

APPENDIX 1.1

Approved Traffic Study Scoping Agreement

Janette Cachola

From: Wally Nesbit [wnesbit@la-quinta.org]
Sent: Tuesday, December 10, 2013 3:42 PM
To: Nazir Lalani Email
Cc: Janette Cachola
Subject: RE: (JN:08773) Vista Soleada (TTM 36590) TIA Scoping Agreement - Revised
Attachments: 0406_001.pdf

Sincere apologies for the extremely delayed response -
Need to include our most current adopted street sections and roadway classification exhibits (EX 10 and 11 in scope) from the Circulation Element (attached)

LQ projects identified w/in ½ mile per our EB are as follows (augments Attachment A of scope):

TT 31732, 31733 - KB Homes (Palizada) - APPROVED for 326 SFD (adjacent on west side of subject tract) – 80 acres
NOTE: Project in for revision for 418 lots and 14 KSF clubhouse; not approved
Existing = 0; Completed by 2016 = 40

SP 2004-072 - Schumacher – APPROVED for 392 SFD
NEC Ave 60 and Monroe Street – 100 acres
Existing = 0; Completed by 1/1/2016: 0

SP 2003-067 – Andalusia – IN CONSTRUCTION - APPROVED for 472 SFD
Between Ave 58, Ave 60, west of Monroe – 548 acres
Existing = 160; Completed by 1/1/2016: 220

TT 31434 - Monroe Dates – APPROVED for 94 SFD
West side Monroe Street at Ave 61 alignment – 30 acres
Existing = 0; Completed by 1/1/2016: 20

Wallace H. Nesbit, Principal Planner
Community Development Department
City of La Quinta
78495 Calle Tampico
La Quinta CA 92253
Direct: 760-777-7069 Fax: 760-777-7011
email: wnesbit@la-quinta.org

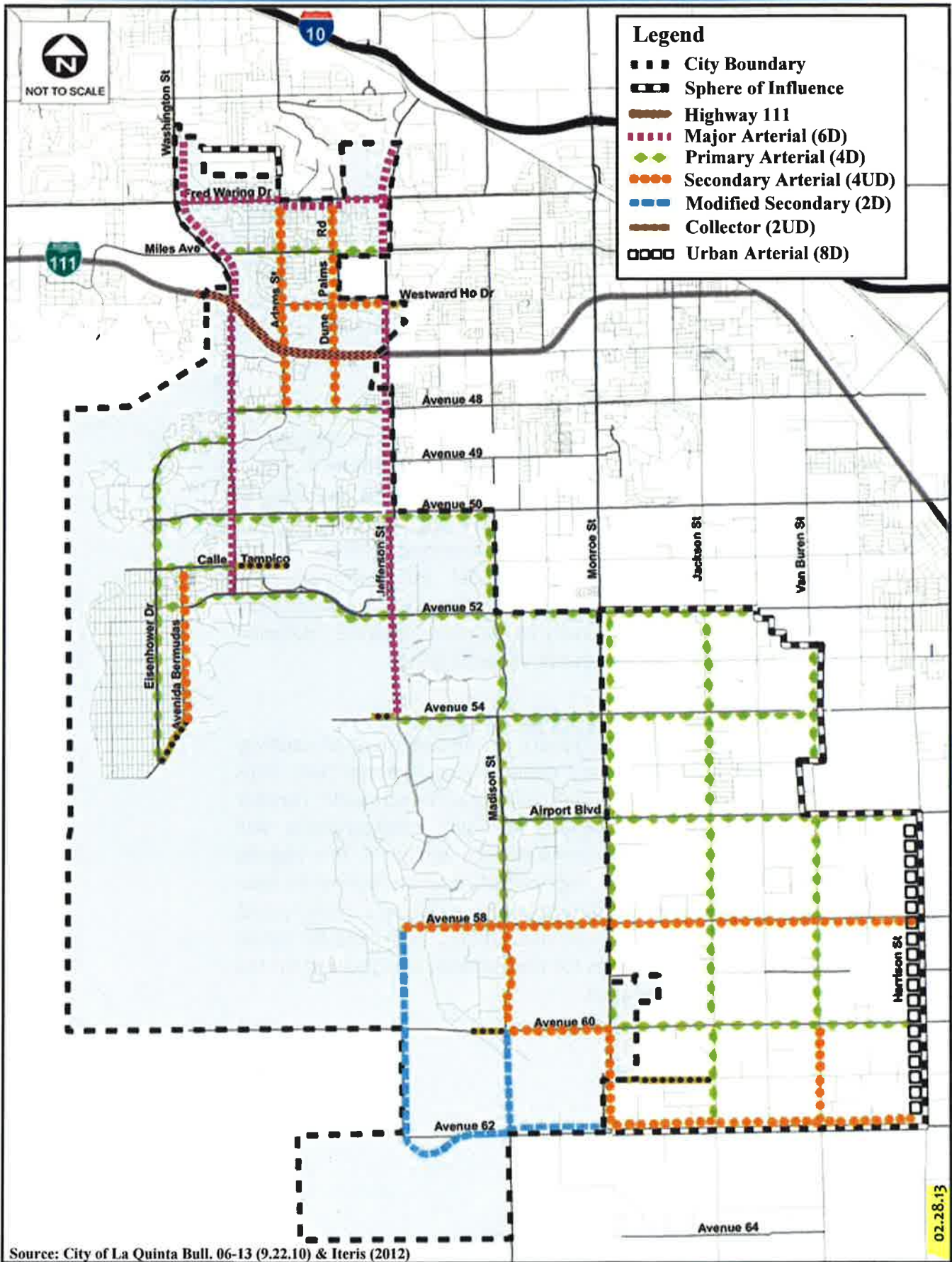
W. H. Nesbit

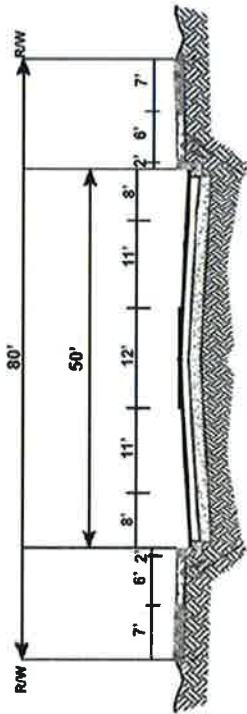
From: nazir.lalani1@gmail.com [mailto:nazir.lalani1@gmail.com] **On Behalf Of** Nazir Lalani
Sent: Tuesday, October 29, 2013 2:59 PM
To: Wally Nesbit
Subject: Fwd: (JN:08773) Vista Soleada (TTM 36590) TIA Scoping Agreement - Revised

Wally, here is another email with a revised agreement.

