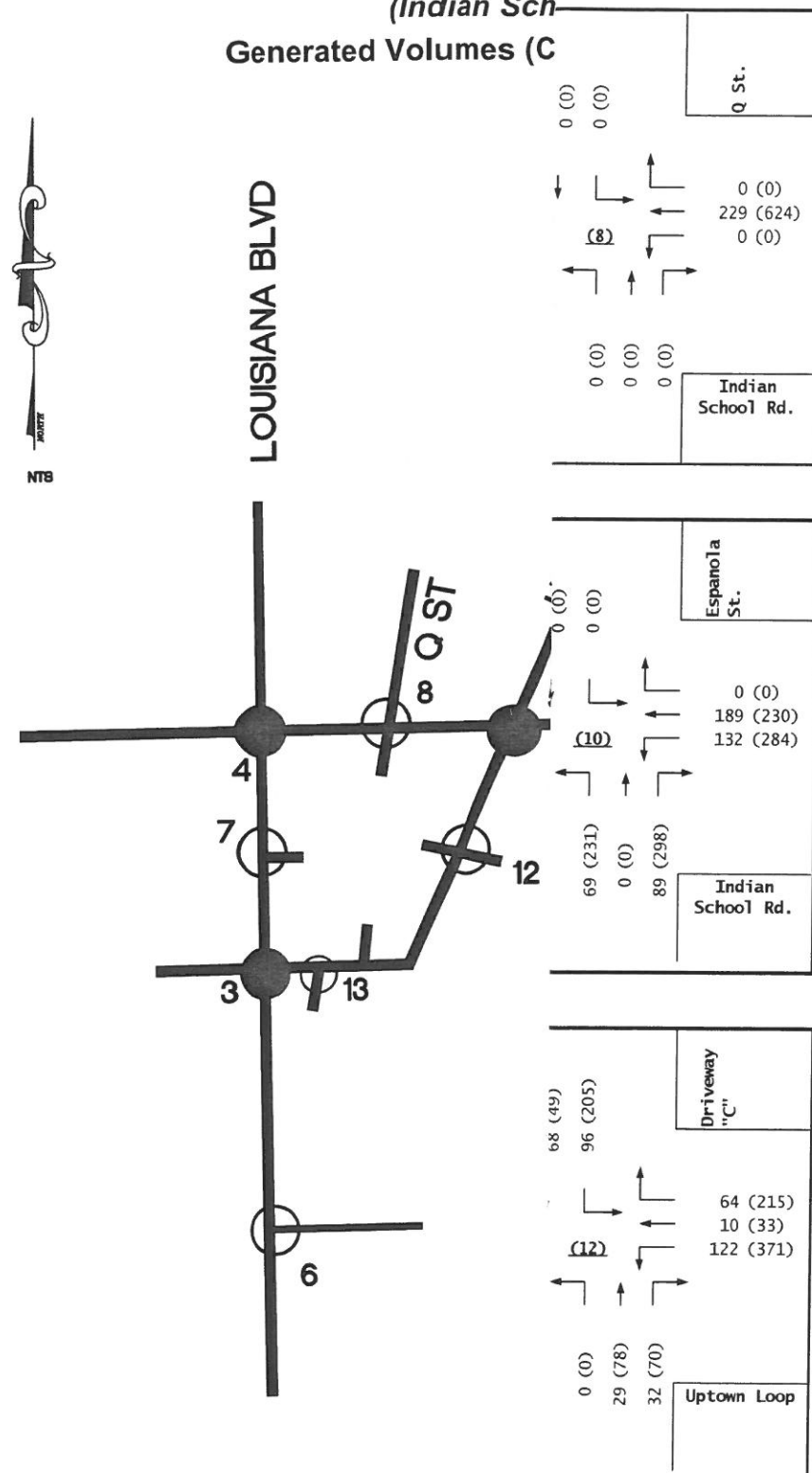


- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Terry O. Brown, P.E.
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(505)883-8807 (Voice)
(505)212-0267 (Fax)



