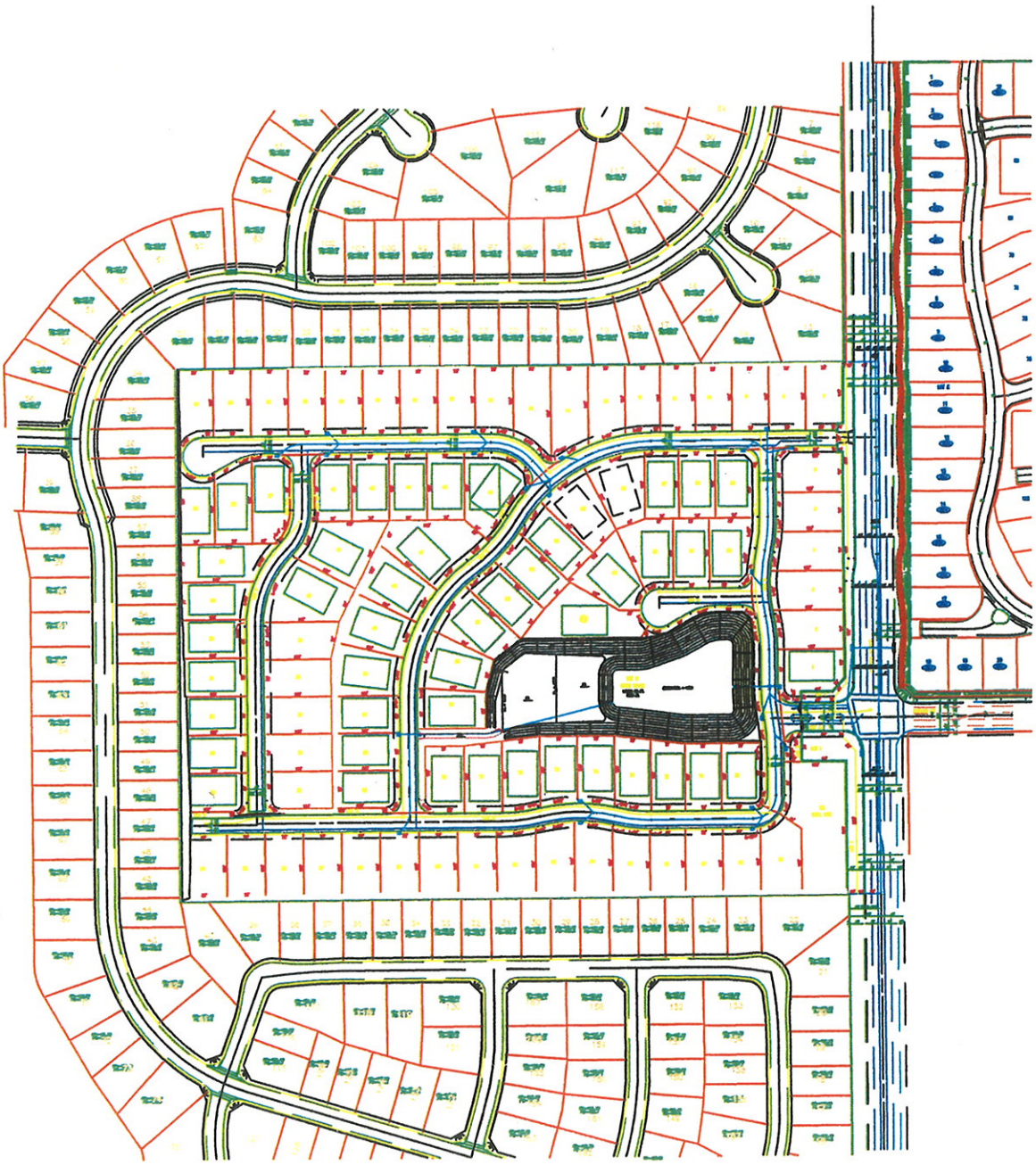
TTM 31434
TRAFFIC IMPACT STUDY (REVISED 09/02/08)
City of La Quinta, California



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SEP - 4 2008

City of La Quinta
Planning Department

RK engineering group, inc.

City of La Quinta

WORK SCOPE FOR TRAFFIC IMPACT ANALYSIS

PROJECT NAME: TTM 31434 Development	LOCATION: West of Monroe Street at 61st	DATE: 6/20/08
DEVELOPER: Monroe Dates	CONSULTANT: RK Engineering Group	CITY DEPARTMENT: Transportation
DEVELOPER CONTACT: Craig A. Wright	CONSULTANT CONTACT: Gene Icon	CITY CONTACT: Rusty Beardsley
DEVELOPER PHONE NO.: 801 - 573 - 1604	CONSULTANT PHONE NUMBER: 949. 474 - 0809	CITY PHONE NO.: 760. 777 - 7056

STUDY AREA BOUNDARIES	NORTH: 58th Street	SOUTH: 62nd Street
	EAST: East of Monroe St	WEST: W of Monroe St.

TYPE OF APPLICATION		ITEMS TO BE ADDRESSED IN THE TRAFFIC ANALYSIS	SITE SPECIFIC IMPACTS Yes / No	STUDY AREA IMPACTS Yes / No	RECOMMENDING METHOD
CHANGE OF ZONE		LAND USE DESCRIPTION	Yes	No	
TENTATIVE TRACT MAP	X	TRIP GENERATION (+REDUCTION FACTORS)	Yes	Yes	ITE (7th Edition or other)
TENATIVE PARCEL MAP		TRIP DISTRIBUTION/ASSIGNMENT	Yes	Yes	
S.D.P.		TDM REDUCTIONS	No	No	
SPECIFIC PLAN		PARKING ANALYSIS (+SHARED PARKING)	No	No	
BUILDING PERMIT		SAFETY ANALYSIS	No	No	
MODIFICATION		TRAFFIC SIGNAL WARRANTS	Yes	Yes	
LAND DIVISION		INTERNAL CIRCULATION	No	Yes	
OTHER		ACCESS DESIGN/AUXILIARY LANES	Yes	Yes	Peppers on traffic impacts

INTERSECTION TO BE ANALYZED	ANALYSIS PERIODS				TRAFFIC VOLUMES (PEAK HOUR)			NOTES
	A.M	NOON	P.M.	OTHER	EXISTING	+PROJ	+CUMUL	
Monroe St (NS) at 58th (EW)	X		X		X	X	X	
Monroe St (NS) at 60th (EW)	X		X		X	X	X	
Monroe St (NS) at 61ST (EW)	X		X		X	X	X	
Monroe St (NS) at 62nd (EW)	X		X		X	X	X	

ROADWAY SEGMENTS TO BE ANALYZED	TRAFFIC VOLUMES (ADT)			NOTES
	EXISTING	+PROJ	+CUMUL	

ATTACHMENTS	YES	NO	
		X	

CITY APPROVED DATE

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated April 2008

Case No. _____
Realated Cases -
SP No. _____
EIR No. _____
GPA No. _____
CZ No. _____
Project Name: TTM 31434 Single Family Residential Development
Project Address: West of Monroe Street at 61st Street
Project Description: _____

	Consultant	Developer
Name:	RK ENGINEERING GROUP, INC	MONROE DATES, LLC
Address:	3991 MacArthur Boulevard, Suite 310	1387 Ambassador Way
	Newport Beach, CA 92660	Salt Lake City, UT 84108
Telephone:	(949) 474-0809	(801) 573-1604
	Gene Kim	Craig A. Knight

A. Trip Generation Source: (ITE 7th Edition or other)

Current GP Land Use	N/A			Proposed Land Use	SFR	
Current Zoning	N/A			Proposed Zoning	Residential	
Current Trip Generation				Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	N/A	N/A	N/A	18	53	71
PM Trips	N/A	N/A	N/A	60	35	95

Internal Trip Allowance ☐ Yes ☒ No (_____% Trip Discount)
Pass-By Trip Allowance ☐ Yes ☒ No (_____% Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N 30 % S 0 % E 30 % W 40 %
(attached exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year 2012 Annual Ambient Growth Rate: 8 %
Phase Year(s) _____
Other area projects to be analyzed: To be provided by RCTD

Model/Forecast methodology Build up method

D. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

1. Monroe Street (NS) at 58th Street (EW)
2. Monroe Street (NS) at 60th Street (EW)
3. Monroe Street (NS) at 61st Street (EW)
4. Monroe Street (NS) at 62nd Street (EW)
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

E. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

F. Other Jurisdictional Impacts:

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☒ Yes ☐ NO

If so, name of City Jurisdiction: La Quinta

G. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)

_____

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.

Date of counts New counts to be provided

Recommended by:

_____ 6/17/08

Consultant's Representative — Date

Scoping Agreement Submitted on 6/17/08

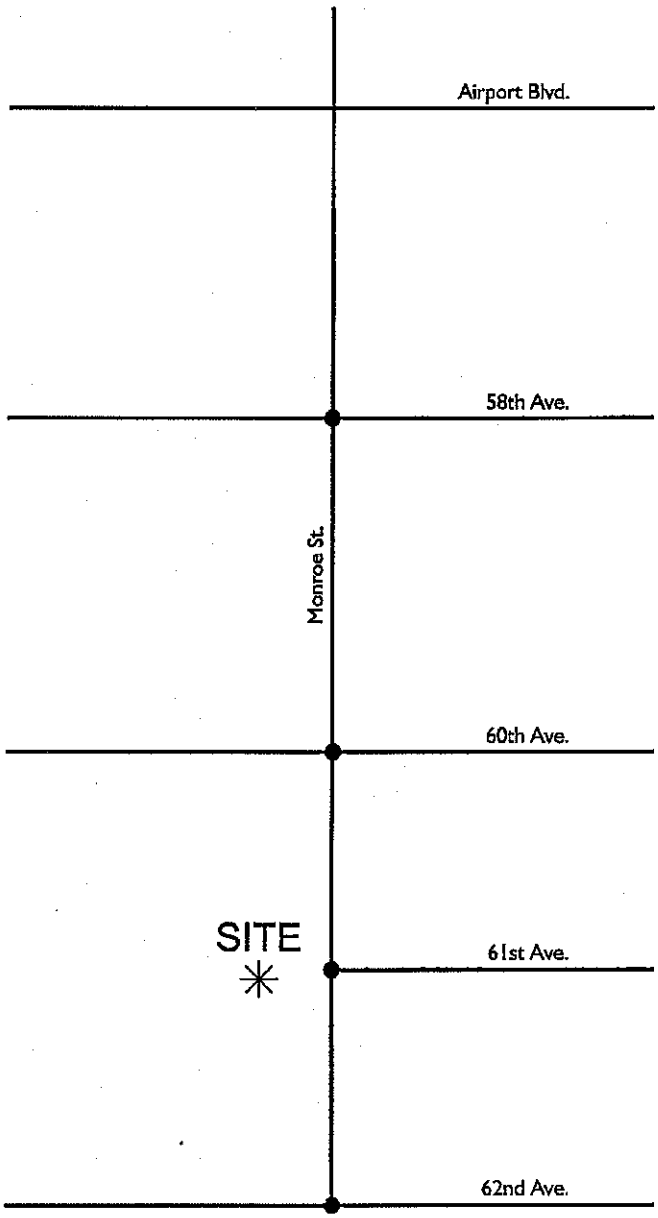
Revised on _____

Approved Scoping Agreement:

_____ _____

Riverside County Transportation Department — Date

Exhibit A
Location Map



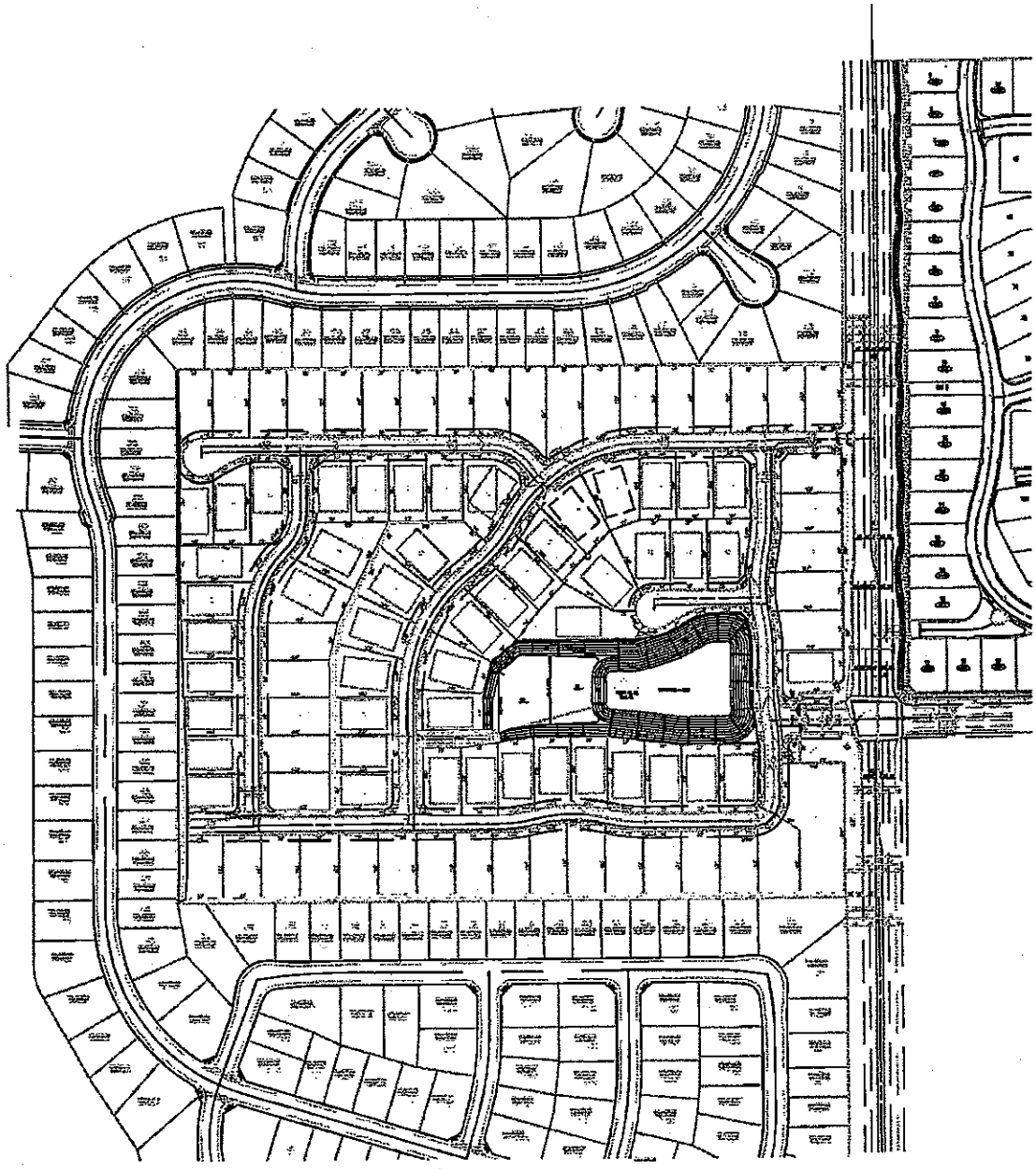
Legend:

● = Study Area Intersection

N

Exhibit B

Site Plan



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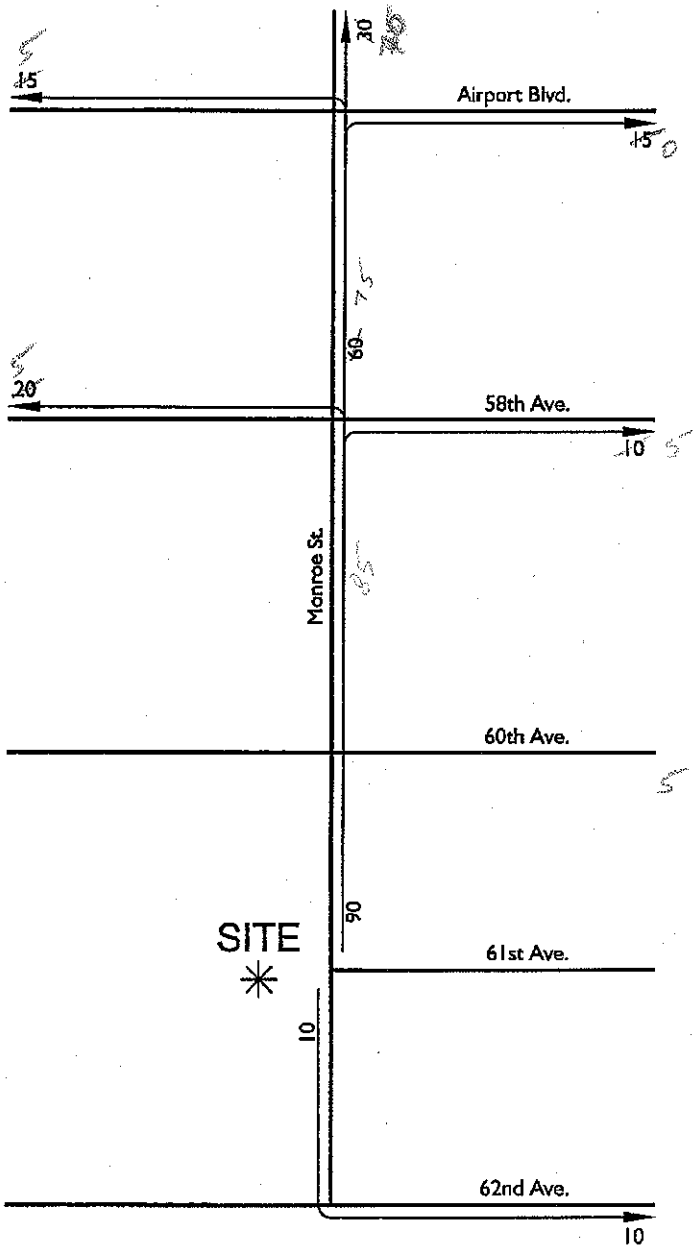
RK engineering group, inc.

Exhibit C

Project Trip Distribution



Legend:

10 = Percent to/from Project

N

TABLE 2

Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	Peak Hour				Daily
			AM		PM		
			In	Out	In	Out	
Single Family Residential	416	DU	0.19	0.56	0.64	0.37	9.57

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 7th Edition*, 2003.

[2] DU = Dwelling Units

TABLE 3
Project Trip Generation

Land Use	ITE Code	Quantity	Units[1]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
Campground/Recreational Vehicle Park	210	94	DU	18	53	71	60	35	95	900
Net Total				**18**	**53**	**71**	**60**	**35**	**95**	**900**

[1] DU = Dwelling Units

j:/rktables/Draft Table
IN:0000-00-00

RK engineering group, inc.

transportation planning • traffic engineering
environmental engineering • parking studies

September 2, 2008

Mr. Craig A. Knight
MONROE DATES, LLC
1387 Ambassador Way
Salt Lake City, Utah 84108

Subject: TTM 31434 Single Family Residential Development Traffic Impact Study (Revised 09/02/08)

Dear Mr. Knight:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this traffic impact study of the proposed TTM 31434 single family residential development project. The proposed project is located on the west side of Monroe Street and 61st Avenue in the City of La Quinta. The project will consist of 94 single family residential dwelling units. The project will have one (1) full access driveway onto 61st Avenue.

The purpose of this traffic impact study is to review existing and future conditions with and without the proposed future development. Future conditions include Project Buildout (Year 2012) projections.

Based upon our analysis of existing and future traffic volumes, all study area intersections are projected to perform at satisfactory levels of service with the recommended improvements. Therefore, the project can be accommodated in the City of La Quinta with the recommendations included in this report.