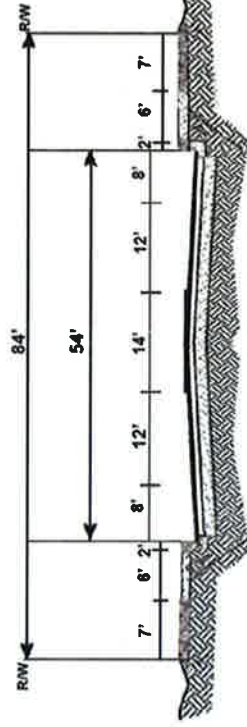
----- Forwarded message -----

From: Janette Cachola <JCachola@urbanxroads.com>
Date: Mon, Oct 28, 2013 at 8:06 PM
Subject: (JN:08773) Vista Soleada (TTM 36590) TIA Scoping Agreement - Revised
To: "Tsang, Kevin" <KTSANG@rctlma.org>, "Nazir Lalani" (<nlalani@la-quinta.org>) <nlalani@la-quinta.org>,

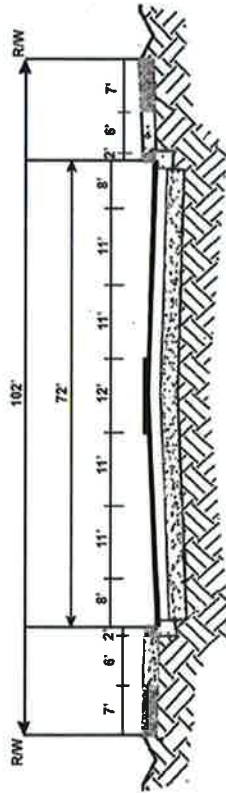




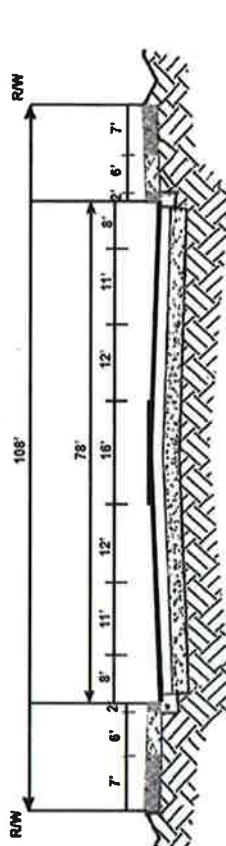
80' Collector



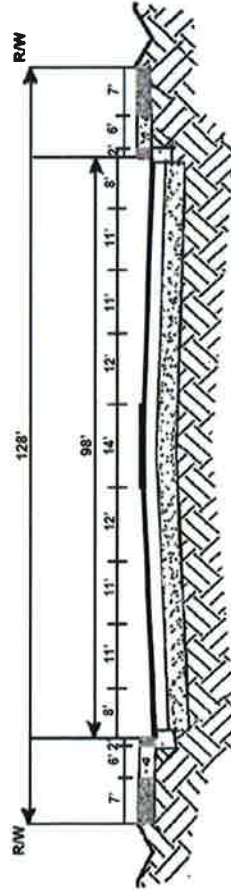
84' Modified Secondary Arterial



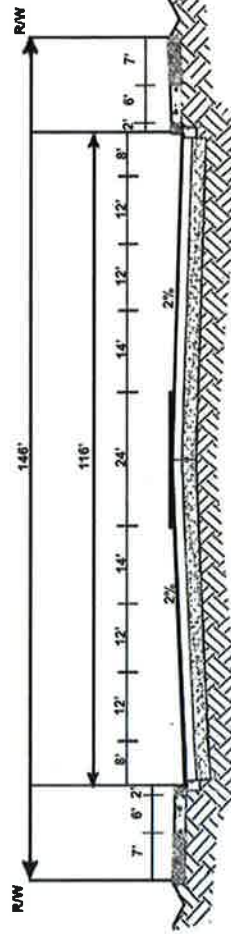
102' Secondary Arterial



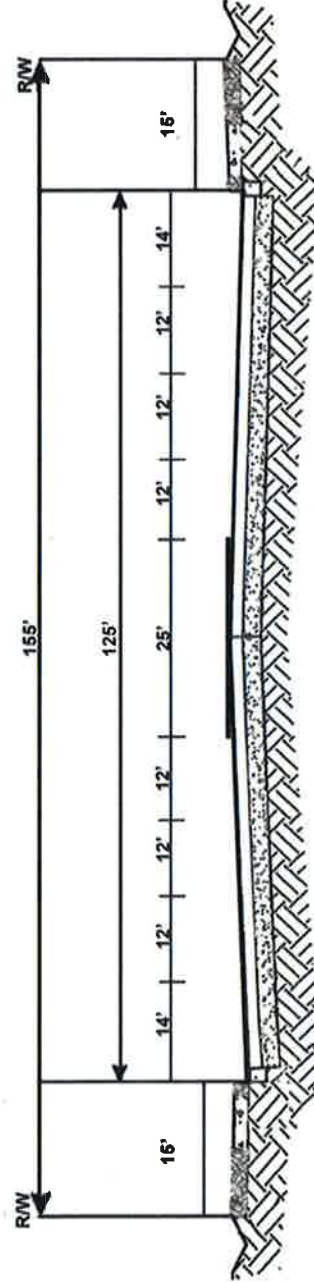
108' Primary Arterial



128' Major Arterial



146' State Highway 111



155' Augmented Major



November 13, 2013

Mr. Nazir Lalani
CITY OF LA QUINTA PUBLIC WORKS DEPARTMENT
78-495 Calle Tampico
La Quinta, CA 92253

Mr. Kevin Tsang
COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT
4080 Lemon Street, 8th Floor
Riverside, CA 92501

Subject: Responses to October 29, 2013 City of La Quinta Comments Regarding the Vista Soleada Traffic Impact Analysis Scope

Dear Gentlemen:

The purpose of this letter is to respond to City of La Quinta comments regarding the Vista Soleada Traffic Impact Analysis scope. As such, the project trip distribution has been adjusted, subject to further review by County of Riverside staff members.

Comment #1

This project is located on Avenue 60 east of Monroe Street and comprises 230 residential units. The scoping agreement was received by Public Works directly from Urban Crossroads. It is unclear whether this agreement should have been sent via the Planning Department.

Response

It appears that the appropriate coordination is in place.