(Indian Sch-
Generated Volumes (C

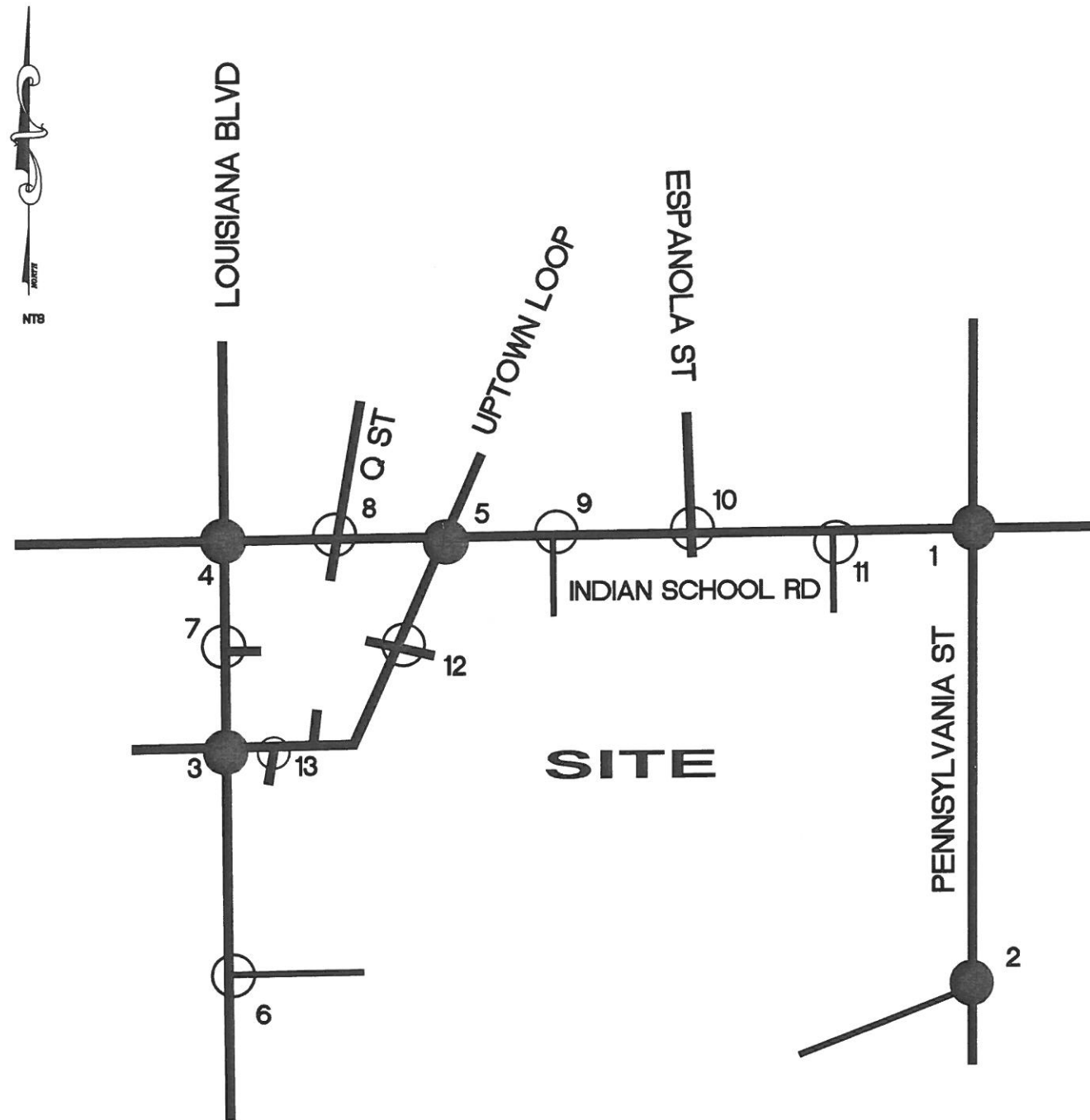
 **SIGN**

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