RK is pleased to provide this traffic study for the proposed TTM 31434 single family residential development located in the City of La Quinta. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. KAHN
No. 0555
Exp. 12/31/09
TRAFFIC
STATE OF CALIFORNIA

Robert Kahn, P.E.
Principal

Gene Kim, E.I.T.
Engineer I

Larry Boer
Engineer I

Attachments

RK:GK:nq/RK6653
JN:2078-2008-01

3991 macarthur boulevard, suite 310
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
http://www.rkengineer.com

TTM 31434 SINGLE FAMILY RESIDENCES
TRAFFIC IMPACT STUDY (Revised 09/02/08)
City of La Quinta, California

Prepared for:

Mr. Craig A. Knight
MONROE DATES, LLC
1387 Ambassador Way
Salt Lake City, Utah 84108

Prepared by:

RK ENGINEERING GROUP, INC.
3991 MacArthur Boulevard, Suite 310
Newport Beach, CA 92660

Robert Kahn, P.E.
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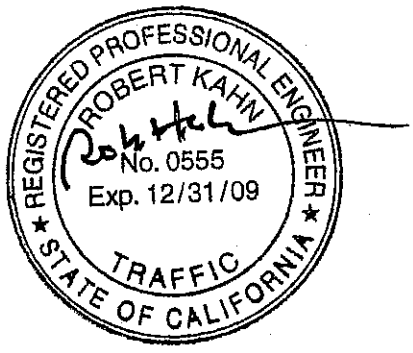

September 2, 2008

RK:GK:nq/RK6653
JN:2078-2008-01

Table of Contents

List of Attachments

Exhibits

Tables

Appendices

1.0 Introduction

The proposed project is located on the west side of Monroe Street and 61st Avenue in the City of La Quinta, as shown on Exhibit A. The proposed project consists of 94 single family residential dwelling units. The project will have one (1) full access driveway onto 61st Avenue and one (1) northern access point onto Monroe Street. The northern access point onto Monroe Street, will be utilized for emergency vehicles and, if need be, construction vehicles. The site plan for the proposed development is illustrated on Exhibit B. The study area includes the following intersections:

North-South Street	East-West Street
Monroe Street	58th Avenue 60th Avenue 61st Avenue 62nd Avenue

The above study intersections were chosen for analysis due to their anticipated impact and proximate location to the project site. Analysis of the above study intersections is expected to determine all significant project related impacts.

The purpose of this traffic impact study is to review Existing, Existing Plus Project, Project Buildout (Year 2012) Without Project, and Project Buildout (Year 2012) With Project traffic conditions. The traffic impact study will determine any recommendations necessary to accommodate the project.

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2.0 Existing Conditions

Exhibit C shows the City of La Quinta Circulation Element and Exhibits D shows the Roadway Cross Sections. Exhibit E identifies the existing roadway conditions, number of through traffic lanes, and the intersection controls for the study area roadways.

Existing roadways within the vicinity of the project site include Monroe Street (Primary/ Secondary Arterial), 58th Avenue (Secondary Arterial), 60th Avenue (Secondary Arterial), 61st Avenue (Collector), and 62nd Avenue (Secondary Arterial). Monroe Street runs in the north-south direction adjacent to the project site and includes one travel lane in each direction separated by Caltrans detail 22 (painted double yellow stripe).

Existing traffic volumes on roadways throughout the study area are shown on Exhibit F. These volumes are based upon weekday traffic data collected in June 2008 by Southland Car Counters for RK. The City of La Quinta experiences a seasonal traffic fluctuation, with higher volumes in the winter and spring months typically running from November through April. Since counts were conducted in June, outside of the prime season, a conservative 30% seasonal increase has been applied to the June 2008 counts, as recommended by the City of La Quinta Engineering Bulletin #13-06. The traffic count worksheets are included in Appendix A.

Table 1 represents the Existing conditions intersection levels of service. All study area intersections are currently operating at an acceptable Level of Service during Existing peak hour conditions. Levels of Service worksheets for Existing conditions are included in Appendix B.

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3.0 Intersection Analysis

3.1 HCM Analysis

The current technical guide to the evaluation of traffic operations is the Highway Capacity Manual (HCM2000), in accordance with Caltrans standards. The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

Uninterrupted flow is generally found only on limited access (freeway) facilities in urban areas.

3.2 Level of Service

The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM methodology.

For signalized intersections, average control delay per vehicle is used to determine the level of service. Levels of service at signalized study intersections have been evaluated using the HCM intersection analysis program.

The levels of service are defined for the various analysis methodologies as follows:

LOS	Average Total Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0.00 - 10.00	0.00 - 10.00
B	10.01 - 20.00	10.01 - 15.00
C	20.01 - 35.00	15.01 - 25.00
D	35.01 - 55.00	25.01 - 35.00
E	55.01 - 80.00	35.01 - 50.00
F	>80.01	>50.01

The LOS analysis for signalized intersections is performed using optimized signal timing. Adjustment factors for elements such as lane width, trucks, grade, obstructions, parking or pedestrians are as stated in the 2000 HCM. The overall intersection peak hour factor was used as counted for Existing conditions analysis, while a 0.95 peak hour factor was used for future (Year 2012) conditions analyses.

Saturation flow rates of 1,900 vehicles per hour of green (vphg) for through and right turn lanes, 1,900 vehicles for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes, and 1,500 vehicles per lane for triple left turn lanes have been assumed for all capacity analysis.

3.3 Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the City of La Quinta Engineering Bulletin #13-06.

Deficiency

The definition of an intersection deficiency has been obtained from the City of La Quinta Engineering Bulletin #13-06: "In the City of La Quinta, LOS D and a

maximum volume to capacity ratio of 0.90 is the acceptable build out service level. The maximum volume to capacity ratio applies to peak hours at intersections as well as daily V/C analyses of roadway segments." Therefore, any intersection that has a vehicle to capacity ratio of greater than 0.90 or is operating at LOS E or F will be considered deficient.

Significant Impact

Thresholds of Significance

Intersections

Project Specific Impacts – A significant adverse project specific traffic impact is assumed to occur at any intersections if the project will change the V/C ratio or add Peak Hour Trips (PHT) to impacted intersections that exceed the thresholds for changes in Level of Service (LOS) established in the following table:

Table 1

Thresholds for Changes in Level of Service (LOS) at Intersections

Significant Changes in LOS	
Intersection LOS (Existing	Increase in V/C equal to or greater than
LOS E	20 Trips*
LOS F	10 Trips*

* To critical movements

4.0 Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The traffic generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition and San Diego Association of Governments (SANDAG) Traffic Generation Rates. These publications provide a comprehensive evaluation of trip generation rates for a variety of land uses. It should be noted that the City of La Quinta prefers the use of ITE trip generation rates. Both daily and peak hour trip generation rates for the uses analyzed in this study are shown in Table 2.

The traffic generation for the proposed project is based upon the specific land uses that have been planned for the development. The project will consist of constructing 94 single family residential dwelling units. The proposed development is anticipated to generate approximately 900 trip-ends per day with 71 vehicles per hour during the AM peak hour and 95 vehicles per hour during the PM peak hour. Both daily and peak hour trip generation for the proposed project are shown in Table 3.

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5.0 Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of employment, commercial, and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating the proposed land use and highways within the community, existing traffic volumes and has been developed with consultation from City staff.

The proposed project has one (1) full access driveway onto 61st Avenue. The trip distribution for this analysis has been based upon project buildout conditions, based upon those highway facilities that are in place or will be contemplated over the near-term. The project trip distribution patterns for the project are shown on Exhibits G.

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6.0 Trip Assignment

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and existing arterial highway and local street systems. Based upon the identified project trip generation and distributions, project related traffic volumes are shown on Exhibit H.

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7.0 Traffic Impact Analysis

Traffic impacts have been projected and analyzed for Existing, Existing Plus Project, Project Buildout (Year 2012) Without Project, and Project Buildout (Year 2012) With Project conditions.

7.1 Existing Plus Project

Existing Plus Project traffic volumes have been determined by combining existing traffic volumes with project traffic volumes. The traffic volumes for existing plus project conditions are shown on Exhibit I. Table 5 presents the intersection analysis for Existing Plus Project conditions. The HCM calculation worksheets are included in Appendix C.

7.2 Project Buildout (Year 2012) Without Project

The project is estimated to be complete in the Year 2012. Project Buildout (Year 2012) Without Project traffic volumes have been determined by applying a growth rate and adding traffic associated with other cumulative development in the area to the existing traffic volumes.

Per City of La Quinta traffic impact study guidelines, an annual growth rate of 8 percent is representative of City growth south of Highway 111. Therefore, an 8 percent growth factor was applied to the 2008 Existing volumes to forecast Project Buildout (Year 2012) traffic conditions.

Cumulative projects have been taken into consideration for Project Buildout (Year 2012) Without Project scenario and are shown on Exhibit J. A list of cumulative projects included in the study is provided in Table 4. A list of commercial and residential development was made available to RK by City staff. Projects located within the study area, and those expected to have a significant impact on the study

area intersections were selected from the list of approved projects. Several of the projects are already under construction and with significant portions being occupied and in use at the time traffic counts were conducted. Therefore, only the portions of the projects that have not been constructed or occupied were considered in the analysis. The individual cumulative development trip distribution maps are shown on Exhibits K through M.

Cumulative Development trip generation and distributions have been utilized, and the resulting projected cumulative development traffic volumes are shown on Exhibit N.

To assess Project Buildout (Year 2012) Without Project traffic conditions, Existing Traffic has been combined with area-wide growth and cumulative development within the vicinity of the site. The traffic volumes for Project Buildout (Year 2012) Without Project conditions are shown in Exhibit O.

For Project Buildout (Year 2012) Without Project conditions, all study area intersections are projected to operate at an acceptable Level of Service during peak hour conditions. Table 6 presents the intersection analysis for Project Buildout (Year 2012) Without Project conditions. The HCM calculation worksheets are included in Appendix D.

7.3 Project Buildout (Year 2012) With Project

To assess Project Buildout (Year 2012) With Project conditions, project traffic has been combined with Project Buildout (Year 2012) Without Project traffic. Project Buildout (Year 2012) With Project traffic volumes are shown on Exhibit P.

For Project Buildout (Year 2012) With Project conditions, all study area intersections are projected to operate at an acceptable Level of Service during peak hour conditions. Table 7 presents the intersection analysis for Project Buildout (Year

2012) With Project conditions. The HCM calculation worksheets are included in Appendix E.

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8.0 Findings

A summary of the level of service analysis for each condition for both AM and PM peak hours is included in Table 8.

All study area intersections are currently operating at an acceptable Level of Service during Existing peak hour conditions. The Existing conditions analysis includes a seasonal adjustment factor of 30% to the existing traffic counts to account for traffic fluctuation at different times of the year.

The proposed project is not a gated community and thus a gated entranceway will not exist. There will also be adequate internal circulation within the proposed project. Lane widths throughout the collector streets range from 33 feet to 37 feet while the entranceway will have a width of 56 feet with a 12 foot center median. Vehicles will have at least 80 feet of stacking distance within the entranceway at Monroe Street. This stacking distance should be sufficient to maintain adequate circulation for vehicle ingress and egress.

The project will consist of constructing 94 single family residential dwelling units. The proposed development is anticipated to generate approximately 900 trip-ends per day with 71 vehicles per hour during the AM peak hour and 95 vehicles per hour during the PM peak hour.

For Existing Plus Project conditions, all study area intersections are projected to operate at an acceptable Level of Service during the peak hour conditions.

For Project Buildout (Year 2012) Without Project conditions, all study area intersections are projected to operate at an acceptable Level of Service during peak hour conditions.

For Project Buildout (Year 2012) With Project conditions, all study area intersections are projected to operate at an acceptable Level of Service during peak hour conditions. However, with the recommended improvements, all study intersections are projected to operate at an acceptable Level of Service and volume-to-capacity (v/c) ratio less than or equal to 0.90 during the peak hours.

9.0 Recommendations

9.1 Project Buildout (Year 2012) With Project Conditions

Install a stop sign, stop bar, and stop legend at Project Access driveway on 61st Avenue. This will be a requirement of the project.

Complete the internal circulation system per City of La Quinta standards.

Participate in the City approved Development Impact Fee program.

In conjunction with the preparation of precise grading, landscape, and street improvement plans, sight distance should be reviewed at the project access point per City of La Quinta/Caltrans standards.

Per Engineering Bulletin #13-06, a right-turn deceleration lane is required since the projected peak hour right ingress turning volume exceeds 50 trips. The taper length shall be included within the required deceleration lane.

Recommendations are summarized on Exhibit Q.

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10.0 Conclusions

Based upon this analysis of Existing and Project Buildout (Year 2012) traffic conditions, all study area intersections are projected to perform at satisfactory levels of service with the implementation of the recommendations included in this report. Therefore, the proposed TTM 31434 single family residential development can be accommodated within the City of La Quinta's existing standards for acceptable levels of service for roadways and intersections.

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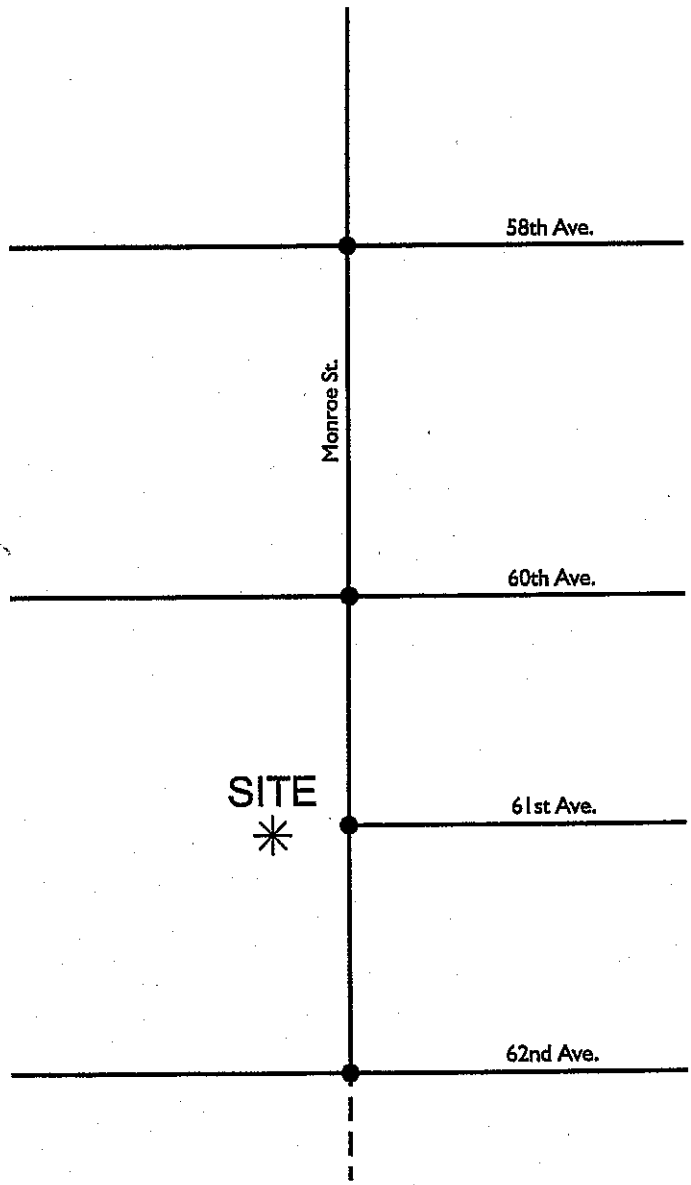
Exhibits

Exhibit A
Location Map



Legend:

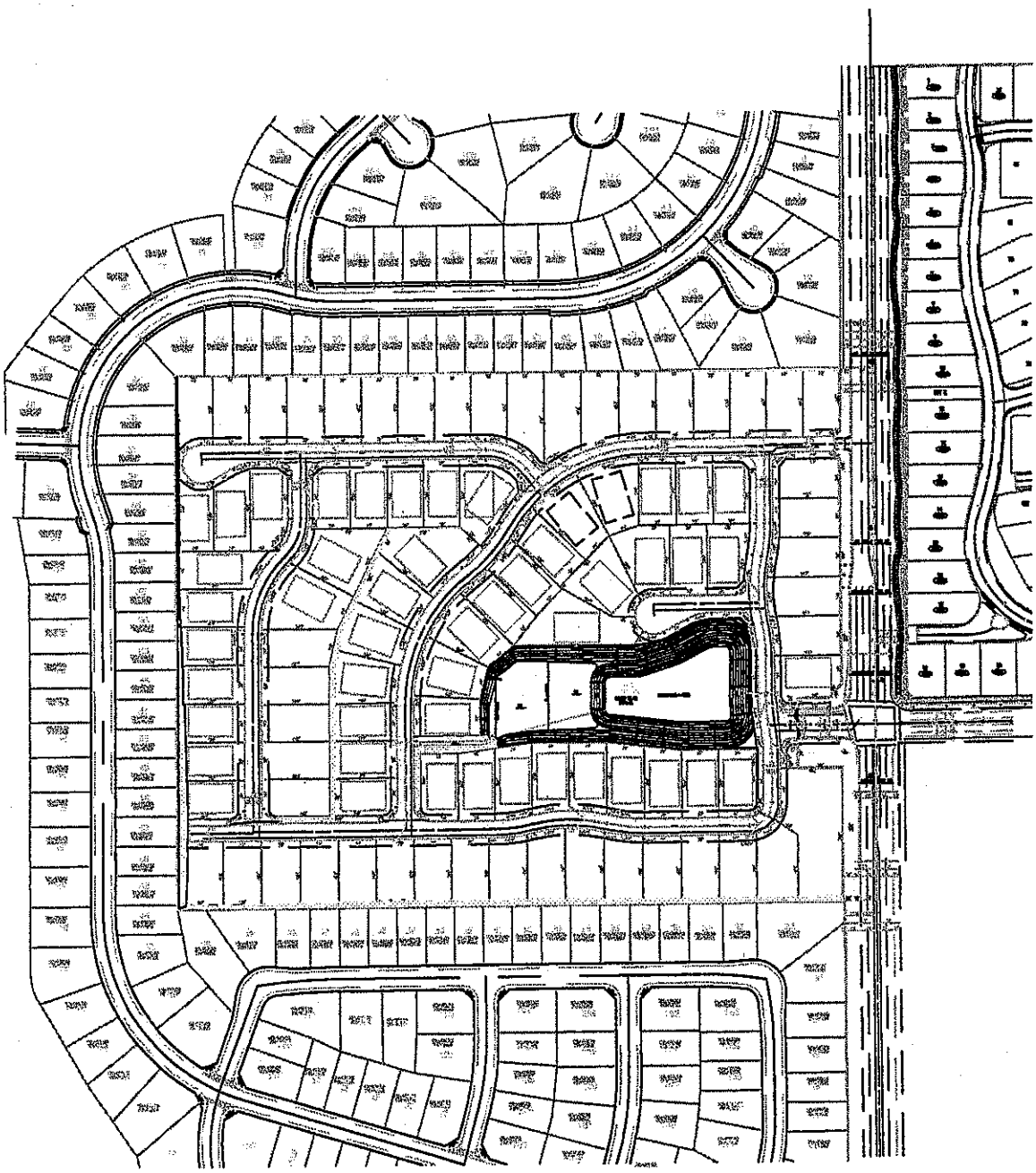
● = Study Area Intersection

— — = Unpaved Road

N

RK engineering group, inc.