Comment #2

Page 2: It is unclear what the "Existing Plus Ambient Growth Plus Project (2016) Conditions" represent. Is this the "Project Opening Year" scenario? Are the study area Intersections consistent with the City of La Quinta's EB 06-13?

Response

The "Existing Plus Ambient Growth Plus Project" (EAP) scenario is included in the scope since it is used to determine project specific impacts based on the Riverside County Traffic Impact Analysis

Preparation Guide (April 2008). The TIA will be consistent with all the requirements of EB 06-13 for study intersections within the City of La Quinta.

Comment #3

Page 4: The Scoping Agreement indicates that it will use a saturation flow rate of 1,850 per hour of green per lane consistent with EB 06-13. However, the methodology for calculating intersection levels of service for the City of La Quinta intersections needs to be consistent with all the requirements of EB 06-13 as they relate to HCM capacity analysis methodology.

Response

The TIA will be consistent with all the requirements of EB 06-13 for study intersections within the City of La Quinta. Saturation flow rate was pointed out in the scope since the County of Riverside requires 1900 saturation flow rate while the City of La Quinta uses 1850 saturation flow rate.

Comment #4

Exhibit 2: Is the Project's access on Avenue 60 proposed to be full movement? If so, will the analysis of the project's driveway volumes analyze the possibility of a future traffic signal meeting warrants at that location?

Response

The Project is anticipated to have full access on Avenue 60. Traffic signal warrants will be analyzed.

Comment #5

Exhibit 5: The trip distribution shows 30 percent of the traffic from the subdivision traveling east on Avenue 60 and 61. However, there will not be any land uses to the east of the subdivision to cause this level of trip attraction. The trip distribution should assign no more than 5% of the traffic to each of these corridors.

Response

Per direction from the City of La Quinta staff, the intersection of Madison St./58th Avenue will be included in the study area as shown on Exhibit 4-a. The Project Trip Distribution has been adjusted and is illustrated on Exhibit 5a.

Mr. Nazir Lalani
City of La Quinta
November 13, 2013
Page 3

Comment #6

Exhibits 10 and 11: Both of these Exhibits should be consistent with the General Plan Update adopted by the City Council in 2013.

Response

The Exhibits shown in the signed traffic study scope were extracted from the City website (<http://www.la-quinta.org/Index.aspx?page=620>). The Avenue 60 Cross-Section Reconciliation presented on Exhibit 14 illustrates the proposed Avenue 60 cross-section transition from the City of La Quinta to the County of Riverside, adjacent to the Project's westerly site boundary.

Kevin and Nazir, please indicate whether you accept the information on attached Exhibits 4a, 5a, and 14. The signed traffic study scope is also attached for your ease of reference. If you have any questions, please contact myself at (949) 660-1994 (ext. 211) or Janette Cachola (ext. 249).

Respectfully submitted,

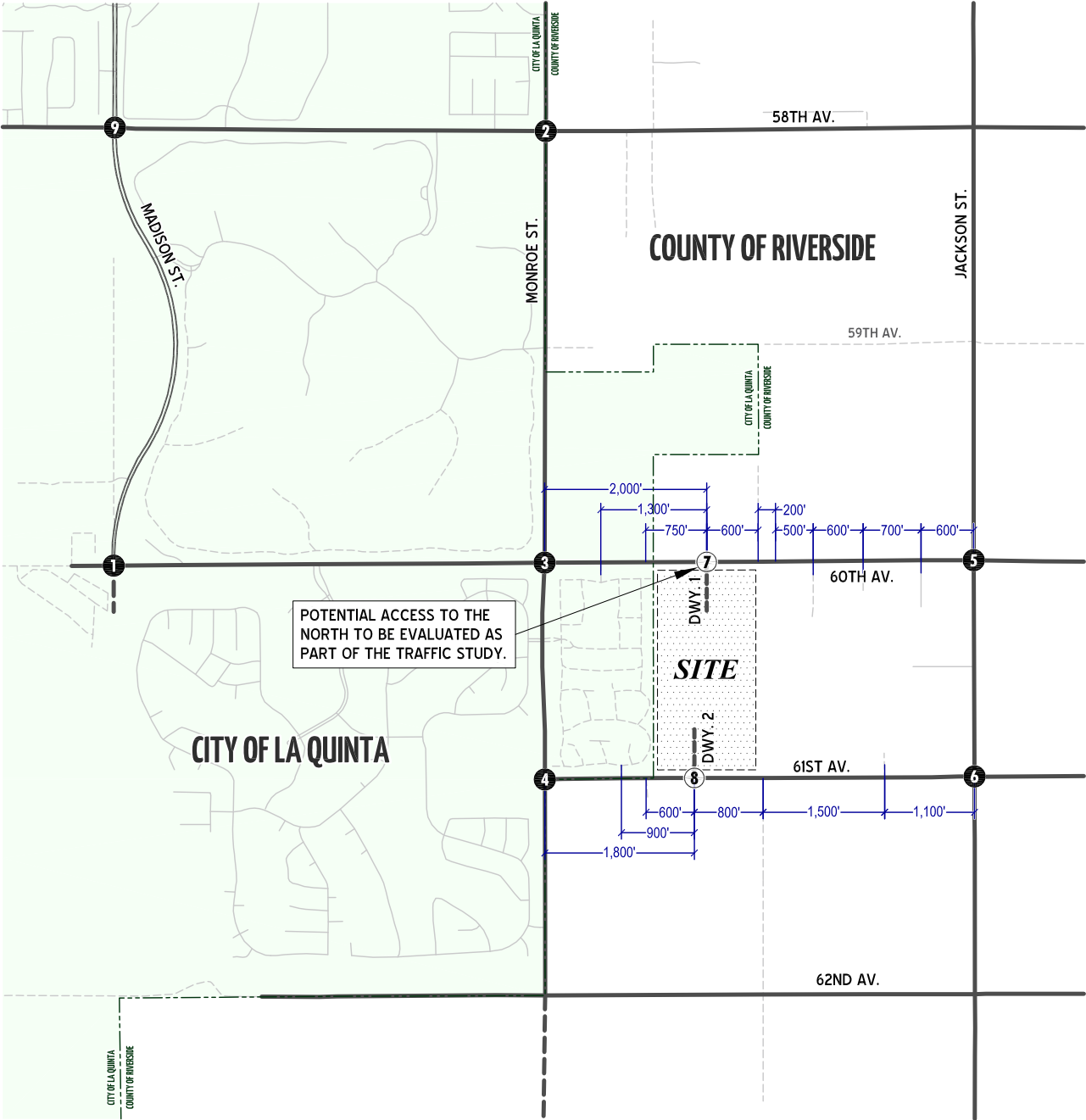
URBAN CROSSROADS, INC.