Winrock Center - 2014 Plan

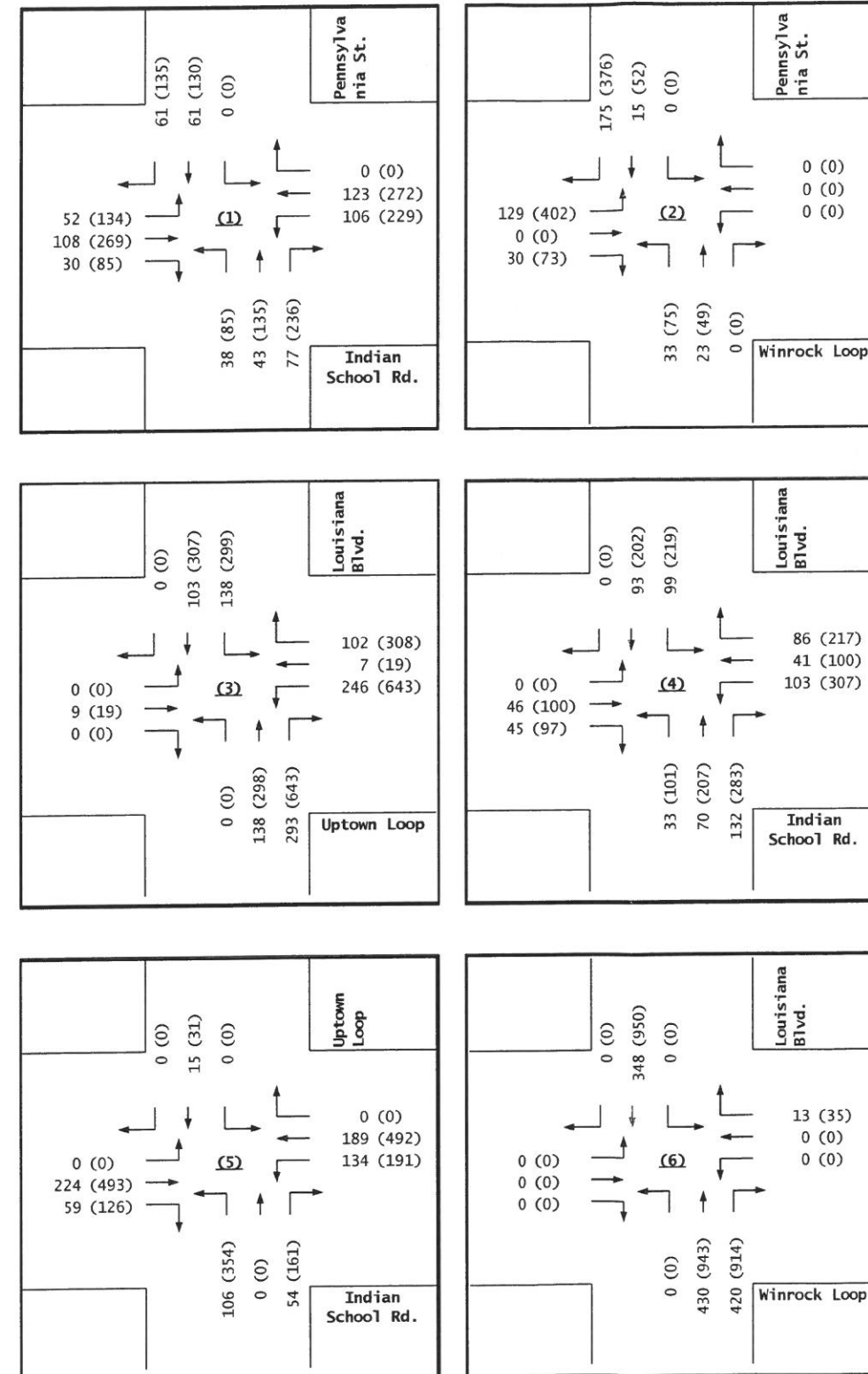
(Indian School Rd / Pennsylvania St)