Exhibit B
Site Plan



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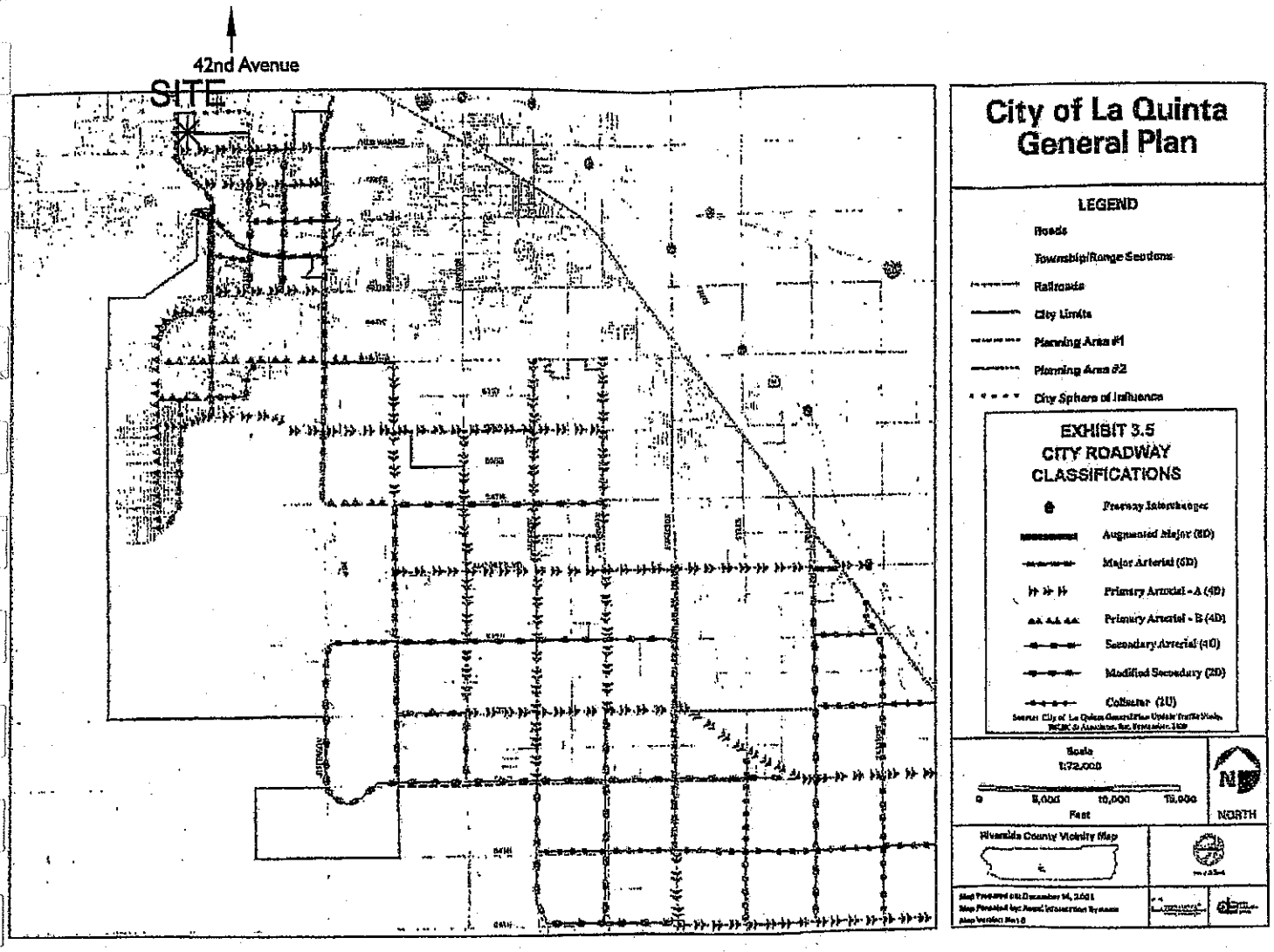
RK engineering group, inc.

Exhibit C

City of La Quinta General Plan Circulation Element



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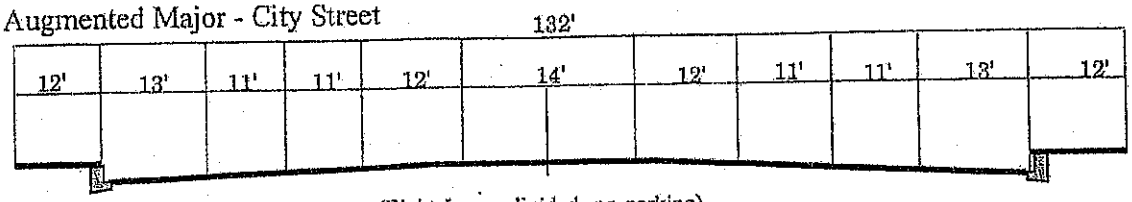
RK engineering group, inc.

Exhibit D

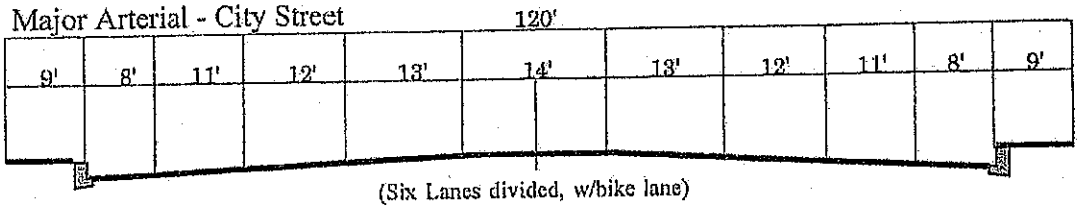
City of La Quinta General Plan
Roadway Cross-Sections City Streets

Augmented Major - City Street



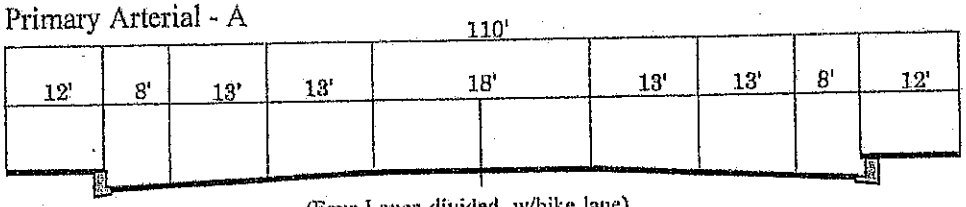
(Eight Lanes divided, no parking)

Major Arterial - City Street



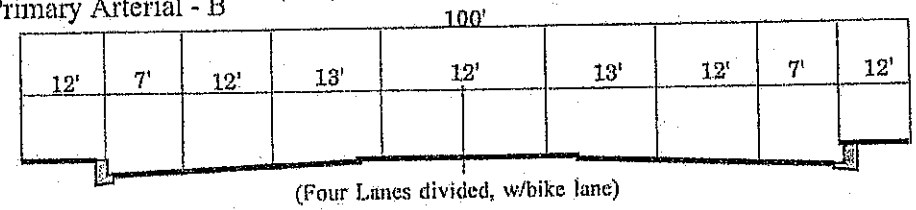
(Six Lanes divided, w/bike lane)

Primary Arterial - A



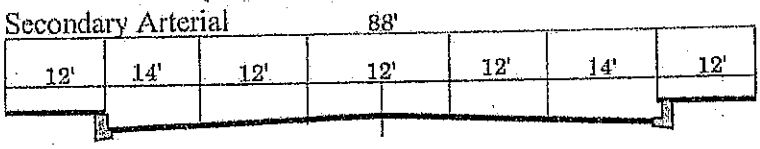
(Four Lanes divided, w/bike lane)

Primary Arterial - B



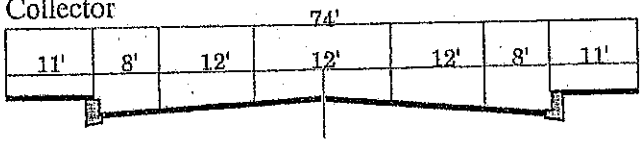
(Four Lanes divided, w/bike lane)

Secondary Arterial



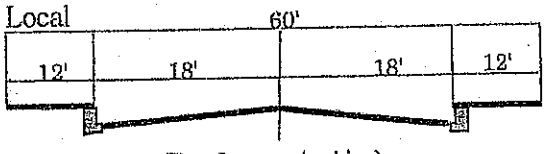
(Four Lanes undivided, no parking)

Collector



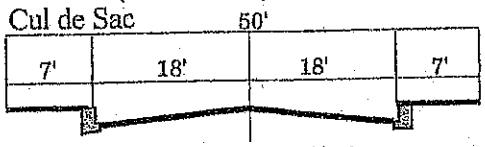
(Two Lanes undivided, w/bike lane)

Local



(Two Lanes w/parking)

Cul de Sac



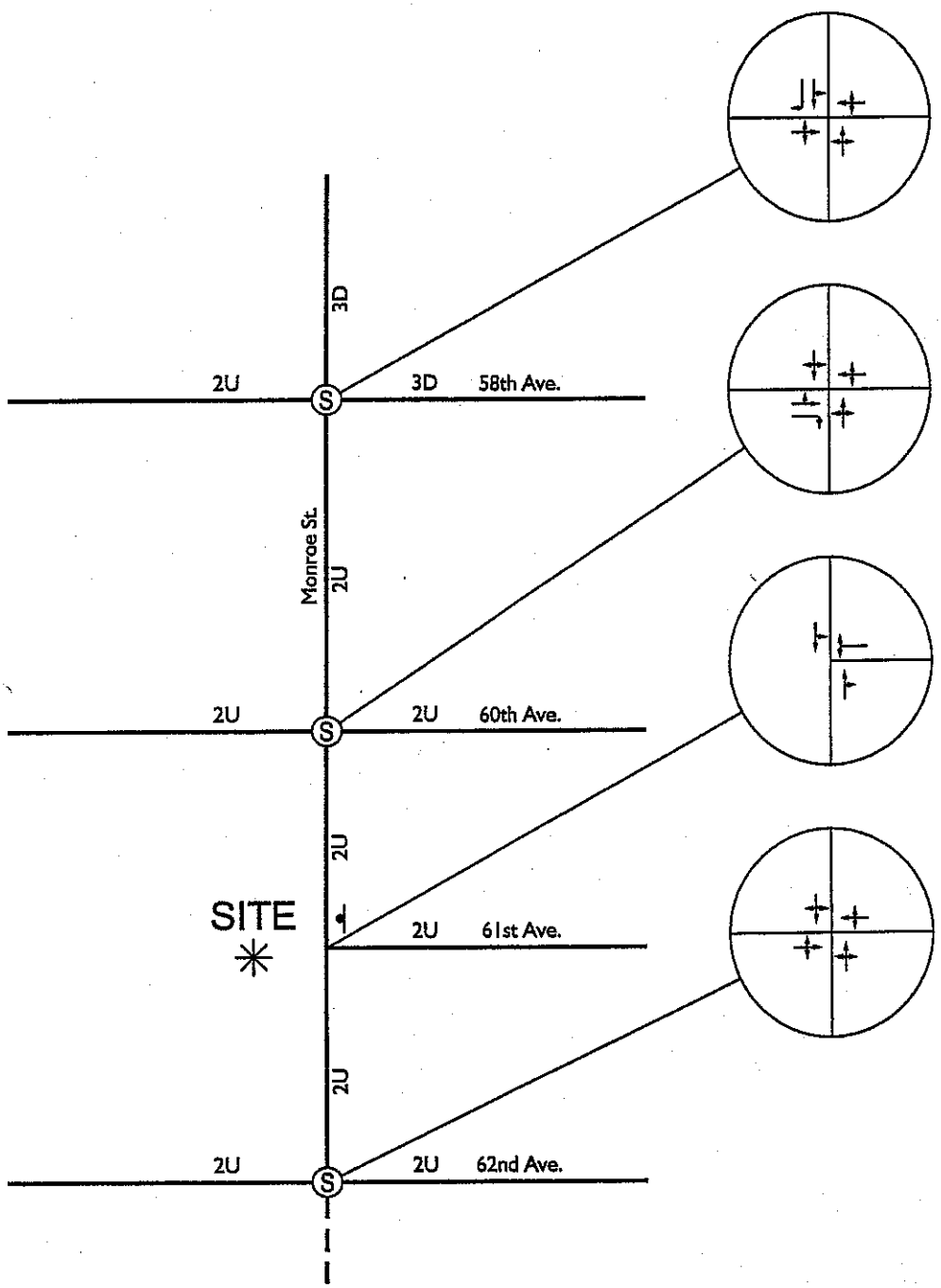
(Two Lanes, w/parking)

N

RK engineering group, inc.

Exhibit E

Existing Lane Geometry and Intersection Controls



Legend:

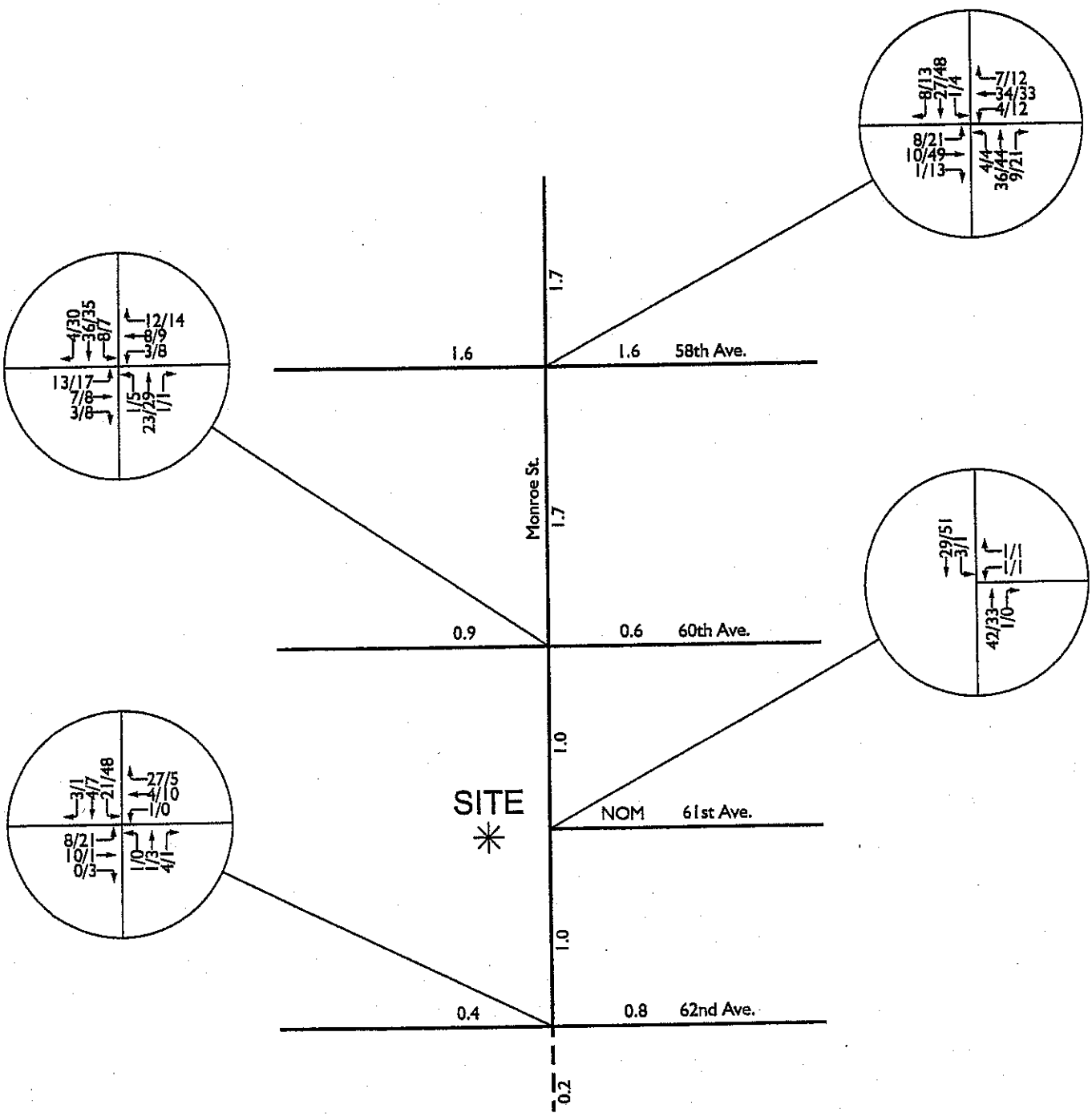
- (S) = All Way Stop
- = Stop Sign
- 2 = Number of Lanes
- D = Divided
- U = Undivided
- — — = Unpaved Road

N

RK engineering group, inc.

Exhibit F

Existing Traffic Volumes



Legend:

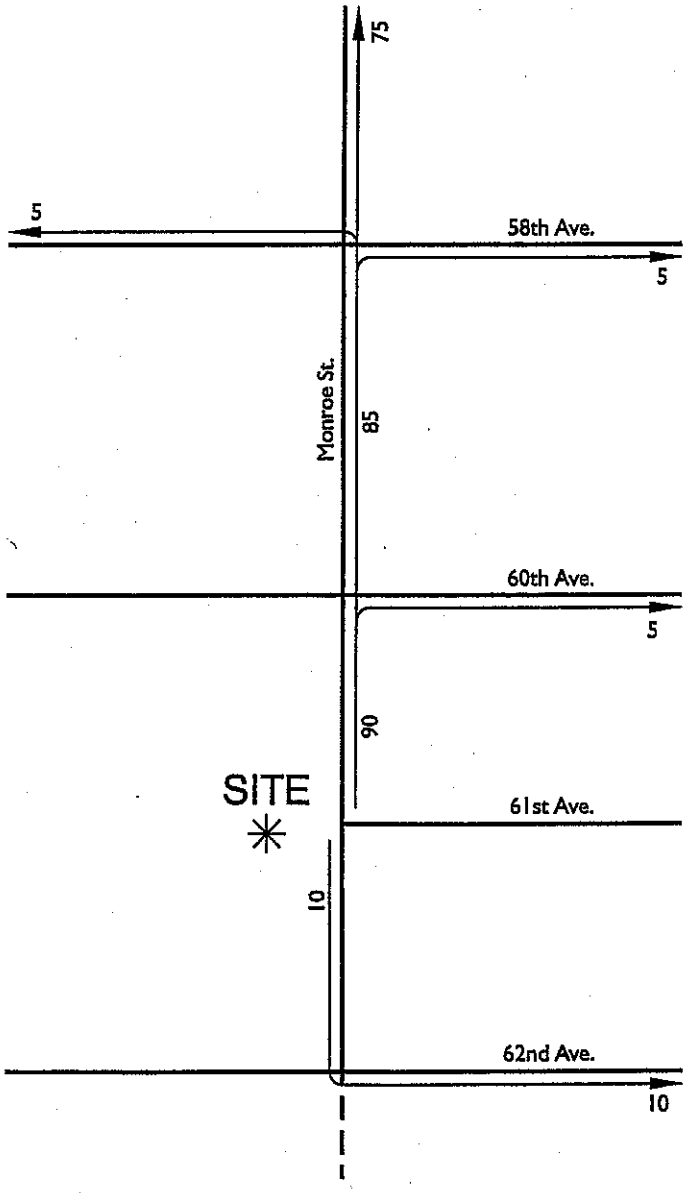
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
NOM = Nominal
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit G

Project Trip Distribution



Legend:

10 = Percent to/from Project

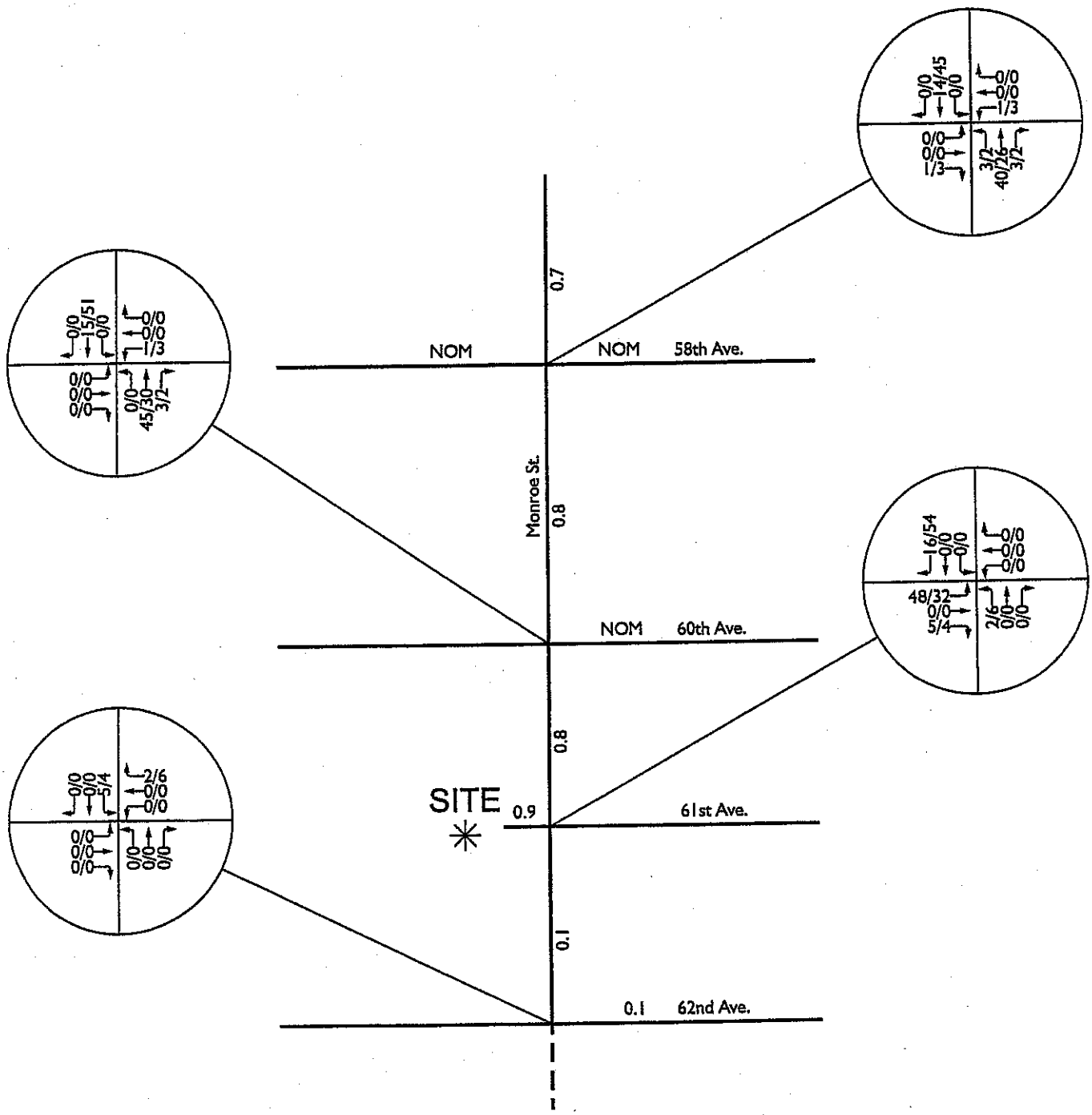
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit H

Project Traffic Volumes



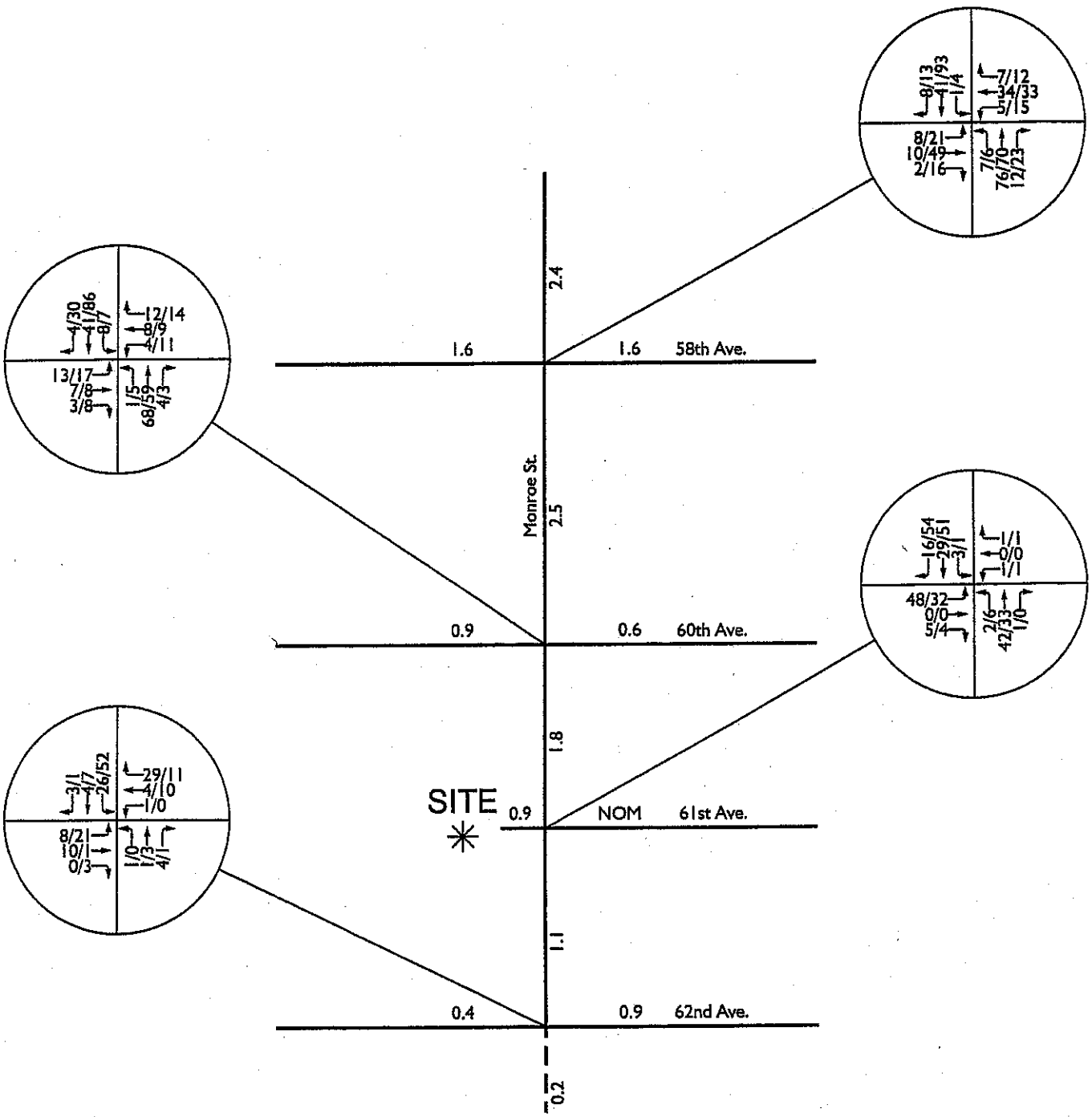
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
NOM = Nominal
— — = Unpaved Road

N

Exhibit I

Existing Plus Project Traffic Volumes



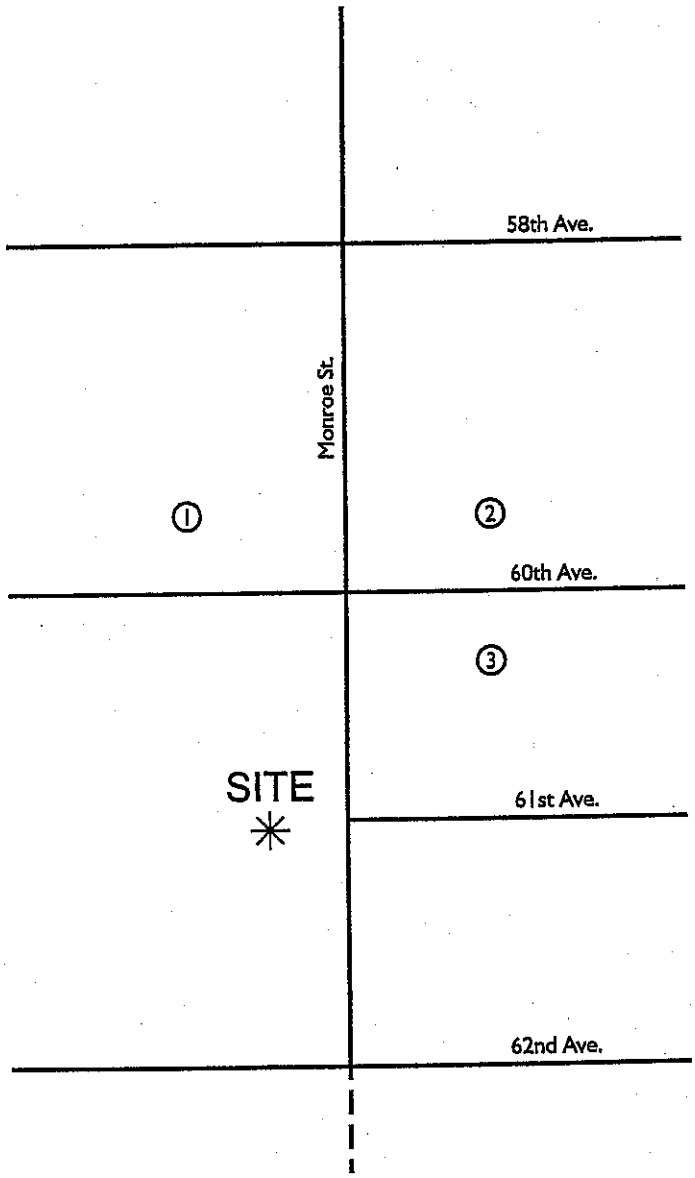
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
NOM = Nominal
— — = Unpaved Road

N

Exhibit J

Cumulative Development Location Map



Legend:

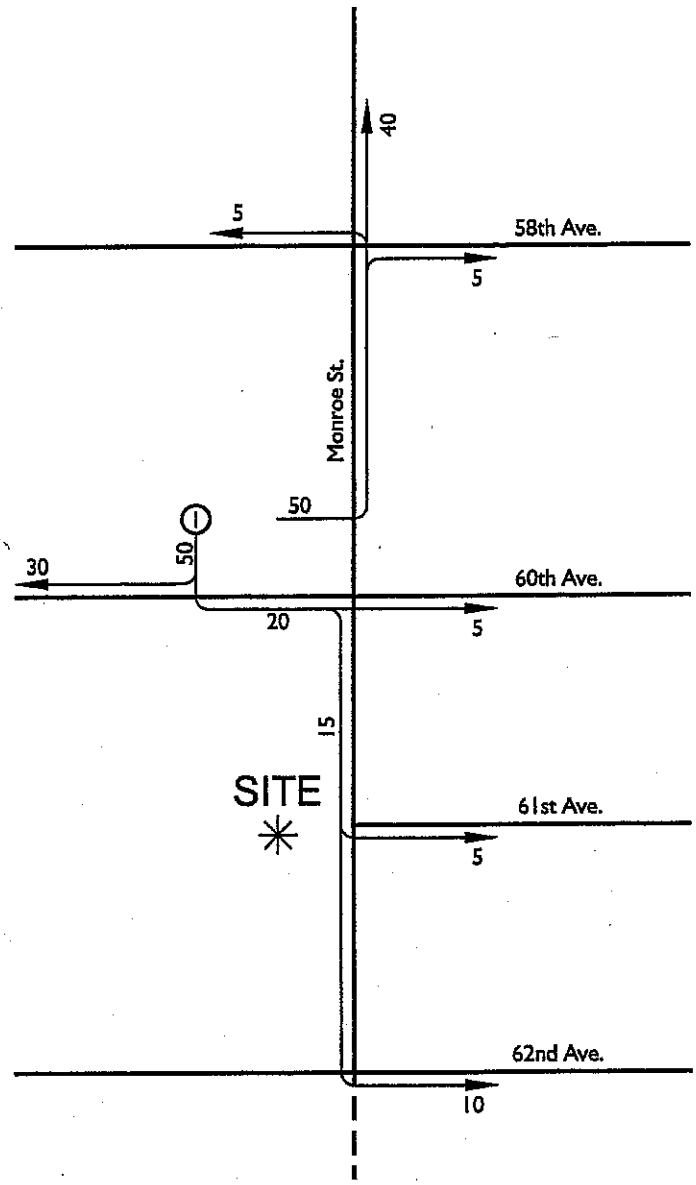
① = TTM 30023
② = TTM 32398
③ = TTM 31732, TTM 31733
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit K

Zone 1 Trip Distribution



Legend:

(1) = TTM 30023

10 = Percent to/from Zone

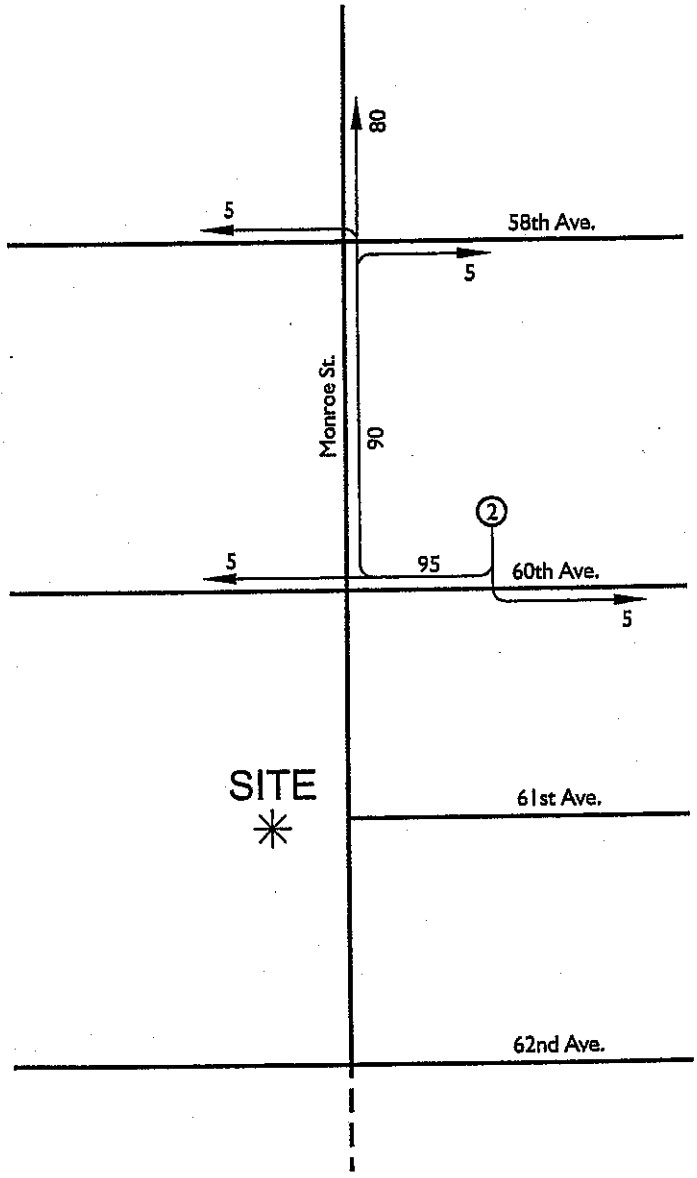
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit L

Zone 2 Trip Distribution



Legend:

(2) = TTM 32398

10 = Percent to/from Zone

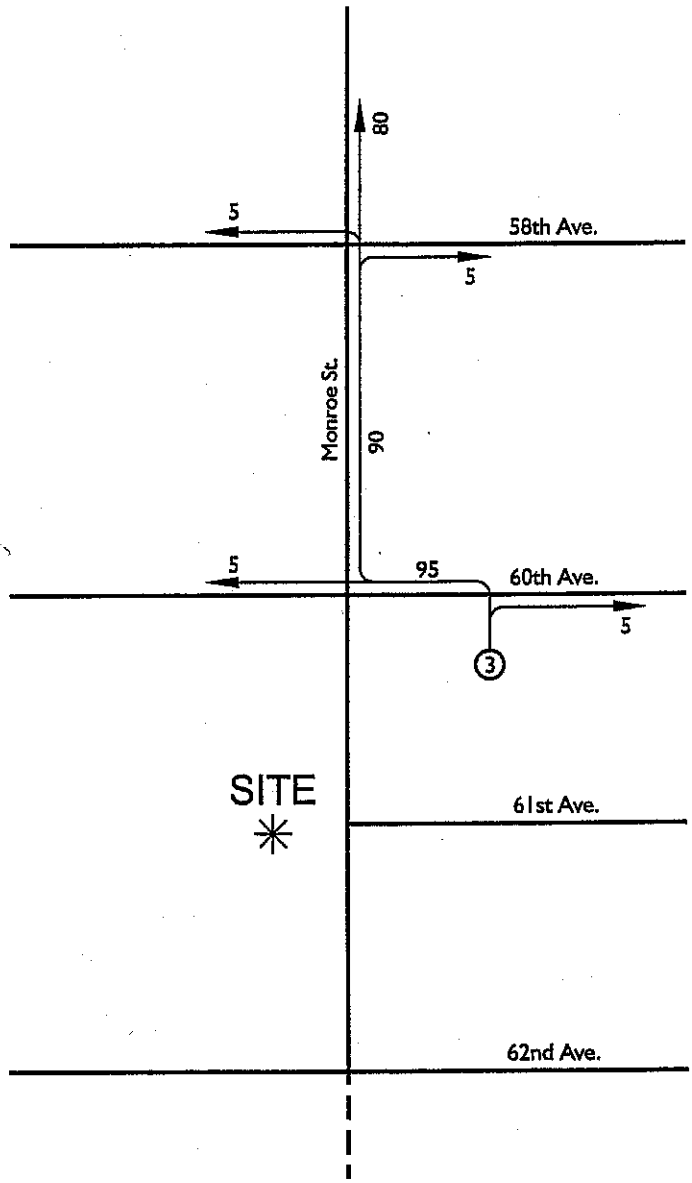
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit M

Zone 3 Trip Distribution



Legend:

(3) = TTM 31732, TTM 31733

10 = Percent to/from Zone

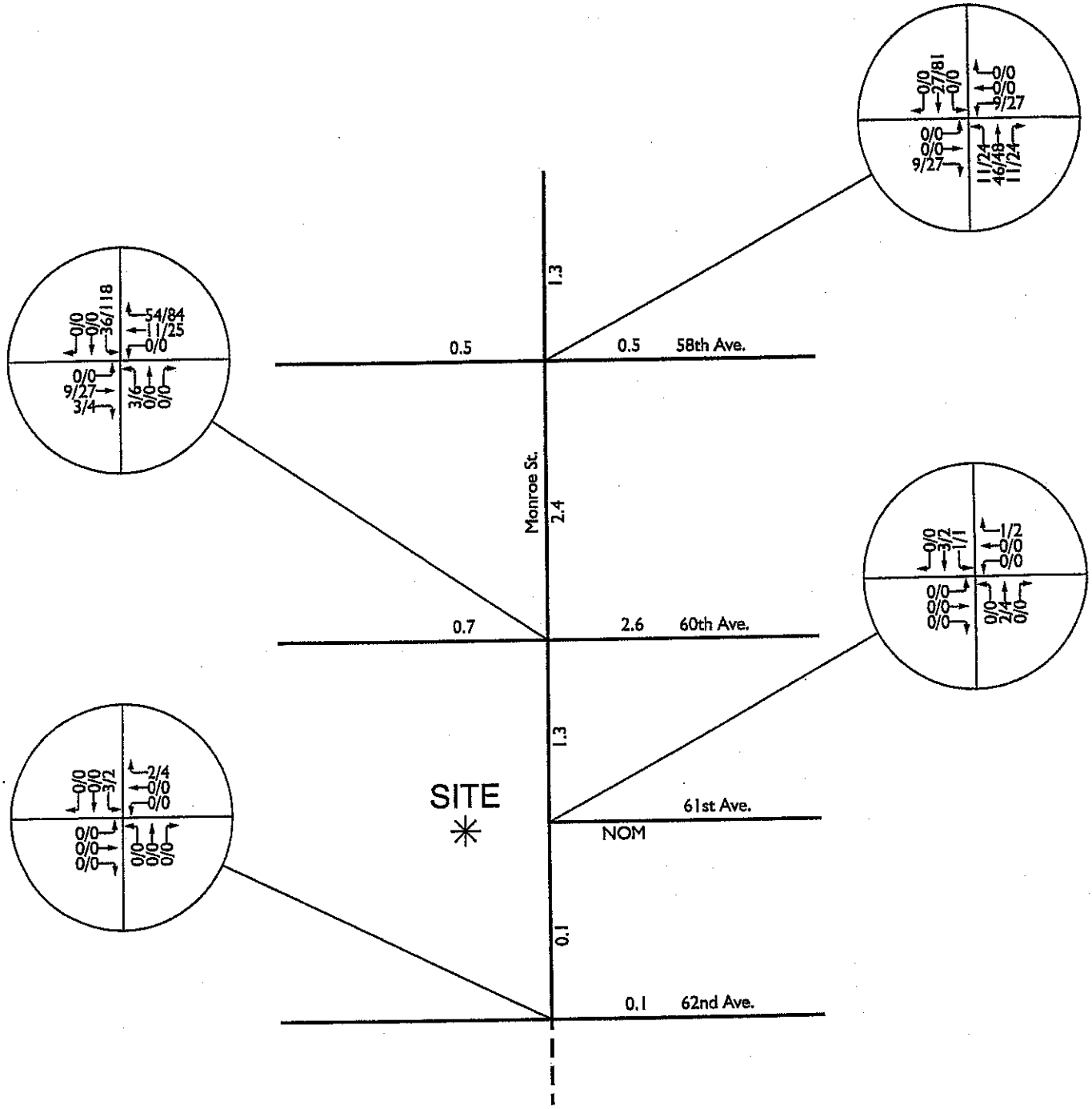
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit N