John Kain, AICP
President

JN: 08773-03 Scope RTC

EXHIBIT 4a REVISED STUDY AREA MAP



LEGEND:

- 1 = EXISTING ANALYSIS LOCATION
- 2 = FUTURE ANALYSIS LOCATION
- = FUTURE ROADWAY / DIRT
- 100' = INTERSECTION/DRIVEWAY INTERVALS (FUTURE AND EXISTING)



REVISED: 11/13/2013



EXHIBIT 5a

REVISED PROJECT TRIP DISTRIBUTION (INTERIM YEAR)

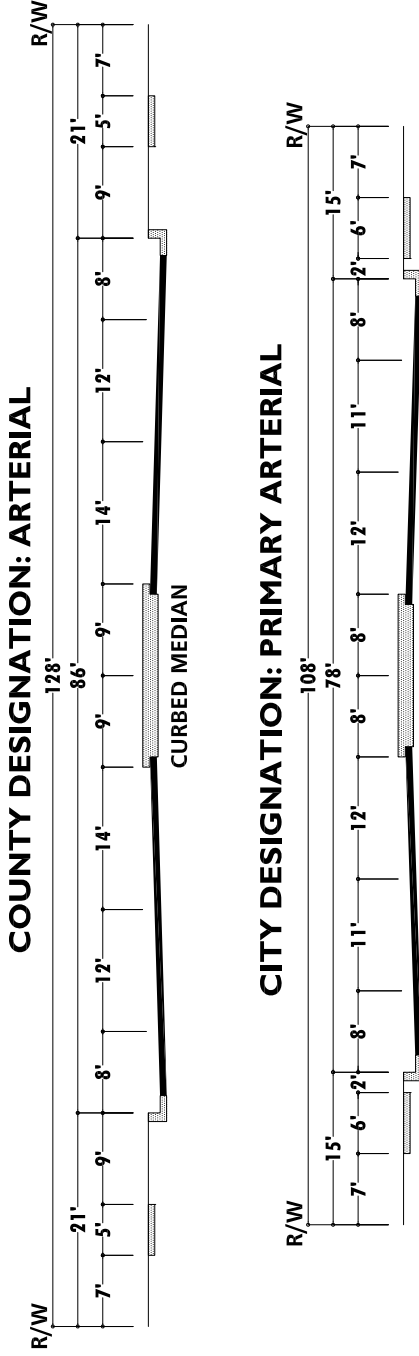


LEGEND:

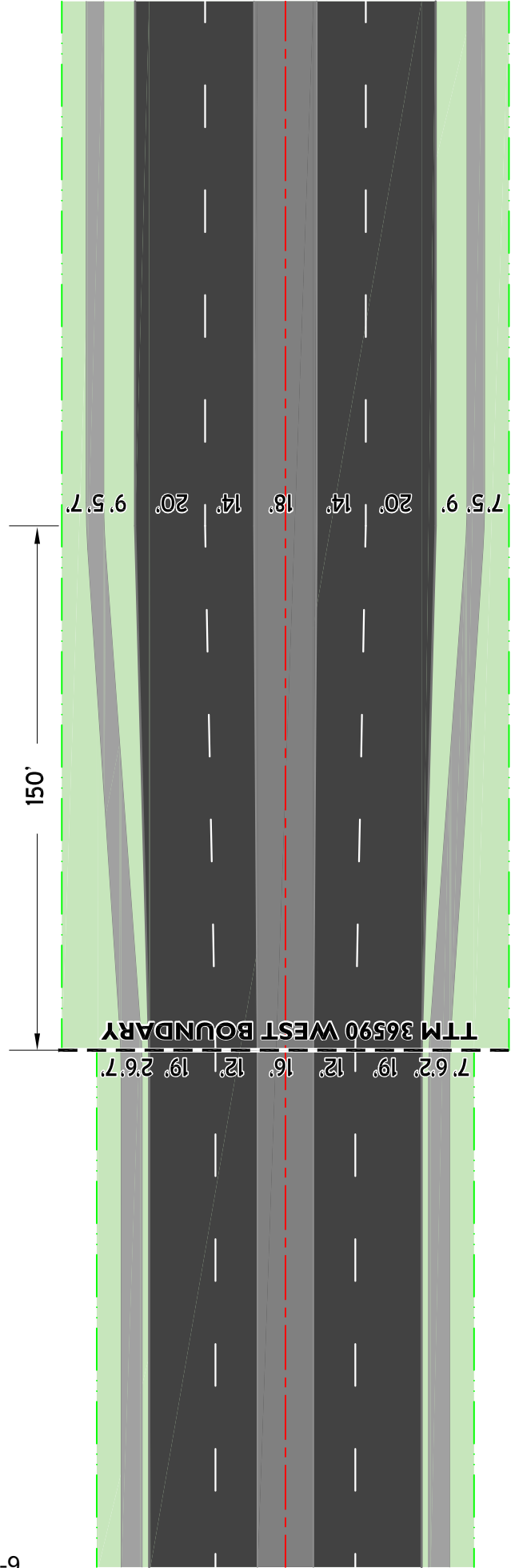
- 10 = PERCENT TO/FROM PROJECT
- NOM = NOMINAL, LESS THAN 1 PERCENT TO/FROM PROJECT



EXHIBIT 14
**AVENUE 60 CROSS SECTION RECONCILIATION
 ADJACENT TO VISTA SOLEADA (TTM 36590)**



EAST/WEST TRANSITION RECOMMENDED AT CITY BOUNDARY



October 28, 2013

Mr. Kevin Tsang
COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT
4080 Lemon Street, 8th Floor
Riverside, CA 92501

Subject: Traffic Impact Analysis Scoping Agreement for the Proposed Vista Soleada (TTM 36590) Residential Development

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic impact analysis for the proposed Vista Soleada Tentative Tract Map No. 36590 (“Project”), which is generally located 0.25 miles east of Monroe Street and south of 60th Avenue in the unincorporated area of Riverside County, adjacent to the City of La Quinta, in the community area of Vista Santa Rosa. The proposed Project is to consist of 230 single family homes and a 1.40 acre equestrian way station.