Generated Volumes (Commercial, Office, and Residential)

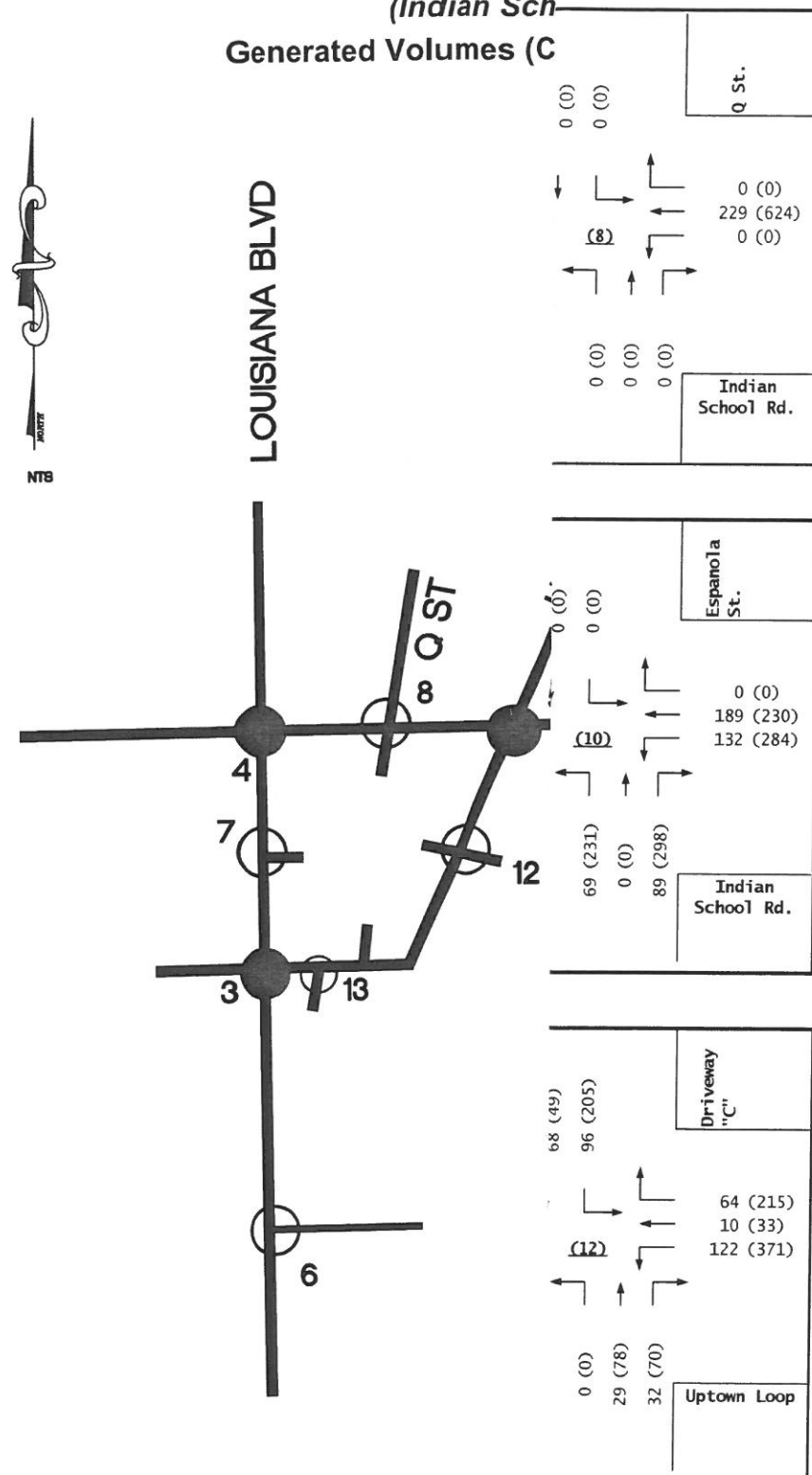


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 **SIGN**

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