Cumulative Development Traffic Volumes



Legend:

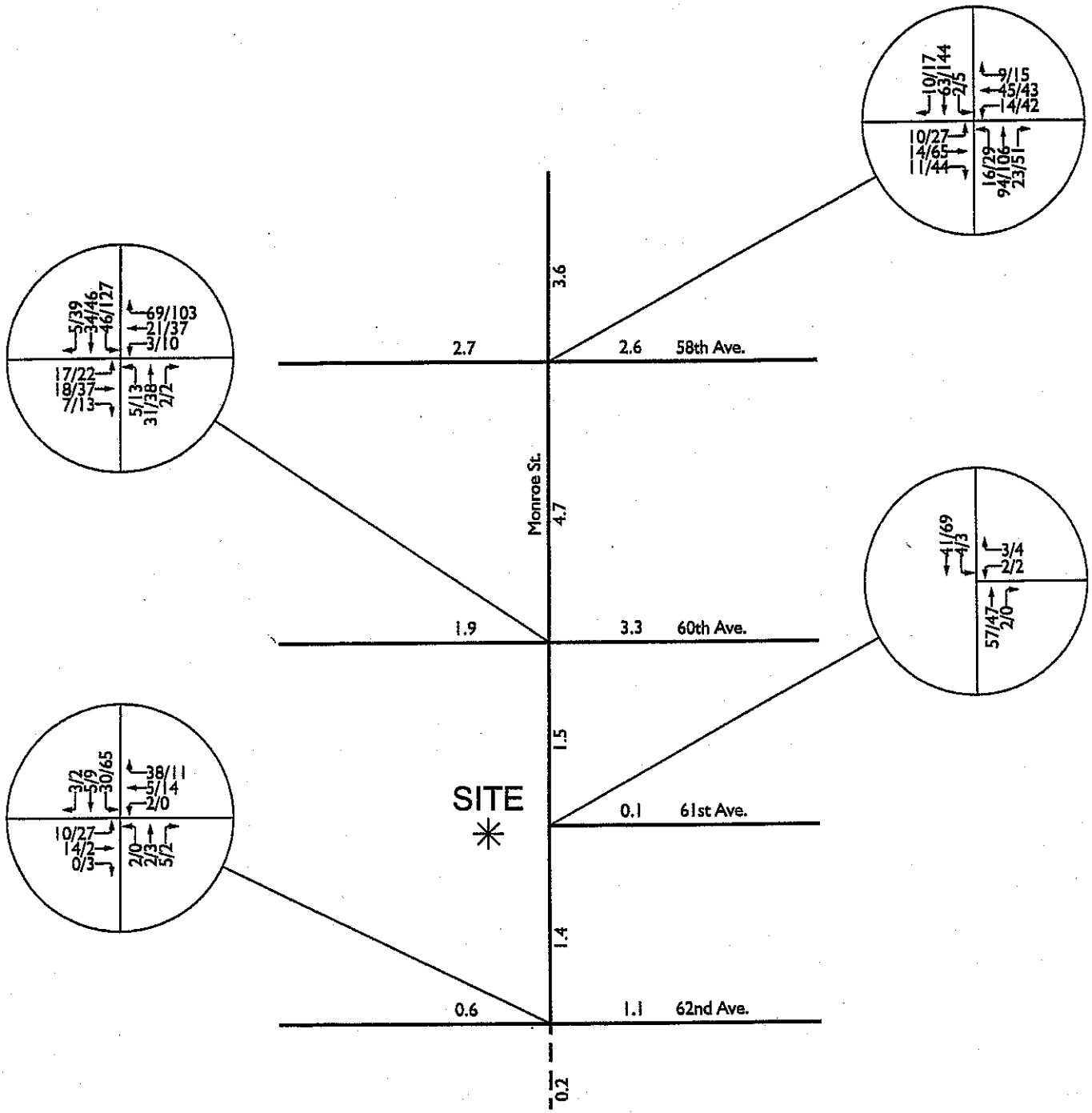
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
NOM = Nominal
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit O

Project Buildout (Year 2012) Without Project Traffic Volumes



Legend:

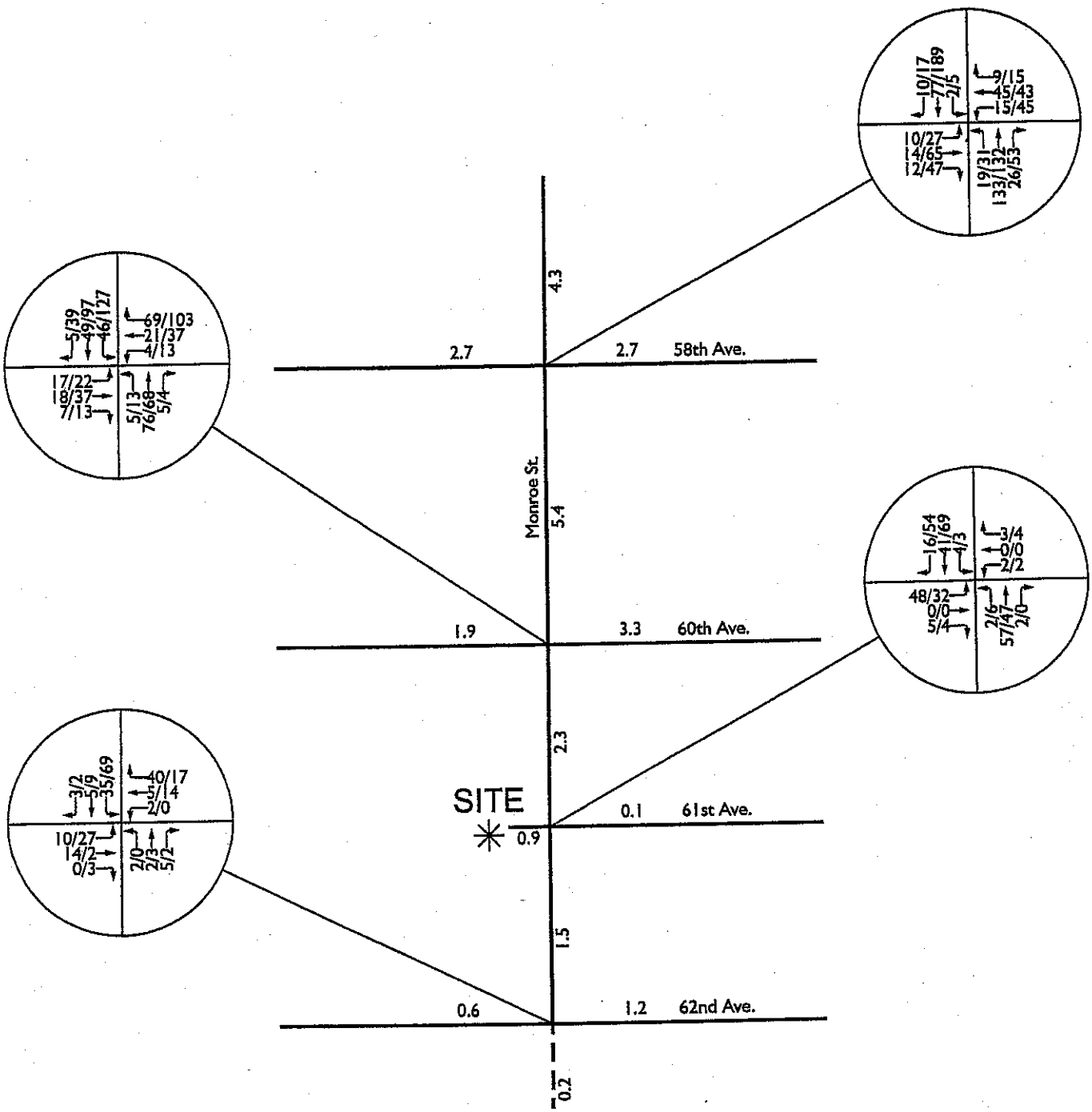
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
NOM = Nominal
— — = Unpaved Road

N

RK engineering group, inc.

Exhibit P

Project Buildout (Year 2012) With Project Traffic Volumes

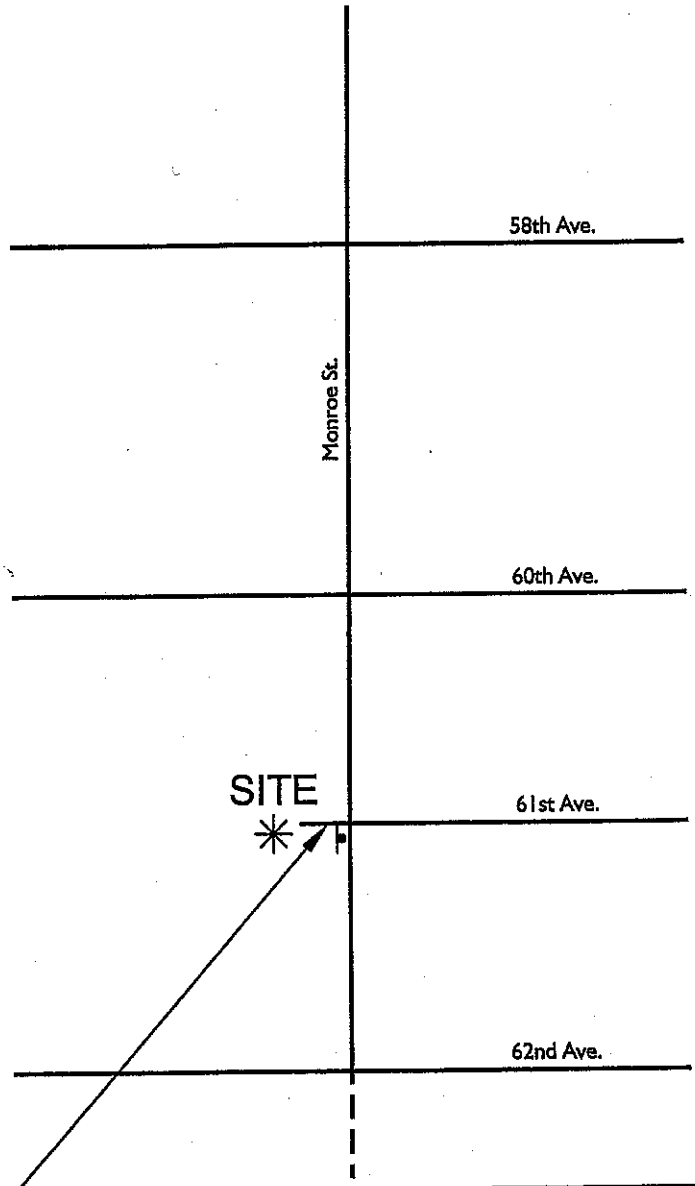


Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
NOM = Nominal
— — = Unpaved Road

N

Exhibit Q
Recommendations



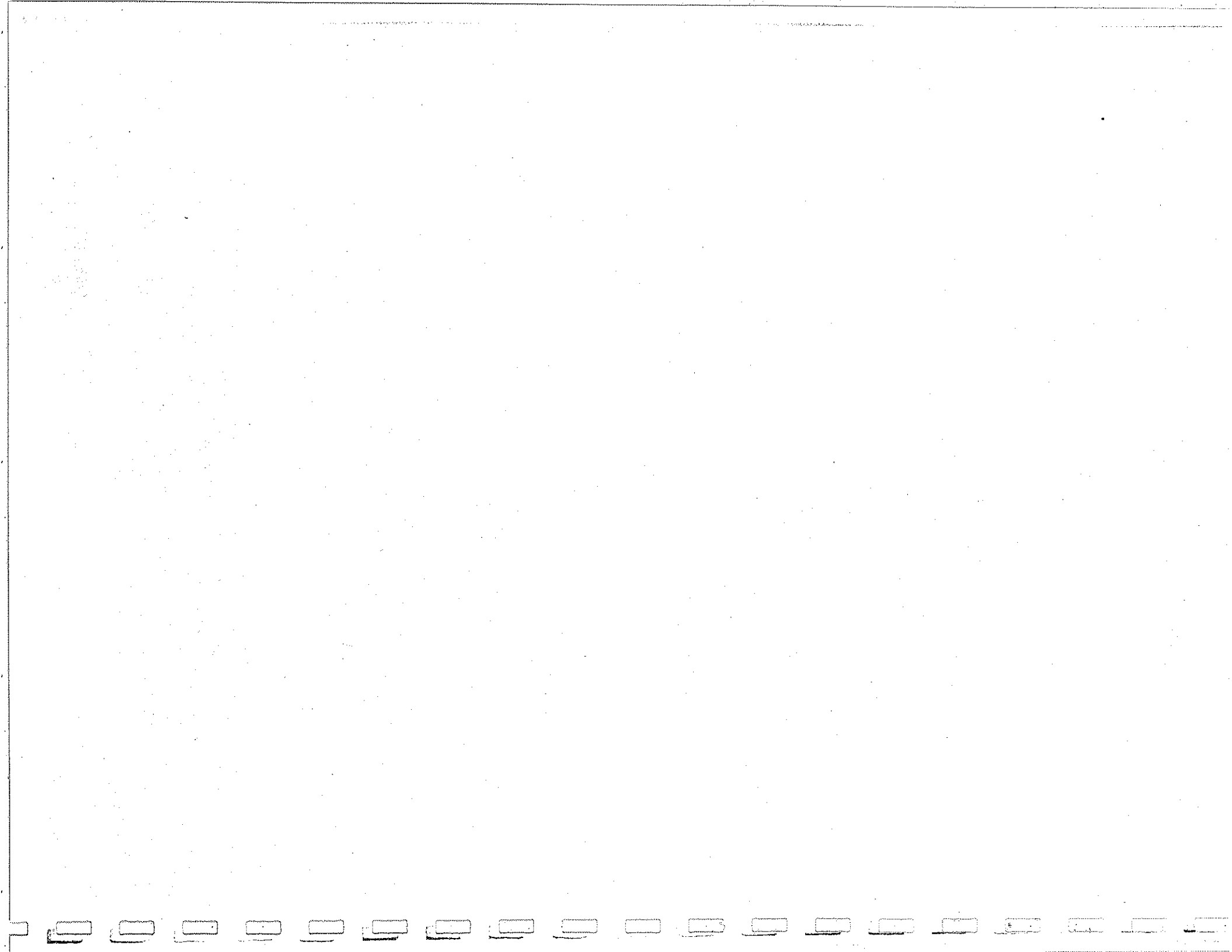
Install a stop sign, stop bar, and stop legend at Project Access driveway on 61st Avenue. This will be a requirement of the project.

Complete the internal circulation system per City of La Quinta standards.

In conjunction with the preparation of precise grading, landscape, and street improvement plans, sight distance should be reviewed at the project access point per City of La Quinta/Caltrans standards.

Participate in the City approved Development Impact Fee program.

N



Tables

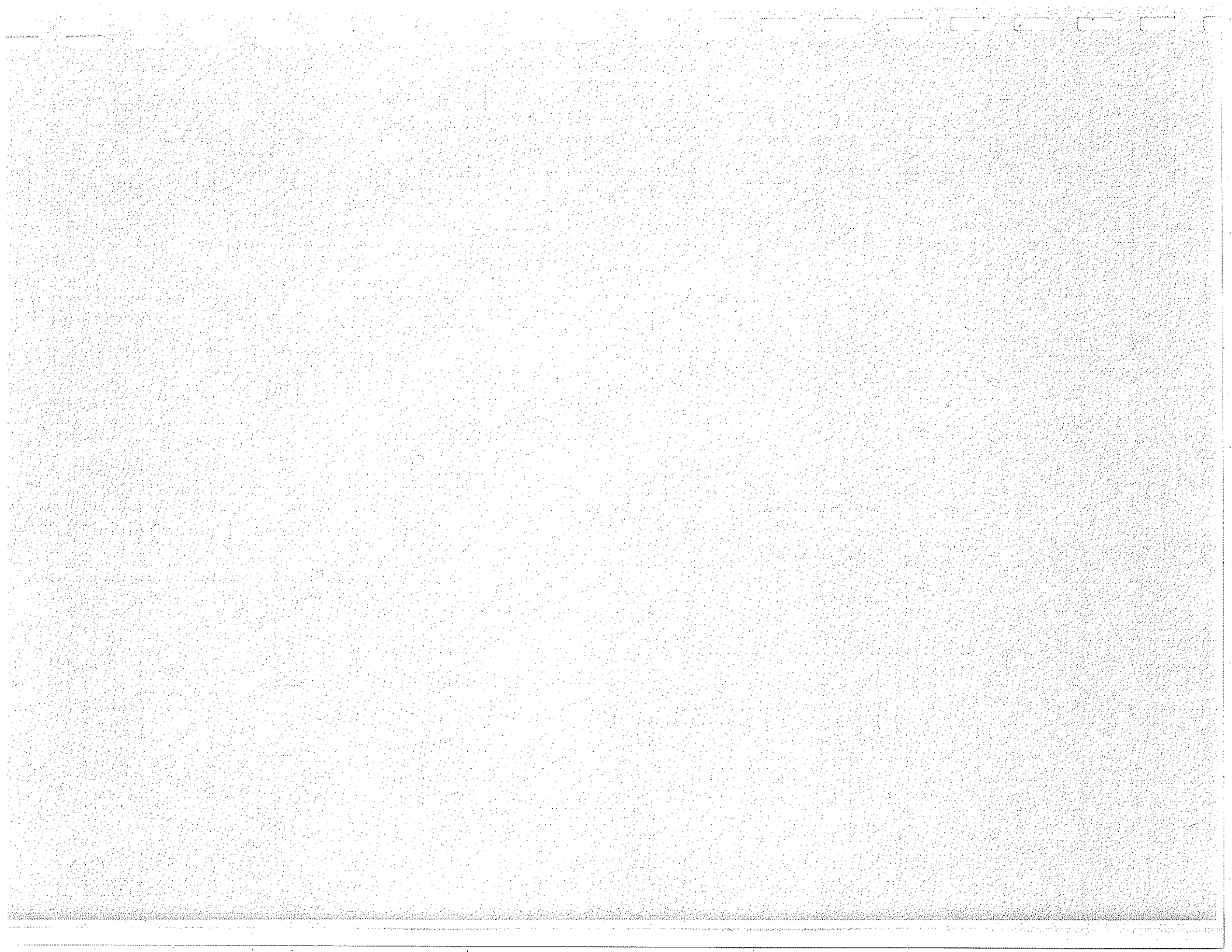


TABLE 1

Intersection Analysis For Existing Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe Street (NS) at:																	
• 58th Avenue (EW)	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	7.6	8.0	A	A
• 60th Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0.5	0.5	1	7.3	7.4	A	A
• 61st Avenue (EW)	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	8.8	8.7	A	A
• 62nd Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.0	7.3	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 7.9. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop
CSS = Cross Street Stop

TABLE 2

Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	Peak Hour				Daily
			AM		PM		
			In	Out	In	Out	
Single Family Residential	210	DU	0.19	0.56	0.64	0.37	9.57

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 7th Edition*, 2003.