A preliminary site plan for the proposed Project is shown on Exhibit 1. Exhibit 2 provides an illustrative plan for the overall Project, and Exhibit 3 shows the potential equestrian way station which is located at the northeast corner of the Project. The 76-acre Project is characterized by multiple pocket parks, citrus themed country lanes and a 100’ wide perimeter grove of date palm trees. Residential density within the project averages approximately 3 dwelling units per gross acre (du/ac), consisting of 211 residential lots (min. 4,000 s.f., avg. 6,000 s.f.) at the core of the project and 19 estate lots (¾-1 acre) that surround them.

Exhibit 4 depicts the location of the proposed Project in relation to the existing roadway network. For purposes of the traffic impact analysis the Project’s opening year is anticipated to be 2016 (i.e., fully built and occupied). Local access to the project site is provided from Driveway 1 via 60th Avenue and Driveway 2 via 61st Avenue. To achieve a “country lane” feel within the community, the Project proposes customized rural road sections and street standards with reduced centerline radii, hammerhead turnarounds rather than cul-de-sacs, traffic circles rather than standard T-intersections, and turf-lined drainage swales in place of concrete curb and gutter.

TRIP GENERATION

In order to estimate the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) manual for the proposed land use (ITE Land Use Code 210 Single Family Detached Residential) were used. For the equestrian way station, ITE Trip Generation Manual does not include comprehensive trip rates, and therefore SANDAG’s daily trip rate for neighborhood/county (undeveloped) park is utilized. For the

equestrian way station (a staging area for loading/unloading of horses and access to trails) peak hour rates, SANDAG’s trip generation peak to daily percentage and in/out ratio for City (developed) park is applied.

Table 1 presents the trip generation rates and resulting trips generated by the number of dwelling units and acres of equestrian way station associated with the proposed Project. As shown in Table 1, the proposed Project is anticipated to generate a net total of approximately 2,197 trip-ends per day, with 175 vehicles per hour (VPH) during the AM peak hour and 232 VPH during the PM peak hour.

TRIP DISTRIBUTION

Trip Distribution patterns for the project are illustrated on Exhibit 5 and resulting AM and PM peak hour link volumes for the proposed study area are shown on Exhibit 6.

ANALYSIS SCENARIOS

Consistent with the County’s Traffic Impact Analysis Preparation Guide (April 2008), intersection analysis will be provided for the following scenarios:

- Existing (2013) Conditions
- Existing plus Project Conditions
- Existing plus Ambient Growth plus Project (2016) Conditions
- Existing plus Ambient Growth plus Project Plus Cumulative Projects (2016) Conditions

As the Project proposes a zone change, the following long-range traffic scenarios will also be evaluated:

- Long Range (2035) Conditions without Project
- Long Range (2035) Conditions with Project

STUDY AREA INTERSECTIONS

Based on the Project’s anticipated travel patterns and trip generation characteristics, the following eight (8) study area intersection locations shown on Exhibit 4 and listed below were selected for analysis based on the County of Riverside’s 50 peak hour trip threshold and proximity to the Project.

ID	Intersection Location	Jurisdiction
1	Madison Street / 60th Avenue	City of La Quinta
2	Monroe Street / 58th Avenue	City of La Quinta / County of Riverside
3	Monroe Street / 60th Avenue	City of La Quinta / County of Riverside
4	Monroe Street / 61st Avenue	City of La Quinta / County of Riverside
5	Jackson Street / 60th Avenue	County of Riverside
6	Jackson Street / 61st Avenue	County of Riverside
7	Driveway 1 / 60th Avenue – <i>Future Intersection</i>	County of Riverside
8	Driveway 2 / 61st Avenue– <i>Future Intersection</i>	County of Riverside

GENERAL PLAN CIRCULATION NETWORK

Since the County of Riverside has not yet included the circulation network map in the recently updated County of Riverside General Plan Circulation Element, the proposed roadway classification within the study area based on the South Valley Parkway Traffic Study, dated October 2006, needs to be confirmed by County staff members. The 2003 adopted Riverside County General Plan Circulation Element is shown on Exhibit 7. The Draft South Valley Road and Bridge District Proposed Roadway Network is presented on Exhibit 8. Exhibit 9 includes the County of Riverside General Plan Roadway Cross-Sections.

As shown on Exhibit 7, 60th Avenue is classified as an Expressway and 62nd Avenue as a Secondary roadway. However, the proposed roadway network shown on Exhibit 8 indicates a classification change for both 60th Avenue and 62nd Avenue, wherein 60th Avenue is proposed as an Arterial roadway and 62nd Avenue is proposed as an Expressway. Per County of Riverside staff, the proposed changes in roadway classification have not been adopted by the County and the status of the South Valley Road and Bridge Benefit District has no definitive timing.

The City of La Quinta General Plan Roadway Classification is shown on Exhibit 10. Exhibit 11 presents the City of La Quinta's General Plan Street Cross-Sections. As shown on Exhibit 10, Avenue 60 is classified as a Primary Arterial roadway, east of Monroe Street. This is consistent with the proposed roadway network shown previously on Exhibit 8. However, Avenue 62 is still shown as a Secondary roadway. Per County of Riverside staff, these differences still remain between City and County classifications.

INTERSECTION INTERVALS

Table 2 includes the County of Riverside intersection interval requirements. The City of La Quinta's intersection interval requirements are shown on Table 3. Table 3 also indicates the Project's driveway distances from Monroe Street.

Exhibit 4 depicts the Project's driveway distances from other existing / future driveways along 60th Avenue and 61st Avenue.

60th Avenue is classified as a 4-lane Arterial roadway (128' ROW) in the proposed roadway network for Riverside County with a minimum interval of one-quarter mile (1,320 ft.) between other streets or highways. For the City of La Quinta, 60th Avenue is classified as a 4-Lane Primary Arterial roadway (108' ROW) with a minimum interval of 1,060 feet between intersections and more than 275 feet between driveways.

61st Avenue is not shown in the County's circulation network. For the City of La Quinta, 61st Avenue is classified as a 2-Lane Collector roadway (80' ROW) with a minimum interval of 300 feet between intersections and more than 250 feet between driveways.

As shown on Exhibit 4, the Project driveways at 60th Avenue and 61st Avenue fall within the allowed intersection intervals.

TRAILS

The CVAG Non-Motorized Transportation Plan Update (2010) produced a comprehensive network of hiking and equestrian trails in the Coachella and Palo Verde Valleys. As shown on the attached Exhibit 12, an equestrian trail is proposed along 60th Avenue adjacent to the Project. The Vista Santa Rosa Community Plan map also shows a trail along 61st Avenue (see attached Exhibit 13). The Project incorporates a perimeter date palm orchard and multi-use trail, with equestrian way station.

ANALYSIS CRITERIA

Highway Capacity Manual (HCM) analysis will be performed for study area intersections. For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. Levels of service at the study intersections will be evaluated using an HCM intersection analysis program. The level of service will be determined at signalized intersections using data collected describing the intersection configuration, traffic signal timing, and traffic volumes to calculate average intersection delay.

For intersections within the County of Riverside, a saturation flow rate of 1,900 vehicles per hour of green (vphg) per lane will be utilized based on the County's traffic impact analysis guidelines.

For intersections within the City of La Quinta, a saturation flow rate of 1,850 vehicles per hour of green (vphg) per lane will be utilized based on the City's traffic study guidelines (Engineering Bulletin #06-13, dated June 29, 2012).

The study area intersections which are stop sign controlled with stop-control on the minor street only will be analyzed using the two-way stop-controlled unsignalized intersection analysis methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the major street. The level of service criteria for this type of intersection analysis is based on total delay per vehicle for the worst minor street movement(s).

Definition of Deficiency

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target level of service (LOS): LOS "C" on all County-maintained roads and conventional State Highways. As an exception, LOS "D" may be allowed in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways or conventional State Highways. LOS "E" may be allowed in designated Community Centers to the extent that it would support transit-oriented development and pedestrian communities. As such, LOS "D" will be considered the limit of acceptable operations for all study area intersections.

The City of La Quinta's required level of service (LOS) has been obtained from the City of La Quinta traffic study guideline (Engineering Bulletin #06-13). The City has established LOS "D" as the minimum level of service for its intersections. Therefore, any intersection operating at LOS "E" or "F" will be considered deficient for the purposes of this analysis. As an exception, LOS "E" is allowable on the side street for two-way (cross-street) stop controlled intersections.

TRAFFIC VOLUMES

The City of La Quinta's traffic study guidelines (Engineering Bulletin #06-13), requires the morning peak volumes to be measured between 6:00 to 8:30 am and afternoon peak volumes between 2:30 to 5:30 pm. The County of Riverside normally measures peak volumes between 7:00 to 9:00 am and 4:00 to 6:00 pm. For the purpose of this report, the morning peak hour volumes will be measured between 6:00 to 9:00 am and afternoon peak hour volumes will be measured between 2:30 to 6:00 pm.

In addition, the City of La Quinta requires seasonal adjustments to consider the seasonal population variations within the City. Since the counts are anticipated to be collected this October, a 10% increase will be applied consistent with the City of La Quinta's traffic study guidelines.

CUMULATIVE DEVELOPMENT PROJECTS – (OPEN ITEMS)

We are requesting that the County of Riverside staff members and City of La Quinta staff members to provide a list of cumulative projects to be included that might potentially affect our study area. Nearby development projects are included in Attachment A. For long range future (2035) conditions, we anticipate utilizing available RIVTAM projections and/or available City of La Quinta General Plan forecasts.

If you have any questions, please contact Janette Cachola at (949) 660-1994, extension 249.

Respectfully submitted,



John Kain, AICP
President

JN:08773-02 Scope (revised)

xc: Nazir Lalani
Traffic Engineer
CITY OF LA QUINTA

Ed Wimmer
Public Works Department
CITY OF LA QUINTA

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 February 2005.

Case No. _____
 Related Cases- _____
 SP No. _____
 EIR No. _____
 GPA No. _____
 CZ No. _____
 Project Name: Vista Soleada (TTM 36590)
 Project Address: 0.25 miles east of Monroe St. and south of 60th Av. in the unincorporated area of Riverside County.
 Project Description: 230 Single Family Residential Dwelling Units and 1.40 AC Equestrian Way Station (See Exhibit 1)

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>Urban Crossroads Inc. - John Kain</u>	<u>SABAL FINANCIAL GROUP, L.P. - Jim Stockhausen</u>
Address:	<u>41 Corporate Park, Suite 300</u> <u>Irvine, CA 92606</u>	<u>4675 MacArthur Ct., Suite 1550</u> <u>Newport Beach, CA 92660</u>
Telephone:	<u>(949) 660-1994 ext. 211</u>	_____
Fax:	<u>(949) 660-1911</u>	_____

A. Trip Generation Source: ITE 9th Edition (2012) (See Table 1)

Current GP Land Use	<u>AG</u>	Proposed Land Use	<u>Residential</u>
Current Zoning	<u>A-1-10</u>	Proposed Zoning	<u>Residential</u>

	<u>Current Trip Generation</u>			<u>Proposed Trip Generation</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
AM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>45</u>	<u>130</u>	<u>175</u>
PM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>146</u>	<u>86</u>	<u>232</u>

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: (See attached Exhibit 5 for detailed assignment)
 N 40 % S 5 % E 30 % W 25 %

C. Background Traffic
 Project Build-out Year: 2016 Annual Ambient Growth Rate: 2 %
 Phase Year(s) 2016

Other area Projects to be analyzed: County/City to provide list of cumulative projects (nearby projects included in Attachment A)
 Model/Forecast Methodology: RIVTAM 2035 and/or City of La Quinta General Plan forecasts



D. Study Intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies). (See Exhibit 4)

- | | |
|--|-----------|
| 1. <u>Madison Street / 60th Avenue</u> | 9. _____ |
| 2. <u>Monroe Street / 58th Avenue</u> | 10. _____ |
| 3. <u>Monroe Street / 60th Avenue</u> | 11. _____ |
| 4. <u>Monroe Street / 61st Avenue</u> | 12. _____ |
| 5. <u>Jackson Street / 60th Avenue</u> | 13. _____ |
| 6. <u>Jackson Street / 61st Avenue</u> | 14. _____ |
| 7. <u>Driveway 1 / 60th Avenue - Future Intersection</u> | 15. _____ |
| 8. <u>Driveway 2 / 61st Avenue - Future Intersection</u> | 16. _____ |

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

1. _____ 2. _____

F. Other Jurisdictional Impacts

Is this project within a City's Sphere of influence or one mile radius of City boundary: Yes No

If so, name of City jurisdiction: City of La Quinta

G. Site Plan (please attach reduced copy) (see Exhibit 1)

H. 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)

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted", or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

I. Existing Conditions

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

Date of counts October 2013

NOTE Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.

Recommended by:

John Kain 10/10/2013
 Consultant's Representative Date

Scoping Agreement Revised on 10/28/2013

Approved Scoping Agreement:

[Signature] 10/29/2013
 Riverside County Transportation Department Date



EXHIBIT 1 PRELIMINARY SITE PLAN



20' LANE WIDTH TYPICAL FOR LANES ADJACENT TO RAISED MEDIAN PER FIRE DEPARTMENT.