[2] DU = Dwelling Units

TABLE 3
Project Trip Generation

Land Use	ITE Code	Quantity	Units[1]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
Tenative Tract Map 31434	210	94	DU	18	53	71	60	35	95	900

[1] DU = Dwelling Units

j:/rktables/RK6653TB
IN:2078-2008-01

TABLE 4

Other Development Trip Generation[1]

Zone	Project	Land Use	Quantity	Units[2]	Peak Hour AM In	Peak Hour AM Out	Peak Hour PM In	Peak Hour PM Out	Daily
1	Robert Schumacher (TTM 32398)	Single Family Homes	160	DU	30	90	102	59	1,531
		Shopping Center	174.240	TSF	133	85	434	470	9,743
	Less Pass-by (25% for Commercial Only)				-33	-21	-109	-118	-2,436
	Net Total				130	154	428	412	8,838
2	KB Homes (TTM 31732, 31733)	Single Family Homes	130	DU	25	43	83	48	1,244
3	Trilogy (TTM 30023)	Elderly Housing, Attached	230	DU	18	28	37	23	853
CUMULATIVE DEVELOPMENT TOTAL					**173**	**225**	**548**	**483**	**10,935**

[1] Source: Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition, 2003.

[2] TSF = Thousand Square Feet
DU = Dwelling Units

TABLE 5

Intersection Analysis For Existing With Project Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe Street (NS) at:																	
• 58th Avenue (EW)	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	7.9	8.3	A	A
• 60th Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0.5	0.5	1	7.5	7.7	A	A
• 61st Avenue (EW)	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	9.6	9.5	A	A
• 62nd Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.0	7.3	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 7.9. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop
CSS = Cross Street Stop

TABLE 6

Intersection Analysis For Project Buildout (Year 2012) Without Project Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe Street (NS) at:																	
• 58th Avenue (EW)	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	8.1	9.1	A	A
• 60th Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0.5	0.5	1	7.6	8.7	A	A
• 61st Avenue (EW)	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	8.8	8.7	A	A
• 62nd Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.0	7.4	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 7.9. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop
CSS = Cross Street Stop

TABLE 7

Intersection Analysis For Project Buildout (Year 2012) With Project Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe Street (NS) at:																	
• 58th Avenue (EW)	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	8.5	9.5	A	A
• 60th Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0.5	0.5	1	7.8	9.3	A	A
• 61st Avenue (EW)	CSS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	9.5	9.7	A	A
• 62nd Avenue (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.1	7.4	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 7.8. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop
CSS = Cross Street Stop

j:/rktables/RK6653TB
JN:2078-2008-01

TABLE 8

Summary Intersection Analysis

Intersection	Existing				Existing Plus Project				Project Buildout (Year 2012) Without Project				Project Buildout (Year 2012) With Project			
	HCM[1]		LOS[2]		HCM[1]		LOS[2]		HCM[1]		LOS[2]		HCM[1]		LOS[2]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Monroe Street (NS) at:																
• 58th Avenue (EW)	7.6	8.0	A	A	7.9	8.3	A	A	8.1	9.1	A	A	8.5	9.5	A	A
• 60th Avenue (EW)	7.3	7.4	A	A	7.5	7.7	A	A	7.6	8.7	A	A	7.8	9.3	A	A
• 61st Avenue (EW)	8.8	8.7	A	A	9.6	9.5	A	A	8.8	8.7	A	A	9.5	9.7	A	A
• 62nd Avenue (EW)	7.0	7.3	A	A	7.0	7.3	A	A	7.0	7.4	A	A	7.1	7.4	A	A

[1] HCM = Highway Capacity Manual

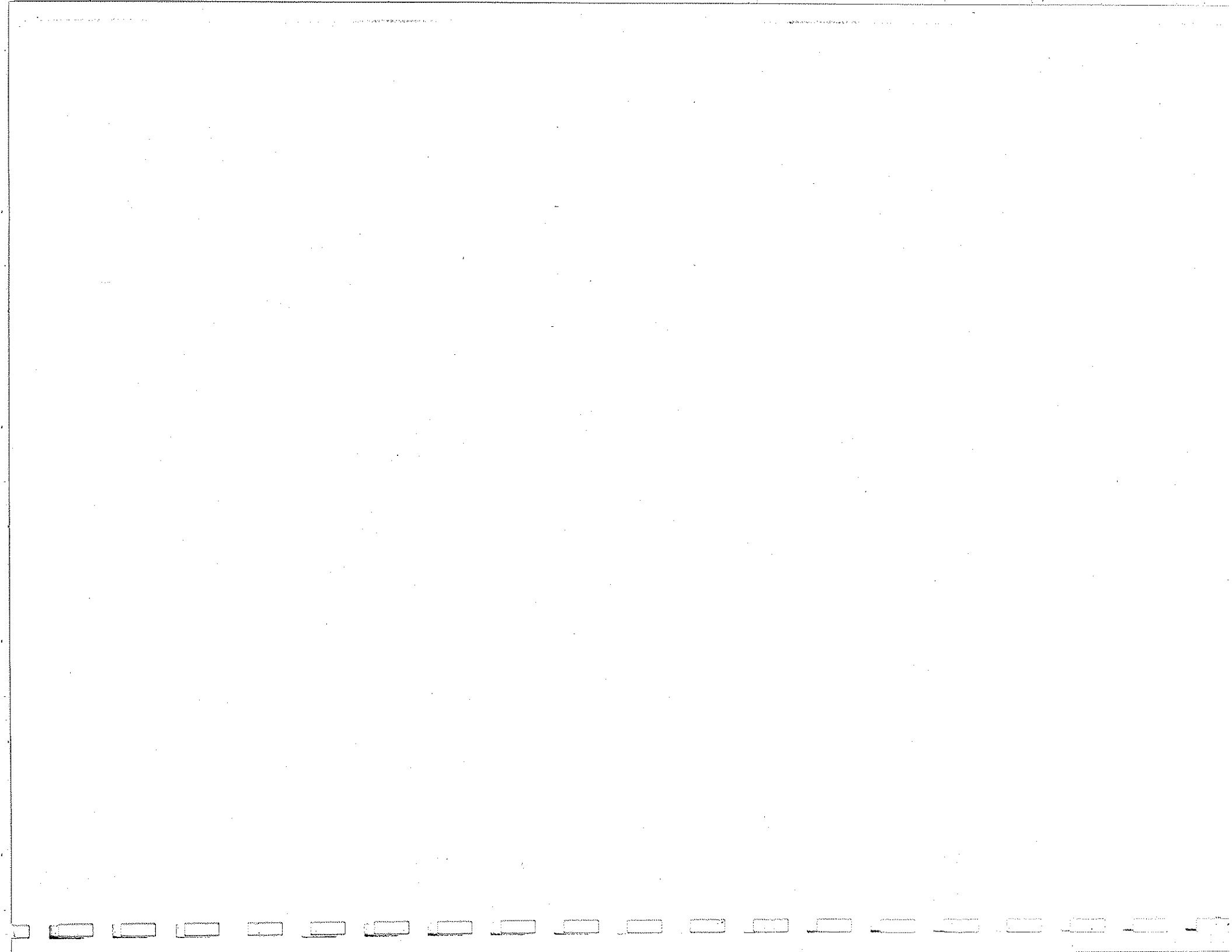
[2] LOS = Level of Service

[3] Delay high and/or V/C Ratio ≥ 0.90. Intersection unstable. Level of Service F.

Appendices

Appendix A

Traffic Count Worksheets



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave | DATE: 6/26/2008 | LOCATION: City of La Quinta

E-W STREET: 58th St | DAY: THURSDAY | PROJECT# 08-3181-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	3	1	0	3	1	2	3	0	1	2	0	16
7:15 AM	0	8	2	0	5	2	3	1	0	2	5	2	30
7:30 AM	1	5	1	0	8	0	1	4	1	0	7	0	28
7:45 AM	2	8	3	1	6	1	0	2	0	1	6	2	32
8:00 AM	0	7	1	0	2	3	2	1	0	0	8	1	25
8:15 AM	0	9	2	0	4	1	1	2	1	1	4	0	25
8:30 AM	1	10	1	1	3	2	0	1	0	2	2	1	24
8:45 AM	0	6	0	0	1	1	1	0	0	0	2	0	11
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	4	56	11	2	32	11	10	14	2	7	36	6	191

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	3	28	7	1	21	6	6	8	1	3	26	5	115
PEAK HR. FACTOR:		0.731			0.875			0.625			0.944		0.898

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave DATE: 6/26/2008 LOCATION: City of La Quinta

E-W STREET: 58th St DAY: THURSDAY PROJECT# 08-3181-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	5	2	0	8	3	2	7	0	0	2	1	30
4:15 PM	0	7	3	0	6	2	4	9	3	2	5	3	44
4:30 PM	0	8	4	1	12	2	3	8	2	3	8	1	52
4:45 PM	1	12	7	0	10	4	4	12	2	2	7	2	63
5:00 PM	2	7	2	2	9	2	5	9	3	2	5	3	51
5:15 PM	1	6	3	1	9	1	2	6	2	3	3	1	38
5:30 PM	1	5	2	1	6	2	4	5	0	2	4	2	34
5:45 PM	1	4	0	2	3	0	3	4	0	0	2	2	21
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 6	NT 54	NR 23	SL 7	ST 63	SR 16	EL 27	ET 60	ER 12	WL 14	WT 36	WR 15	TOTAL 333

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	3	34	16	3	37	10	16	38	10	9	25	9	210
PEAK HR. FACTOR:		0.663			0.833			0.889			0.896		0.833

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave | DATE: 6/26/2008 | LOCATION: City of La Quinta

E-W STREET: 60th St | DAY: THURSDAY | PROJECT# 08-3181-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	2	0	1	2	1	1	1	0	0	1	1	10
7:15 AM	0	7	0	2	4	0	2	2	1	1	2	2	23
7:30 AM	1	3	1	3	4	2	1	0	0	0	0	1	16
7:45 AM	0	4	0	1	9	1	3	2	0	0	1	4	25
8:00 AM	0	4	0	0	3	0	4	1	1	1	3	2	19
8:15 AM	1	9	1	0	4	1	0	3	0	0	1	0	20
8:30 AM	0	6	0	1	2	1	2	1	1	1	0	1	16
8:45 AM	0	7	0	0	3	0	1	0	0	0	1	2	14
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	2	42	2	8	31	6	14	10	3	3	9	13	143

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	1	18	1	6	20	3	10	5	2	2	6	9	83
PEAK HR. FACTOR:		0.714			0.659			0.708			0.708		0.830

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave DATE: 6/26/2008 LOCATION: City of La Quinta

E-W STREET: 60th St DAY: THURSDAY PROJECT# 08-3181-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	3	0	0	2	2	2	2	0	0	0	2	15
4:15 PM	1	7	0	2	8	7	4	1	1	1	2	4	38
4:30 PM	1	6	0	0	6	5	2	0	1	1	1	3	26
4:45 PM	0	5	0	1	8	7	4	3	2	2	3	2	37
5:00 PM	2	4	1	2	5	4	3	2	2	2	1	2	30
5:15 PM	0	5	0	0	7	6	2	5	0	0	2	4	31
5:30 PM	0	3	0	1	6	5	5	1	1	1	1	1	25
5:45 PM	1	2	0	1	4	3	3	2	0	0	2	2	20
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	7	35	1	7	46	39	25	16	7	7	12	20	222

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	4	22	1	5	27	23	13	6	6	6	7	11	131
PEAK HR. FACTOR:		0.844			0.809			0.694			0.857		0.862

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave | DATE: 6/26/2008 | LOCATION: City of La Quinta

E-W STREET: 61st St | DAY: THURSDAY | PROJECT# 08-3181-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	3	0	0	2	0	0			0		0	5
7:15 AM	0	9	0	0	3	0	1			1		0	14
7:30 AM	1	8	1	1	9	1	0			0		1	22
7:45 AM	0	9	0	0	4	0	0			0		0	13
8:00 AM	0	6	0	1	6	0	0			0		0	13
8:15 AM	0	5	0	0	2	1	0			0		1	9
8:30 AM	1	4	0	0	2	0	0			0		0	7
8:45 AM	0	3	0	0	1	0	0			0		0	4
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	2	47	1	2	29	2	1	0	0	1	0	2	87
AM Peak Hr Begins at:	715 AM												
PEAK VOLUMES =	1	32	1	2	22	1	1	0	0	1	0	1	62
PEAK HR. FACTOR:		0.850			0.568			0.250			0.500		0.705

CONTROL: 2-Way Stop EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave | DATE: 6/26/2008 | LOCATION: City of La Quinta

E-W STREET: 61st St | DAY: THURSDAY | PROJECT# 08-3181-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	3		1	4	0				0	0		8
4:15 PM	0	8		0	10	1				0	0		19
4:30 PM	0	6		1	10	0				1	0		18
4:45 PM	1	4		0	10	0				0	0		15
5:00 PM	0	7		0	9	0				0	1		17
5:15 PM	0	4		0	8	0				0	0		12
5:30 PM	0	4		0	7	0				0	0		11
5:45 PM	0	3		0	3	0				0	1		7
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	1	39	0	2	61	1	0	0	0	1	0	2	107

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	1	25	0	1	39	1	0	0	0	1	0	1	69
PEAK HR. FACTOR:		0.813			0.932			0.000			0.500		0.908

CONTROL: 2-Way Stop EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave | DATE: 6/26/2008 | LOCATION: City of La Quinta

E-W STREET: 62nd St | DAY: THURSDAY | PROJECT# 08-3181-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	2	0	0	1	0		0	0	2	5
7:15 AM	0	0	0	3	0	0	2	1		0	1	8	15
7:30 AM	0	0	1	2	1	0	0	2		1	0	7	14
7:45 AM	1	1	1	1	0	1	3	3		0	2	4	17
8:00 AM	0	0	0	9	1	0	1	1		0	1	6	19
8:15 AM	0	0	1	4	1	1	2	2		0	0	4	15
8:30 AM	1	0	0	2	0	0	1	0		0	1	5	10
8:45 AM	0	1	0	0	0	1	0	1		0	1	2	6
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	2	2	3	23	3	3	10	10	0	1	6	38	101

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	1	1	3	16	3	2	6	8	0	1	3	21	65
PEAK HR. FACTOR:		0.417			0.525			0.583			0.781		0.855

CONTROL: 2-Way Stop NB & SB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monroe Ave DATE: 6/26/2008 LOCATION: City of La Quinta

E-W STREET: 62nd St DAY: THURSDAY PROJECT# 08-3181-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	6	1	0	2	0	1		2	3	15
4:15 PM	0	0	0	13	1	0	5	0	0		1	1	21
4:30 PM	0	0	0	10	2	0	4	0	0		3	0	19
4:45 PM	0	2	1	8	1	1	5	1	1		2	0	22
5:00 PM	1	1	2	4	0	0	1	0	0		0	2	11
5:15 PM	0	0	0	3	1	1	2	1	0		2	2	12
5:30 PM	0	1	0	4	0	0	2	0	0		1	0	8
5:45 PM	1	1	1	5	1	0	3	1	0		0	1	14
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	2	5	4	53	7	2	24	3	2	0	11	9	122

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	2	1	37	5	1	16	1	2	0	8	4	77
PEAK HR. FACTOR:		0.250			0.768			0.679			0.600		0.875

CONTROL: 2-Way Stop NB & SB

Appendix B

Existing Level of Service Analysis Worksheets

TTM 31434 Traffic Impact Study
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #1 Monroe Street (NS) at 58th Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.060
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0 2	0 1	1	0 1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	3	28	7	1	21	6	6	8	1	3	26	5
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	4	36	9	1	27	8	8	10	1	4	34	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	4	41	10	1	30	9	9	12	1	4	38	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	41	10	1	30	9	9	12	1	4	38	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	41	10	1	30	9	9	12	1	4	38	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.10	0.90	1.00
Final Sat.:	72	675	883	670	1476	861	660	727	848	76	661	871
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.01	0.00	0.02	0.01	0.01	0.02	0.00	0.06	0.06	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	7.7	7.7	6.7	8.0	7.6	6.8	8.1	7.6	6.8	7.8	7.8	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	6.7	8.0	7.6	6.8	8.1	7.6	6.8	7.8	7.8	6.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			7.4			7.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.4			7.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0

****

Note: Queue reported is the number of cars per lane.

****

TTM 31434 Traffic Impact Study
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #1 Monroe Street (NS) at 58th Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.086
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	3	34	16	3	37	10	16	38	10	9	25	9
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	4	44	21	4	48	13	21	49	13	12	33	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	5	53	25	5	58	16	25	59	16	14	39	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	53	25	5	58	16	25	59	16	14	39	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	53	25	5	58	16	25	59	16	14	39	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.26	0.74	1.00
Final Sat.:	56	638	809	621	1360	782	628	688	795	181	501	810
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.01	0.04	0.02	0.04	0.09	0.02	0.08	0.08	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	8.2	8.2	7.1	8.4	8.0	7.2	8.5	8.2	7.1	8.2	8.2	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	7.1	8.4	8.0	7.2	8.5	8.2	7.1	8.2	8.2	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			7.9			8.1			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.9			8.1			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0

****

Note: Queue reported is the number of cars per lane.

****

TTM 31434 Traffic Impact Study
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Monroe Street (NS) at 60th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.051
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 0	1	0	0 1! 0 0
Volume Module:												
Base Vol:	1	18	1	6	20	3	10	5	2	2	6	9
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	23	1	8	26	4	13	7	3	3	8	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	2	28	2	9	31	5	16	8	3	3	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	28	2	9	31	5	16	8	3	3	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	28	2	9	31	5	16	8	3	3	9	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.90	0.05	0.21	0.69	0.10	0.67	0.33	1.00	0.12	0.35	0.53
Final Sat.:	44	791	44	183	609	91	472	236	890	107	320	480
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.05	0.03	0.03	0.00	0.03	0.03	0.03
Crit Moves:		****				****	****				****	
Delay/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	7.9	7.9	6.7	7.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	7.9	7.9	6.7	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.2			7.2			7.7			7.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.2			7.2			7.7			7.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #2 Monroe Street (NS) at 60th Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.091
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign Include			Stop Sign Include			Stop Sign Include			Stop Sign Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	4	22	1	5	27	23	13	6	6	6	7	11
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	5	29	1	7	35	30	17	8	8	8	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	6	33	2	8	41	35	20	9	9	9	11	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	33	2	8	41	35	20	9	9	9	11	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	33	2	8	41	35	20	9	9	9	11	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.81	0.04	0.09	0.49	0.42	0.68	0.32	1.00	0.25	0.29	0.46
Final Sat.:	126	694	32	83	448	382	471	217	859	215	251	394
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.09	0.09	0.04	0.04	0.01	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	7.4	7.4	7.4	7.3	7.3	7.3	8.0	8.0	6.8	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	7.3	7.3	7.3	8.0	8.0	6.8	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			7.3			7.7			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			7.3			7.7			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

****

TTM 31434 Traffic Impact Study
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Monroe Street (NS) at 61st Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[8.8]

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	32	1	2	22	0	0	0	0	1	0	1
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	42	1	3	29	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	59	2	4	41	0	0	0	0	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	59	2	4	41	0	0	0	0	2	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	61	xxxx	xxxxx	109	109	41	108	108	60
Potent Cap.:	xxxx	xxxx	xxxxx	1555	xxxx	xxxxx	875	785	1036	894	786	1011
Move Cap.:	xxxx	xxxx	xxxxx	1555	xxxx	xxxxx	871	783	1036	893	784	1011
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	948	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #3 Monroe Street (NS) at 61st Street (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.7]

****

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	25	0	1	39	0	0	0	0	1	0	1
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	33	0	1	51	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	36	0	1	56	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	36	0	1	56	0	0	0	0	1	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	36	xxxx	xxxxx	95	94	56	94	94	36
Potent Cap.:	xxxx	xxxx	xxxxx	1588	xxxx	xxxxx	893	799	1016	910	799	1043
Move Cap.:	xxxx	xxxx	xxxxx	1588	xxxx	xxxxx	891	799	1016	909	799	1043
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	971	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