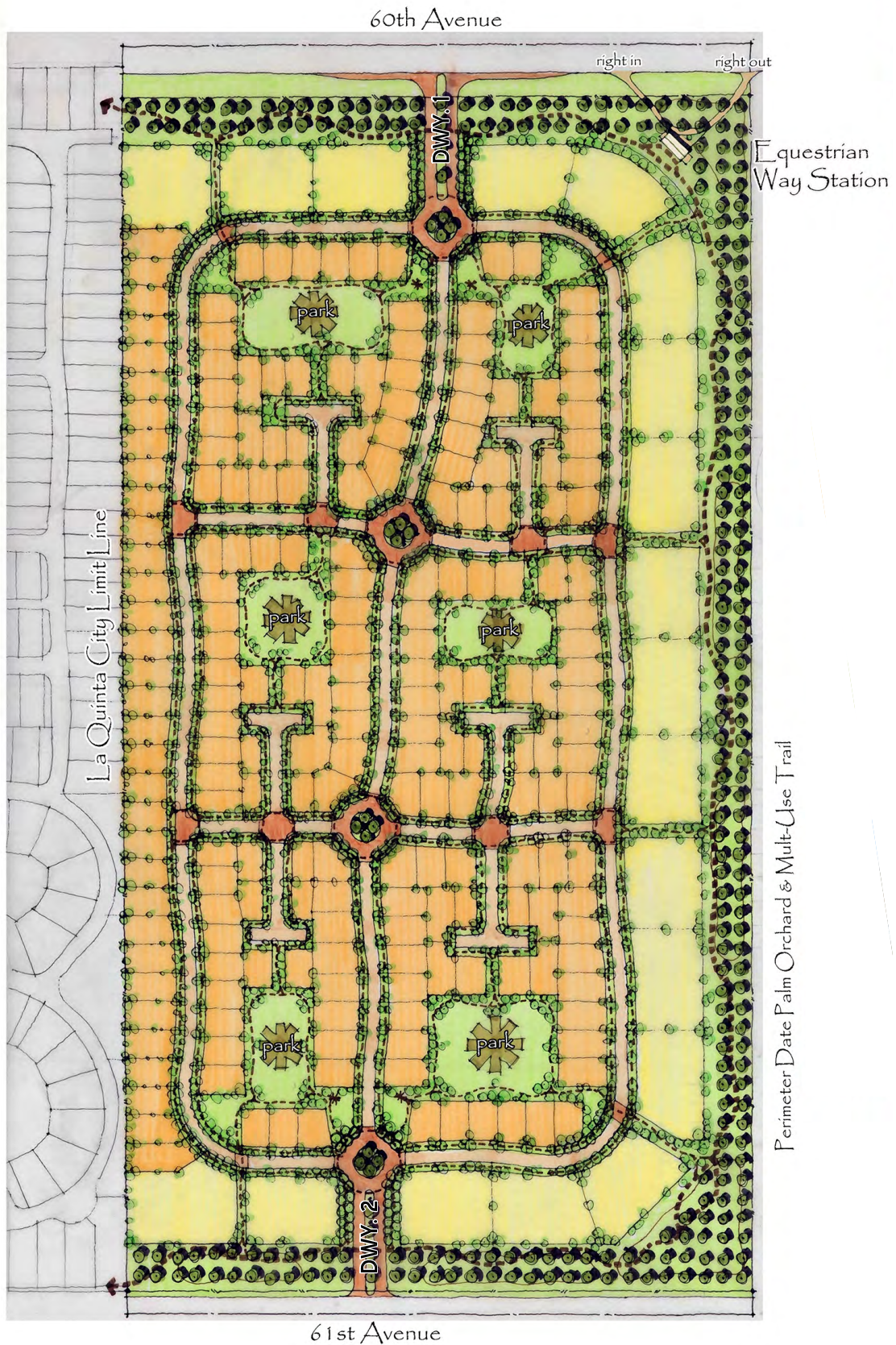
VISTA SOLEADA IS PROPOSED AS A GATED COMMUNITY WITH PRIVATELY MAINTAINED INTERNAL STREETS.

HAMMERHEADS TO BE REVIEWED AND APPROVED BY FIRE DEPARTMENT.

20' LANE WIDTH TYPICAL FOR LANES ADJACENT TO RAISED MEDIAN PER FIRE DEPARTMENT.