TTM 31434 Traffic Impact Study
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.037
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	3	16	3	2	6	8	0	1	3	21
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	1	4	21	4	3	8	10	0	1	4	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	2	5	24	5	3	9	12	0	2	5	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	5	24	5	3	9	12	0	2	5	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	5	24	5	3	9	12	0	2	5	32
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.76	0.14	0.10	0.43	0.57	0.00	0.04	0.12	0.84
Final Sat.:	190	190	571	658	123	82	372	496	0	41	122	853
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.04	0.02	0.02	xxxx	0.04	0.04	0.04
Crit Moves:		****			****			****		****		
Delay/Veh:	6.8	6.8	6.8	7.3	7.3	7.3	7.2	7.2	0.0	6.6	6.6	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	7.3	7.3	7.3	7.2	7.2	0.0	6.6	6.6	6.6
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		6.8			7.3			7.2			6.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.8			7.3			7.2			6.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.074
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	2	1	37	5	1	16	1	2	0	8	4
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	3	1	48	7	1	21	1	3	0	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	3	1	55	7	1	24	1	3	0	12	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	1	55	7	1	24	1	3	0	12	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3	1	55	7	1	24	1	3	0	12	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	0.86	0.12	0.02	0.84	0.05	0.11	0.00	0.67	0.33
Final Sat.:	0	614	307	738	100	20	717	45	90	0	609	305
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	0.00	0.07	0.07	0.07	0.03	0.03	0.03	xxxx	0.02	0.02
Crit Moves:		****			****		****					****
Delay/Veh:	0.0	6.9	6.9	7.5	7.5	7.5	7.3	7.3	7.3	0.0	6.9	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	7.5	7.5	7.5	7.3	7.3	7.3	0.0	6.9	6.9
LOS by Move:	*	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		6.9			7.5			7.3			6.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.9			7.5			7.3			6.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

****

Appendix C

Existing Plus Project
Level of Service Analysis Worksheets

TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #1 Monroe Street (NS) at 58th Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.125
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1	0 2	0 1	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	3	28	7	1	21	6	6	8	1	3	26	5
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	4	36	9	1	27	8	8	10	1	4	34	7
Added Vol:	3	40	3	0	14	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	76	12	1	41	8	8	10	2	5	34	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	85	13	1	46	9	9	12	3	5	38	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	85	13	1	46	9	9	12	3	5	38	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	85	13	1	46	9	9	12	3	5	38	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.13	0.87	1.00
Final Sat.:	62	682	877	654	1440	836	632	692	801	89	615	827
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.00	0.03	0.01	0.01	0.02	0.00	0.06	0.06	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	8.1	8.1	6.8	8.1	7.8	6.9	8.3	7.8	7.0	8.0	8.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	6.8	8.1	7.8	6.9	8.3	7.8	7.0	8.0	8.0	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			7.6			7.9			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			7.6			7.9			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0

****

TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #1 Monroe Street (NS) at 58th Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.134
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	3	34	16	3	37	10	16	38	10	9	25	9
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	4	44	21	4	48	13	21	49	13	12	33	12
Added Vol:	2	26	2	0	45	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	70	23	4	93	13	21	49	16	15	33	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	7	84	27	5	112	16	25	59	19	18	39	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	84	27	5	112	16	25	59	19	18	39	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	84	27	5	112	16	25	59	19	18	39	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.31	0.69	1.00
Final Sat.:	53	628	789	607	1329	762	593	647	739	200	442	756
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.01	0.08	0.02	0.04	0.09	0.03	0.09	0.09	0.02
Crit Moves:		****			****			****		****		
Delay/Veh:	8.6	8.6	7.2	8.5	8.4	7.3	8.8	8.5	7.4	8.6	8.6	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	7.2	8.5	8.4	7.3	8.8	8.5	7.4	8.6	8.6	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.3			8.4			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.3			8.4			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0

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TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe Street (NS) at 60th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.102
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	1	18	1	6	20	3	10	5	2	2	6	9
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	23	1	8	26	4	13	7	3	3	8	12
Added Vol:	0	45	3	0	15	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	68	4	8	41	4	13	7	3	4	8	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	2	82	5	9	49	5	16	8	3	4	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	82	5	9	49	5	16	8	3	4	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	82	5	9	49	5	16	8	3	4	9	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.92	0.06	0.15	0.78	0.07	0.67	0.33	1.00	0.15	0.34	0.51
Final Sat.:	15	809	51	128	674	64	452	226	842	133	288	432
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.07	0.07	0.07	0.03	0.03	0.00	0.03	0.03	0.03
Crit Moves:		****			****		****				****	
Delay/Veh:	7.5	7.5	7.5	7.4	7.4	7.4	8.0	8.0	6.8	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.4	7.4	7.4	8.0	8.0	6.8	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.4			7.9			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.4			7.9			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 Monroe Street (NS) at 60th Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.162
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	4	22	1	5	27	23	13	6	6	6	7	11
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	5	29	1	7	35	30	17	8	8	8	9	14
Added Vol:	0	30	2	0	51	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	59	3	7	86	30	17	8	8	11	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	6	68	4	8	100	35	20	9	9	13	11	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	68	4	8	100	35	20	9	9	13	11	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	68	4	8	100	35	20	9	9	13	11	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.87	0.05	0.05	0.71	0.24	0.68	0.32	1.00	0.31	0.27	0.42
Final Sat.:	65	733	41	47	618	215	445	206	802	252	212	333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.16	0.16	0.16	0.04	0.04	0.01	0.05	0.05	0.05
Crit Moves:	****				****			****			****	
Delay/Veh:	7.6	7.6	7.6	7.8	7.8	7.8	8.3	8.3	7.0	7.5	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	7.8	7.8	7.8	8.3	8.3	7.0	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			7.8			8.0			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.8			8.0			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

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TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Monroe Street (NS) at 61st Street (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.6]

****

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	32	1	2	22	0	0	0	0	1	0	1
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	42	1	3	29	0	0	0	0	1	0	1
Added Vol:	2	0	0	0	0	16	48	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	42	1	3	29	16	48	0	5	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	3	59	2	4	41	23	68	0	7	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	59	2	4	41	23	68	0	7	2	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	63	xxxx	xxxxx	61	xxxx	xxxxx	126	126	52	128	136	60
Potent Cap.:	1552	xxxx	xxxxx	1555	xxxx	xxxxx	853	768	1022	849	758	1011
Move Cap.:	1552	xxxx	xxxxx	1555	xxxx	xxxxx	848	765	1022	841	755	1011
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.08	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	862	xxxxx	xxxx	918	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				9.6			8.9	
ApproachLOS:	*			*				A			A	

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Note: Queue reported is the number of cars per lane.

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TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Monroe Street (NS) at 61st Street (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.5]

****

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0 25	0		1 39	0		0 0	0		1 0	1	
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30 1.30	1.30		1.30 1.30	1.30	
Initial Bse:	0 33	0		1 51	0		0 0	0		1 0	1	
Added Vol:	6 0	0		0 0	54		32 0	4		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	6 33	0		1 51	54		32 0	4		1 0	1	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91	
PHF Volume:	7 36	0		1 56	59		35 0	4		1 0	1	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	7 36	0		1 56	59		35 0	4		1 0	1	
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1 6.5	6.2		7.1 6.5	6.2	
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5 4.0	3.3		3.5 4.0	3.3	
Capacity Module:												
Cnflict Vol:	115 xxxx	xxxxx		36 xxxx	xxxxx		138 137	86		140 167	36	
Potent Cap.:	1486 xxxx	xxxxx		1588 xxxx	xxxxx		837 757	979		835 729	1043	
Move Cap.:	1486 xxxx	xxxxx		1588 xxxx	xxxxx		832 753	979		828 725	1043	
Volume/Cap:	0.00 xxxx	xxxx		0.00 xxxx	xxxx		0.04 0.00	0.00		0.00 0.00	0.00	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Control Del:	7.4 xxxx	xxxxx		7.3 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
LOS by Move:	A *	*		A *	*		* *	*		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 847	xxxxx		xxxx 923	xxxxx	
SharedQueue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 0.1	xxxxx		xxxxx 0.0	xxxxx	
Shrd ConDel:	7.4 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 9.5	xxxxx		xxxxx 8.9	xxxxx	
Shared LOS:	A *	*		* *	*		* A	*		* A	*	
ApproachDel:	xxxxxx			xxxxxx			9.5			8.9		
ApproachLOS:	*			*			A			A		

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Note: Queue reported is the number of cars per lane.

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TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.044
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1	3	16	3	2	6	8	0	1	3	21
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	1	4	21	4	3	8	10	0	1	4	27
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	4	26	4	3	8	10	0	1	4	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	2	5	30	5	3	9	12	0	2	5	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	5	30	5	3	9	12	0	2	5	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	5	30	5	3	9	12	0	2	5	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.80	0.12	0.08	0.43	0.57	0.00	0.04	0.11	0.85
Final Sat.:	190	190	569	686	104	69	371	495	0	38	114	859
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.04	0.02	0.02	xxxx	0.04	0.04	0.04
Crit Moves:		****		****				****		****		
Delay/Veh:	6.8	6.8	6.8	7.3	7.3	7.3	7.2	7.2	0.0	6.7	6.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	7.3	7.3	7.3	7.2	7.2	0.0	6.7	6.7	6.7
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		6.8			7.3			7.2			6.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.8			7.3			7.2			6.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TTM 31434 Traffic Impact Study
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

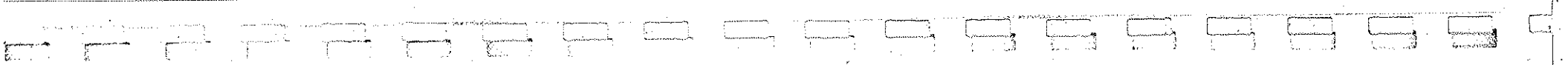
Intersection #4 Monroe Street (NS) at 62nd Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.080
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	2	1	37	5	1	16	1	2	0	8	4
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	3	1	48	7	1	21	1	3	0	10	5
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	1	52	7	1	21	1	3	0	10	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	3	1	60	7	1	24	1	3	0	12	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	1	60	7	1	24	1	3	0	12	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3	1	60	7	1	24	1	3	0	12	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	0.87	0.11	0.02	0.84	0.05	0.11	0.00	0.48	0.52
Final Sat.:	0	610	305	742	93	19	713	45	89	0	451	486
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	0.00	0.08	0.08	0.08	0.03	0.03	0.03	xxxx	0.03	0.03
Crit Moves:		****			****		****					****
Delay/Veh:	0.0	6.9	6.9	7.5	7.5	7.5	7.3	7.3	7.3	0.0	6.9	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	7.5	7.5	7.5	7.3	7.3	7.3	0.0	6.9	6.9
LOS by Move:	*	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		6.9			7.5			7.3			6.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.9			7.5			7.3			6.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Appendix D

Project Buildout (Year 2012) Without Project
Level of Service Analysis Worksheets



TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Monroe Street (NS) at 58th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.161
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	3	28	7	1	21	6	6	8	1	3	26	5
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	5	48	12	2	36	10	10	14	2	5	45	9
Added Vol:	11	46	11	0	27	0	0	0	9	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	94	23	2	63	10	10	14	11	14	45	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	99	24	2	66	11	11	14	11	15	47	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	99	24	2	66	11	11	14	11	15	47	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	99	24	2	66	11	11	14	11	15	47	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.24	0.76	1.00
Final Sat.:	105	613	847	629	1382	798	604	659	756	162	509	790
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.03	0.00	0.05	0.01	0.02	0.02	0.01	0.09	0.09	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	8.5	8.5	7.0	8.3	8.0	7.1	8.5	8.0	7.3	8.4	8.4	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	7.0	8.3	8.0	7.1	8.5	8.0	7.3	8.4	8.4	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			7.9			7.9			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			7.9			7.9			8.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Monroe Street (NS) at 58th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	3	34	16	3	37	10	16	38	10	9	25	9
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	5	58	27	5	63	17	27	65	17	15	43	15
Added Vol:	24	48	24	0	81	0	0	0	27	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	106	51	5	144	17	27	65	44	42	43	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	112	54	5	152	18	29	69	46	45	45	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	112	54	5	152	18	29	69	46	45	45	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	112	54	5	152	18	29	69	46	45	45	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	136	496	732	559	1217	688	543	589	664	290	293	685
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.07	0.01	0.12	0.03	0.05	0.12	0.07	0.15	0.15	0.02
Crit Moves:		****			****			****		****		
Delay/Veh:	9.7	9.7	7.7	8.9	9.1	7.8	9.3	9.2	8.1	9.6	9.6	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	7.7	8.9	9.1	7.8	9.3	9.2	8.1	9.6	9.6	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.2			9.0			8.9			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.0			8.9			9.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.0

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe Street (NS) at 60th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.112
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	1	18	1	6	20	3	10	5	2	2	6	9
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	2	31	2	10	34	5	17	9	3	3	10	15
Added Vol:	3	0	0	36	0	0	0	9	4	0	11	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	31	2	46	34	5	17	18	7	3	21	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	33	2	49	36	5	18	19	8	4	22	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	33	2	49	36	5	18	19	8	4	22	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	33	2	49	36	5	18	19	8	4	22	73
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.83	0.04	0.54	0.40	0.06	0.49	0.51	1.00	0.04	0.22	0.74
Final Sat.:	102	671	37	437	324	49	340	348	842	33	203	661
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.11	0.05	0.05	0.01	0.11	0.11	0.11
Crit Moves:	****				****		****				****	
Delay/Veh:	7.5	7.5	7.5	7.8	7.8	7.8	8.1	8.1	6.9	7.4	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.8	7.8	7.8	8.1	8.1	6.9	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.8			7.9			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.8			7.9			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe Street (NS) at 60th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign Include			Stop Sign Include			Stop Sign Include			Stop Sign Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	4	22	1	5	27	23	13	6	6	6	7	11
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	7	38	2	9	46	39	22	10	10	10	12	19
Added Vol:	6	0	0	118	0	0	0	27	3	0	25	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	38	2	127	46	39	22	37	13	10	37	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	40	2	133	49	42	23	39	14	11	39	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	40	2	133	49	42	23	39	14	11	39	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	40	2	133	49	42	23	39	14	11	39	108
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.72	0.03	0.60	0.22	0.18	0.37	0.63	1.00	0.07	0.25	0.68
Final Sat.:	177	520	24	458	168	143	235	392	742	54	194	539
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.29	0.29	0.29	0.10	0.10	0.02	0.20	0.20	0.20
Crit Moves:		****		****			****					****
Delay/Veh:	8.1	8.1	8.1	9.3	9.3	9.3	8.7	8.7	7.4	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	9.3	9.3	9.3	8.7	8.7	7.4	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			9.3			8.5			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			9.3			8.5			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.1	0.1	0.0	0.2	0.2	0.2

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Monroe Street (NS) at 61st Street (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.8]

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	32	1	2	22	0	0	0	0	1	0	1
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	0	55	2	3	38	0	0	0	0	2	0	2
Added Vol:	0	2	0	1	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	57	2	4	41	0	0	0	0	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	60	2	5	43	0	0	0	0	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	60	2	5	43	0	0	0	0	2	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	62	xxxx	xxxxx	114	114	43	113	113	61
Potent Cap.:	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx	867	780	1033	888	781	1010
Move Cap.:	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx	863	778	1033	886	779	1010
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	958	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Monroe Street (NS) at 61st Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[8.7]

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 0	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	25	0	1	39	0	0	0	0	1	0	1
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	0	43	0	2	67	0	0	0	0	2	0	2
Added Vol:	0	4	0	1	2	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	47	0	3	69	0	0	0	0	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	49	0	3	73	0	0	0	0	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	49	0	3	73	0	0	0	0	2	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	49	xxxx	xxxxx	130	128	73	128	128	49
Potent Cap.:	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx	848	767	995	872	767	1025
Move Cap.:	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx	843	765	995	870	765	1025
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	970	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.048
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	3	16	3	2	6	8	0	1	3	21
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	2	2	5	27	5	3	10	14	0	2	5	36
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	5	30	5	3	10	14	0	2	5	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	5	32	5	4	11	14	0	2	5	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	5	32	5	4	11	14	0	2	5	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	5	32	5	4	11	14	0	2	5	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.78	0.13	0.09	0.43	0.57	0.00	0.04	0.11	0.85
Final Sat.:	188	188	564	666	113	75	369	492	0	38	115	852
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.05	0.03	0.03	xxxx	0.05	0.05	0.05
Crit Moves:		****				****		****				****
Delay/Veh:	6.8	6.8	6.8	7.4	7.4	7.4	7.3	7.3	0.0	6.7	6.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	7.4	7.4	7.4	7.3	7.3	0.0	6.7	6.7	6.7
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		6.8			7.4			7.3			6.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.8			7.4			7.3			6.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

****

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.094
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	2	1	37	5	1	16	1	2	0	8	4
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	0	3	2	63	9	2	27	2	3	0	14	7
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	2	65	9	2	27	2	3	0	14	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	4	2	69	9	2	29	2	4	0	14	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	2	69	9	2	29	2	4	0	14	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	2	69	9	2	29	2	4	0	14	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	0.87	0.11	0.02	0.84	0.05	0.11	0.00	0.56	0.44
Final Sat.:	0	605	302	733	96	19	707	44	88	0	511	404
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	0.01	0.09	0.09	0.09	0.04	0.04	0.04	xxxx	0.03	0.03
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	6.9	6.9	7.6	7.6	7.6	7.4	7.4	7.4	0.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	7.6	7.6	7.6	7.4	7.4	7.4	0.0	7.0	7.0
LOS by Move:	*	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		6.9			7.6			7.4			7.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.9			7.6			7.4			7.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Appendix E

Project Buildout (Year 2012) With Project
Level of Service Analysis Worksheets

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Monroe Street (NS) at 58th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	3	28	7	1	21	6	6	8	1	3	26	5
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	5	48	12	2	36	10	10	14	2	5	45	9
Added Vol:	14	85	14	0	41	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	133	26	2	77	10	10	14	12	15	45	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	140	27	2	81	11	11	14	12	16	47	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	140	27	2	81	11	11	14	12	16	47	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	140	27	2	81	11	11	14	12	16	47	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.87	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.25	0.75	1.00
Final Sat.:	90	626	841	617	1351	777	582	633	721	163	482	757
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.03	0.00	0.06	0.01	0.02	0.02	0.02	0.10	0.10	0.01
Crit Moves:		****			****			****		****		
Delay/Veh:	9.0	9.0	7.0	8.4	8.2	7.2	8.7	8.2	7.5	8.6	8.6	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	7.0	8.4	8.2	7.2	8.7	8.2	7.5	8.6	8.6	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.7			8.1			8.1			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			8.1			8.1			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Monroe Street (NS) at 58th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Street Name:	Monroe Street						58th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	2 0	1	1 0	1 0	1	0 1	0	0 1
Volume Module:												
Base Vol:	3	34	16	3	37	10	16	38	10	9	25	9
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	5	58	27	5	63	17	27	65	17	15	43	15
Added Vol:	26	74	26	0	126	0	0	0	30	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	132	53	5	189	17	27	65	47	45	43	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	139	56	5	199	18	29	69	50	48	45	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	139	56	5	199	18	29	69	50	48	45	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	139	56	5	199	18	29	69	50	48	45	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	118	503	716	550	1194	673	520	561	630	286	270	650
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.08	0.01	0.17	0.03	0.06	0.12	0.08	0.17	0.17	0.03
Crit Moves:		****			****			****			****	
Delay/Veh:	10.3	10.3	7.9	9.0	9.6	7.9	9.6	9.5	8.4	9.9	9.9	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	7.9	9.0	9.6	7.9	9.6	9.5	8.4	9.9	9.9	8.0
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.7			9.4			9.2			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.4			9.2			9.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.1	0.0	0.2	0.0	0.1	0.1	0.1	0.2	0.2	0.0

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 Monroe Street (NS) at 60th Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.133
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	1	18	1	6	20	3	10	5	2	2	6	9
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	2	31	2	10	34	5	17	9	3	3	10	15
Added Vol:	3	45	3	36	15	0	0	9	4	1	11	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	76	5	46	49	5	17	18	7	4	21	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	80	5	49	52	5	18	19	8	5	22	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	80	5	49	52	5	18	19	8	5	22	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	80	5	49	52	5	18	19	8	5	22	73
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.89	0.06	0.46	0.49	0.05	0.49	0.51	1.00	0.05	0.22	0.73
Final Sat.:	45	719	45	367	391	41	327	334	800	40	191	621
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.13	0.13	0.13	0.06	0.06	0.01	0.12	0.12	0.12
Crit Moves:		****			****		****				****	
Delay/Veh:	7.8	7.8	7.8	8.0	8.0	8.0	8.2	8.2	7.0	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	8.0	8.0	8.0	8.2	8.2	7.0	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.0			8.0			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.0			8.0			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1

****

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe Street (NS) at 60th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Monroe Street						60th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	4	22	1	5	27	23	13	6	6	6	7	11
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	7	38	2	9	46	39	22	10	10	10	12	19
Added Vol:	6	30	2	118	51	0	0	27	3	3	25	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	68	4	127	97	39	22	37	13	13	37	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	71	4	133	102	42	23	39	14	14	39	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	71	4	133	102	42	23	39	14	14	39	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	71	4	133	102	42	23	39	14	14	39	108
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.81	0.04	0.48	0.37	0.15	0.37	0.63	1.00	0.09	0.24	0.67
Final Sat.:	108	569	31	364	280	113	222	372	697	64	179	496
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.37	0.37	0.37	0.11	0.11	0.02	0.22	0.22	0.22
Crit Moves:		****			****		****				****	
Delay/Veh:	8.4	8.4	8.4	10.1	10.1	10.1	9.0	9.0	7.6	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	10.1	10.1	10.1	9.0	9.0	7.6	8.7	8.7	8.7
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		8.4			10.1			8.8			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			10.1			8.8			8.7	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.1	0.1	0.0	0.2	0.2	0.2

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Monroe Street (NS) at 61st Street (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.5]

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	32	1	2	22	0	0	0	0	1	0	1
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	0	55	2	3	38	0	0	0	0	2	0	2
Added Vol:	2	2	0	1	3	16	48	0	5	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	57	2	4	41	16	48	0	5	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	60	2	5	43	17	51	0	5	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	60	2	5	43	17	51	0	5	2	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	60	xxxx	xxxxx	62	xxxx	xxxxx	127	127	51	128	134	61
Potent Cap.:	1557	xxxx	xxxxx	1554	xxxx	xxxxx	851	768	1022	849	760	1010
Move Cap.:	1557	xxxx	xxxxx	1554	xxxx	xxxxx	846	764	1022	842	757	1010
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.06	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	860	xxxxx	xxxx	938	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.5			8.9		
ApproachLOS:	*			*			A			A		

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Monroe Street (NS) at 61st Street (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.7]

Street Name:	Monroe Street						61st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	25	0	1	39	0	0	0	0	1	0	1
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	0	43	0	2	67	0	0	0	0	2	0	2
Added Vol:	6	4	0	1	2	54	32	0	4	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	47	0	3	69	54	32	0	4	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	49	0	3	73	57	34	0	4	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	49	0	3	73	57	34	0	4	2	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	129	xxxx	xxxxx	49	xxxx	xxxxx	171	169	101	171	197	49
Potent Cap.:	1469	xxxx	xxxxx	1570	xxxx	xxxxx	797	728	960	797	702	1025
Move Cap.:	1469	xxxx	xxxxx	1570	xxxx	xxxxx	791	723	960	790	698	1025
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	806	xxxxx	xxxx	937	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				9.7			8.9	
ApproachLOS:	*			*				A			A	

Note: Queue reported is the number of cars per lane.

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.055
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	3	16	3	2	6	8	0	1	3	21
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	2	2	5	27	5	3	10	14	0	2	5	36
Added Vol:	0	0	0	8	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	5	35	5	3	10	14	0	2	5	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	5	37	5	4	11	14	0	2	5	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	5	37	5	4	11	14	0	2	5	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	5	37	5	4	11	14	0	2	5	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.80	0.12	0.08	0.43	0.57	0.00	0.04	0.11	0.85
Final Sat.:	187	187	561	684	99	66	367	489	0	37	110	856
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.05	0.03	0.03	xxxx	0.05	0.05	0.05
Crit Moves:		****		****				****		****		
Delay/Veh:	6.8	6.8	6.8	7.4	7.4	7.4	7.3	7.3	0.0	6.7	6.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	7.4	7.4	7.4	7.3	7.3	0.0	6.7	6.7	6.7
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		6.8			7.4			7.3			6.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.8			7.4			7.3			6.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1

****

TTM 31434 Traffic Impact Study
Project Buildout (Year 2012) With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Monroe Street (NS) at 62nd Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.099
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Monroe Street						62nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	2	1	37	5	1	16	1	2	0	8	4
Growth Adj:	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Initial Bse:	0	3	2	63	9	2	27	2	3	0	14	7
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	2	69	9	2	27	2	3	0	14	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	4	2	73	9	2	29	2	4	0	14	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	2	73	9	2	29	2	4	0	14	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	2	73	9	2	29	2	4	0	14	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	0.87	0.11	0.02	0.84	0.05	0.11	0.00	0.45	0.55
Final Sat.:	0	601	300	736	91	18	703	44	88	0	416	511
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	0.01	0.10	0.10	0.10	0.04	0.04	0.04	xxxx	0.03	0.03
Crit Moves:			****	****				****				****
Delay/Veh:	0.0	6.9	6.9	7.7	7.7	7.7	7.4	7.4	7.4	0.0	6.9	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	7.7	7.7	7.7	7.4	7.4	7.4	0.0	6.9	6.9
LOS by Move:	*	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		6.9			7.7			7.4			6.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.9			7.7			7.4			6.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

****

Appendix F

Scoping Agreement

City of La Quinta

WORK SCOPE FOR TRAFFIC IMPACT ANALYSIS

PROJECT NAME: TTM 31434 Development	LOCATION: West of Monroe Street at 61st	DATE: 6/20/08
DEVELOPER: Monroe Dates	CONSULTANT: RK Engineering Group	CITY DEPARTMENT: Transportation
DEVELOPER CONTACT: Craig A. Knight	CONSULTANT CONTACT: Gene Kon	CITY CONTACT: Rusty Beardsley
DEVELOPER PHONE NO.: 801 - 573 - 1604	CONSULTANT PHONE NUMBER: 949. 474 - 0809	CITY PHONE NO.: 760. 777 - 7056

STUDY AREA BOUNDARIES	NORTH: 58th Street	SOUTH: 62nd Street
	EAST: East of Monroe St	WEST: W of Monroe St.

TYPE OF APPLICATION		ITEMS TO BE ADDRESSED IN THE TRAFFIC ANALYSIS	SITE SPECIFIC IMPACTS Yes / No	STUDY AREA IMPACTS Yes / No	RECOMMENDING METHOD
CHANGE OF ZONE		LAND USE DESCRIPTION	Yes	No	
TENTATIVE TRACT MAP	X	TRIP GENERATION (+REDUCTION FACTORS)	Yes	Yes	ITE (7th Edition or other)
TENATIVE PARCEL MAP		TRIP DISTRIBUTION/ASSIGNMENT	Yes	Yes	
S.D.P.		TDM REDUCTIONS	No	No	
SPECIFIC PLAN		PARKING ANALYSIS (+SHARED PARKING)	No	No	
BUILDING PERMIT		SAFETY ANALYSIS	No	No	
MODIFICATION		TRAFFIC SIGNAL WARRANTS	Yes	Yes	
LAND DIVISION		INTERNAL CIRCULATION	No	Yes	
OTHER		ACCESS DESIGN/AUXILIARY LANES	Yes	Yes	Prepare on traffic impacts

INTERSECTION TO BE ANALYZED	ANALYSIS PERIODS: A.M	NOON	P.M.	OTHER	TRAFFIC VOLUMES (PEAK HOUR): EXISTING	+PROJ	+CUMUL	NOTES
Monroe St (NS) at 58th (EW)	X		X		X	X	X	
Monroe St (NS) at 60th (EW)	X		X		X	X	X	
Monroe St (NS) at 61ST (EW)	X		X		X	X	X	
Monroe St (NS) at 62nd (EW)	X		X		X	X	X	

ROADWAY SEGMENTS TO BE ANALYZED	TRAFFIC VOLUMES (ADT): EXISTING	+PROJ	+CUMUL	NOTES

ATTACHMENTS	YES	NO	
		X	

CITY APPROVED _____ DATE _____

Appendix G

Cumulative Projects List

As of 5/1/08

CUMULATIVE PROJECT SUMMARY REPORT
RESIDENTIAL PROJECTS APPROVED/UNDER CONSTRUCTION/PENDING

	Project	Lots/Units Approved	Permits Issued	Lot/Unit Balance	Round Acres
1.	TT 29894 - Hideaway - CONSTRUCTION Between Jefferson, Madison, 52 and 54 - SFD	496	220	276	525
2.	Madison Club - CONSTRUCTION Northeast of Ave 54 and Madison - SFD	275	13	262	470
3.	Tract 30092 - Piazza Serena – CONSTRUCTION NWC Ave 58 and Monroe - SFD	97	54	43	37
4.	Tract 28983 - The Palms – CONSTRUCTION SWC Ave 56 and Monroe - SFD	101	86	15	200
5.	TR 30023 - Trilogy - CONSTRUCTION Between Madison, Monroe, 60 and 62 - SFD	1,203	973	230	525
6.	TT 30834 - Stone Creek – CONSTRUCTION North side Ave 58, ½ mile west of Madison - SFD	76	14	62	29
7.	TT 31202 - Rancho Santana – CONSTRUCTION SWC Ave 52 and Monroe - SFD	203	132	69	77
8.	TT 31249 - Coral Ridge Estates – CONSTRUCTION South side Ave 58, ½ mile west of Madison - SFD	85	0	85	33
9.	TT 30138 – Diamonte – APPROVED North side Ave 52, ½ mile east of Jefferson - SFD	47	0	47	14
10.	SP 2001-055 – Centerpointe - CONSTRUCTION SEC Miles Ave and Washington – SFD/MF	224	56	168	55
11.	SP 2003-069 - Watermark Villas – CONSTRUCT NWC Ave 52 and Jefferson Street - CONDO	250	8	242	21
12.	SP 2003-070 - Codorniz – CONSTRUCTION SEC Ave 52 and Jefferson Street - SFA	145	48	97	15
13.	SP 2004-072 - Schumacher – APPROVED NEC Ave 60 and Monroe Street - SFD	392	0	392	100
14.	TT 31910 – Capistrano – CONSTRUCTION West side Monroe St, ¼ mile north of Ave 58 - SFD	130	15	115	39
15.	TT 31348 - Estates at Point Happy – CONSTRUCT West side Washington St at Simon Dr. - SFD	72	41	31	38
16.	SP 2003-067 – Andalusia – CONSTRUCTION Between Ave 58, Ave 60, west of Monroe - SFD	1,400	160	1,240	934
17.	TT 32279 – Palo Verde – CONSTRUCTION N side Ave 58, ½ mile W of Madison - SFD	31	19	12	10
18.	TT 32201 - Desert Shell – APPROVED NWC Ave 60 and Madison St - SFD	24	0	24	7
19.	TT 32225 – Santerra – CONSTRUCTION	29	14	15	8

	NWC Madison and Ave 58 - SFD				
20.	TT 32397 - Laing Homes – APPROVED West side Washington, north of Ave 48 - SFD	74	0	74	28
21.	TT 32848 – Khatchadourian – APPROVED North side Ave 60, 660' west of Madison - SFD	16	0	16	4
22.	TT 32879 / 34642 - Griffin Ranch – CONSTRUCT S side Ave 54 between Madison and Monroe - SFD	393	67	326	242
23.	TT 31852 – Polo Estates – CONSTRUCTION NWC Madison and Ave 52 - SFD	14	0	14	8
~~24.~~	~~TT 33336 - Mirage at LQ - EXPIRED N side Ave 58, ½ mile W of Madison - SFD~~	~~23~~	~~0~~	~~23~~	~~8~~
25.	TT 33085 – Core Homes – APPROVED W/side Madison, N of Ave 52 - SFD	7	0	7	5
26.	TT 33597 – Malaga – APPROVED SWC Ave 60 and Madison - SFD	57	3	54	23
27.	TT 32742 – Four Seasons – APPROVED W side Monroe, ½ mi S of Ave 54 - SFD	40	0	40	15
28.	TT 33444 – Coral Canyon – APPROVED N'west of Jefferson and Ave 58 - SFD	219	0	219	15
~~29.~~	~~Vista Dunes SDP 05-826 - City RDA - COMPLETE North side of Miles, west of Adams - SFA~~	~~80~~	~~80~~	~~0~~	~~9~~
30.	Wolff Waters – City RDA – CONSTRUCTION W side Dune Palms Rd, so of Hwy 111 - MF	218	218	0	15
31.	TT 31732, TT 31733 – APPROVED SE corner Ave 60 and Monroe - SFD	326	0	326	80
32.	SP 94-026 – Travertine – *CURRENT APPROVAL Between Jefferson, Madison, 62 and 64 *Revision to 1,549 units in process - SFD	2,300	0	2,300	909
~~33.~~	~~TT 33717 - EXPIRED S/SIDE Ave 58, W of Madison - SFD~~	~~17~~	~~0~~	~~17~~	~~5~~
34.	TT 34038 – Casa LQ – APPROVED - CONDO S/side Calle Tampico between Navarro and Villa	20	0	20	1.25
35.	TT 31087 – Avignon - APPROVED S/side Darby Road, E of Palm Royale - SFD	19	0	19	5
36.	Eden Rock – TT 33226 - APPROVED In PGA West - was resort core site - CONDO	264	0	264	42
37.	TT 29436 – Hidden Canyon – CONSTRUCTION NW of Coachella/Eisenhower intersection - SFD	169	145	24	190
38.	Tradition Club - Ave 52/Bermudas - CONSTRUCT	292	201	91	746
39.	Quarry Course - CONSTRUCTION SW of Lake Cahuilla, off Ave 58 - SFD	100	60	40	367
40.	TT 33485 – Maman – APPROVED So.side Ave 58, W of Monroe - SFD	12	0	12	5

PROJECTS PROPOSED IN CITY SPHERE OF INFLUENCE

These projects are under review as City projects but are in unincorporated territory. There are other projects under review by Riverside County which may be of significance

UNAPPROVED / IN PROCESS

1. The Enclave – TT 33982 - 467 SFD units on 154 acres, at the NEC Avenue 62/Monroe Street.
2. La Quinta Motorcoach Resort – TT 35238 – 354 luxury motorcoach spaces on 81 acres; south side of Ave 58, ¼ mile east of Monroe Street.
3. Majestic Ranch – TT 33559 – 152 SFD lots on 100 acres, at the SEC of Ave 53/Monroe Street
4. Twin Development, LLC - TT 34360 – 219 SFD lots on 80 acres, south side of Avenue 60, ¼ mile east of Monroe.
5. Family Development – TT 33697 – 69 SFD lots on 38 acres; SWC Ave 53/Jackson Street.

COMMERCIAL PROJECTS

UNAPPROVED / IN PROCESS:

A. Mayer Villa Capri – 104 KSF retail; 130,500 SF medical office – NEC Fred Waring/Washington

B. Nadel Architects – 105 KSF neighborhood retail center at SE and SW corners Ave 58/Madison

C. Shovlin (SDP 07-884) – proposed 9,781 square foot, 2-story, office building on last pad within the Point Happy Commercial Center – NWC Washington/Hwy 111.

D. Brad Sobel – Madison Square – 92 KSF retail center on 9.5 ac, NEC Dune Palms/Hwy 111

APPROVED / NOT YET PERMITTED:

E. SilverRock Resort – One 18-hole golf course (1 existing), 200-room boutique hotel (259 keys), 45 KSF of support services, 22,600 s.f golf clubhouse with 17,250 s.f. cart/storage; 8 KSF spa, two resort hotels with casitas of up to 855 units (1,020 keys), resort retail of up to 160 KSF. South of Avenue 52, west of Jefferson. One course operational; boutique hotel and golf clubhouse site plans approved. Bounded by Ave 52, Jefferson, Ave 54 and Coral Reef Mtns.

F. Shopping center – NWC Jefferson and Avenue 50 – 100 KSF neighborhood retail center. No approved plans, specific plan concept only

G. La Paloma Assisted Living care facility – 236 assisted and independent living units, and 38 dementia and nursing care beds, at north and southeast corners of Ave 50 and Washington. No approved plans, specific plan concept only.

H. VUP 06-035 – Daniel Cline – proposed 31,500 s.f. retail project, at NEC Desert Club/Tampico.

I. VUP 07-039 – David Chapman – 14,100 s.f. office space on Palmers restaurant site at NEC Desert

Club/Ave 52

J. Foundation Group – Develop 6,700 s.f. office pad in existing La Quinta Village Center (Ralph's) at NWC Tampico/Washington.

K. Jefferson Square/Regency Marinita – 90,440 SF retail complex, SWC Jefferson and Fred Waring

APPROVED & UNDER CONSTRUCTION:

L. Washington Park – Approved for up to 857 KSF retail. About 75% complete. Between Adams Street, Avenue 47, Washington Street, Simon Drive and Highway 111. Includes Lowe's, Target, Circuit City, Steinmart, Trader Joe's, Office Depot. Most existing spaces occupied.

M. Centerpointe – 84 KSF PH 1 of 196.5 KSF medical office space underway. 5,900 s.f. Applebee restaurant underway as part of 12 KSF restaurant space. 56 of 164 residential casitas completed. 60 SFD approved but not started.

N. La Quinta Business Center – 23,700 s.f. office building, east side of Washington, ±1,000 ft. north of Fred Waring. CO issued in December 2007; 40% occupied.

O. Pavillions – 175,000 s.f. retail project, originally part of overall Corporate Center specific plan area, 18 acres at NEC of Hwy 111 and Adams Street. Center completed; 90% leased.

P. Centre at La Quinta – Approved for up to 675 KSF. About 65% complete. South side of Highway 111, between Dune Palms Road and Adams Street. 105 KSF JC Penney, s'westerly of Adams and Ave 47, on hold indefinitely by owner.

Q. 111 La Quinta Centre – Approved for up to 618 KSF; about 90% completed. Located north side Hwy 111 between Washington and Adams

R. Caleo Bay Park – 27,595 s.f. office complex, with 10 KSF completed to date. Located at NWC of Ave 48/Caleo Bay

S. Costco center (Komar) - south side of Highway 111 and east of Dune Palms Road. Additional parcels north of existing Costco site near Hwy 111 are planned for 81 KSF of retail/restaurant space. Souplantation (7 KSF) and Mimi's (7,700 s.f.) are near complete, remainder underway.

T. Dunes Business Park – Phase 1 completed. Phase 2: 22,550 s.f. retail space. Located north side of Hwy 111 at Depot Drive. Phase 2 no occupancies.

OTHER MAJOR PROJECTS NEAR LA QUINTA

INDIO - (Contact City directly for specific project info/updates. There may be other significant projects not identified here as well)

IND-1: Polo Square - Proposes the following land uses - 350,000 s.f. of Retail; 200,000 s.f. of office; 250 room service hotel; 572 residential units; 35,000 s.f. of commercial uses. North side Highway 111

between Madison & Jefferson
APPROVED - CK STATUS WITH CITY

IND-2: Jefferson Park Center – 8.1 acre mixed use project of office, retail and restaurants. South side of Hwy 111, east of Jefferson
CK STATUS WITH CITY

INDIAN WELLS – (Contact City directly for specific project info. There may be other significant projects not identified here as well))

IW-1: Miles Crossing – 18 acre mixed-use project, anchored by 150 KSF retail/restaurant and Fairmont Residences 129 condo-hotel units. North side of Highway 111 at Miles Ave.
APPROVED, NO CONSTRUCTION.

IW-2: Indian Wells Tennis Garden Town Center – 279 KSF lifestyle center with Cineplex, west side of Washington Street at Miles Ave. A 267-unit Remington Hotel will also be located proximately.
CK STATUS WITH CITY