EXHIBIT 2
PROJECT ILLUSTRATIVE PLAN



POTENTIAL EQUESTRIAN WAY STATION

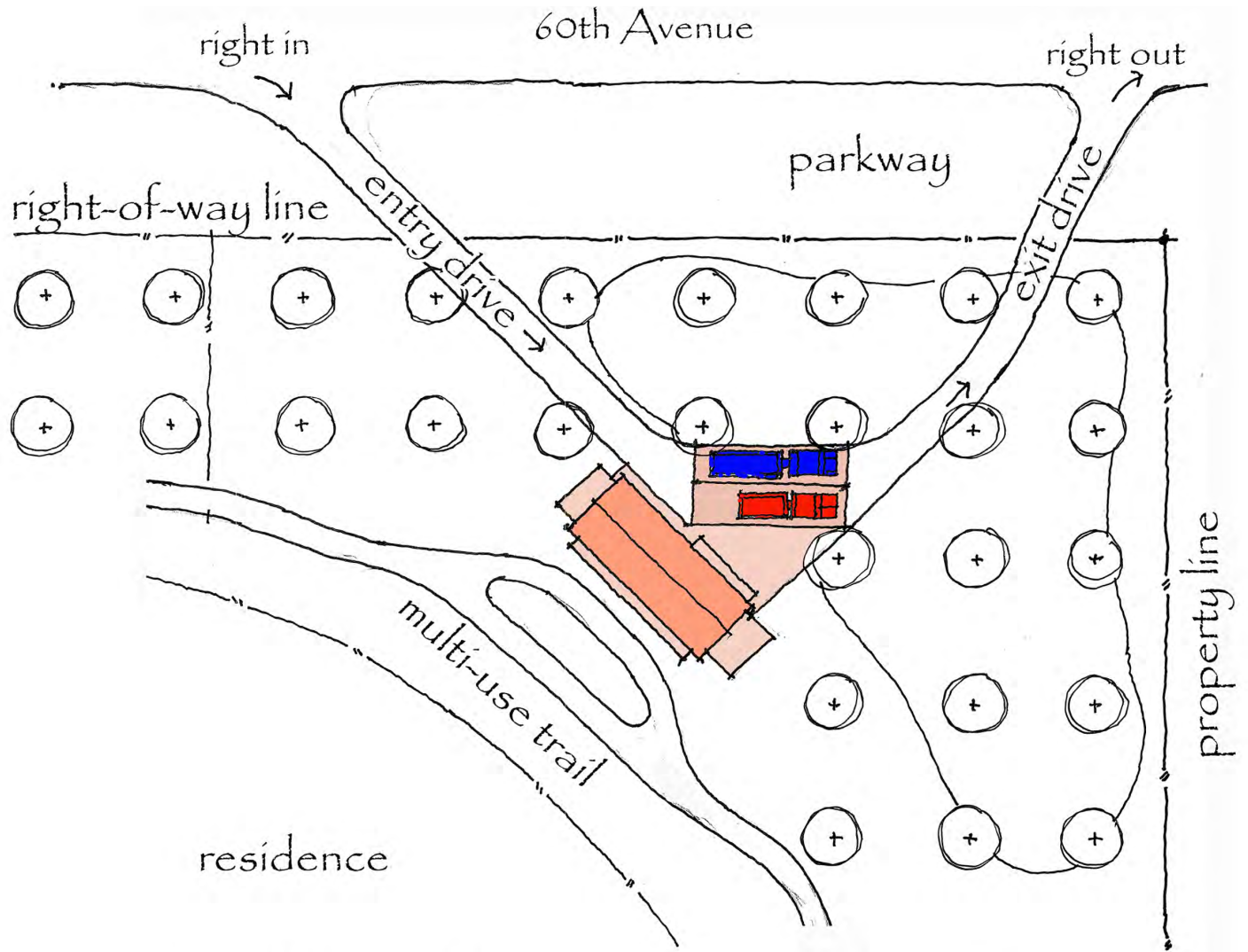
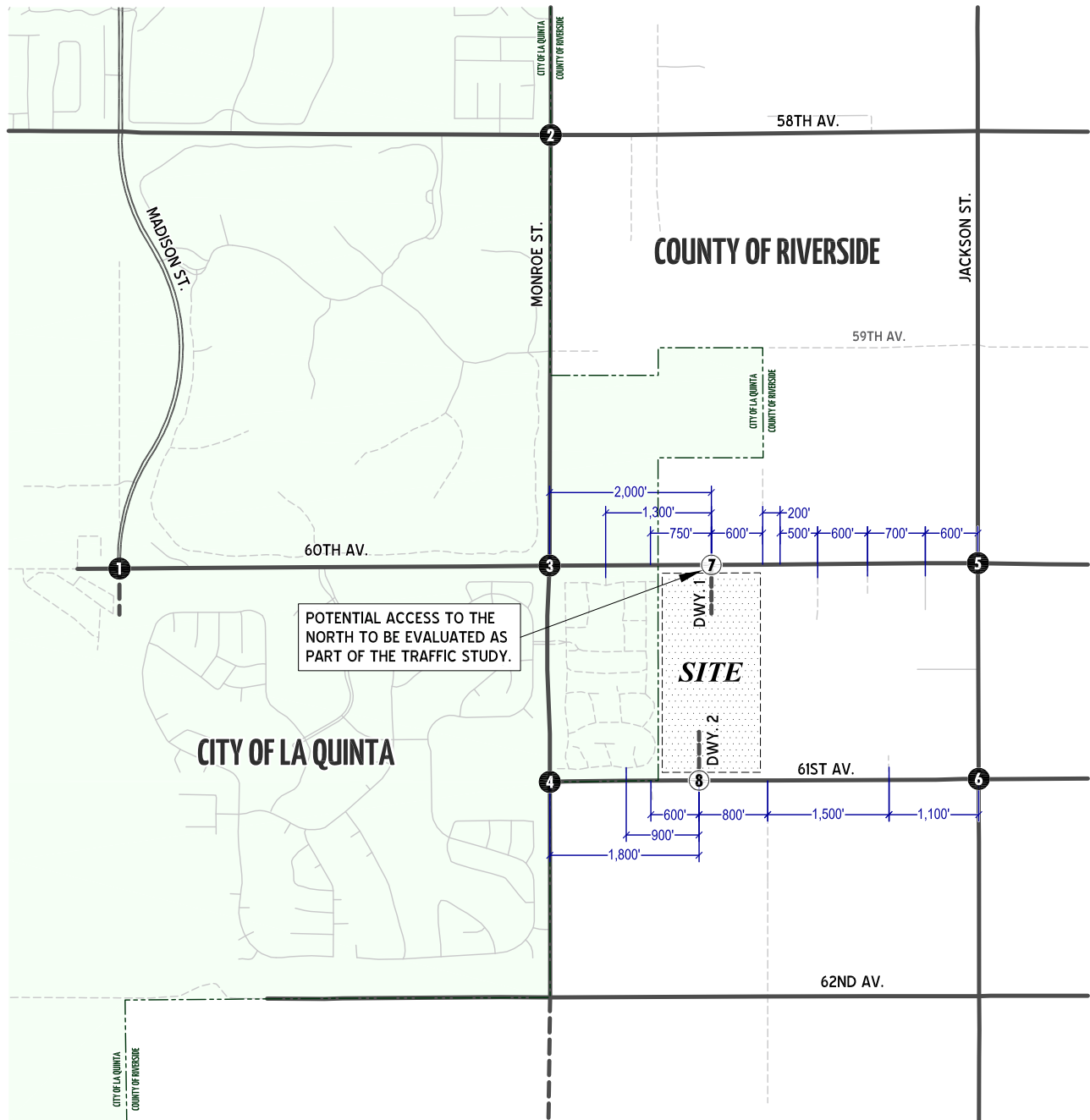


EXHIBIT 4 LOCATION MAP



LEGEND:

- ⑥** = EXISTING ANALYSIS LOCATION
- ②** = FUTURE ANALYSIS LOCATION
- = FUTURE ROADWAY / DIRT
- 100' = INTERSECTION/DRIVEWAY INTERVALS (FUTURE AND EXISTING)



TABLE 1

VISTA SOLEADA (TTM 36590) PROJECT TRIP GENERATION SUMMARY

TRIP GENERATION RATES ¹										
Land Use	ITE CODE	Quantity	Units ²	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
				In	Out	Total	In	Out	Total	
Single Family Detached	210	230	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Equestrian Way Station	- ³	1.40	AC	0.33	0.32	0.65	0.23	0.22	0.45	5.00

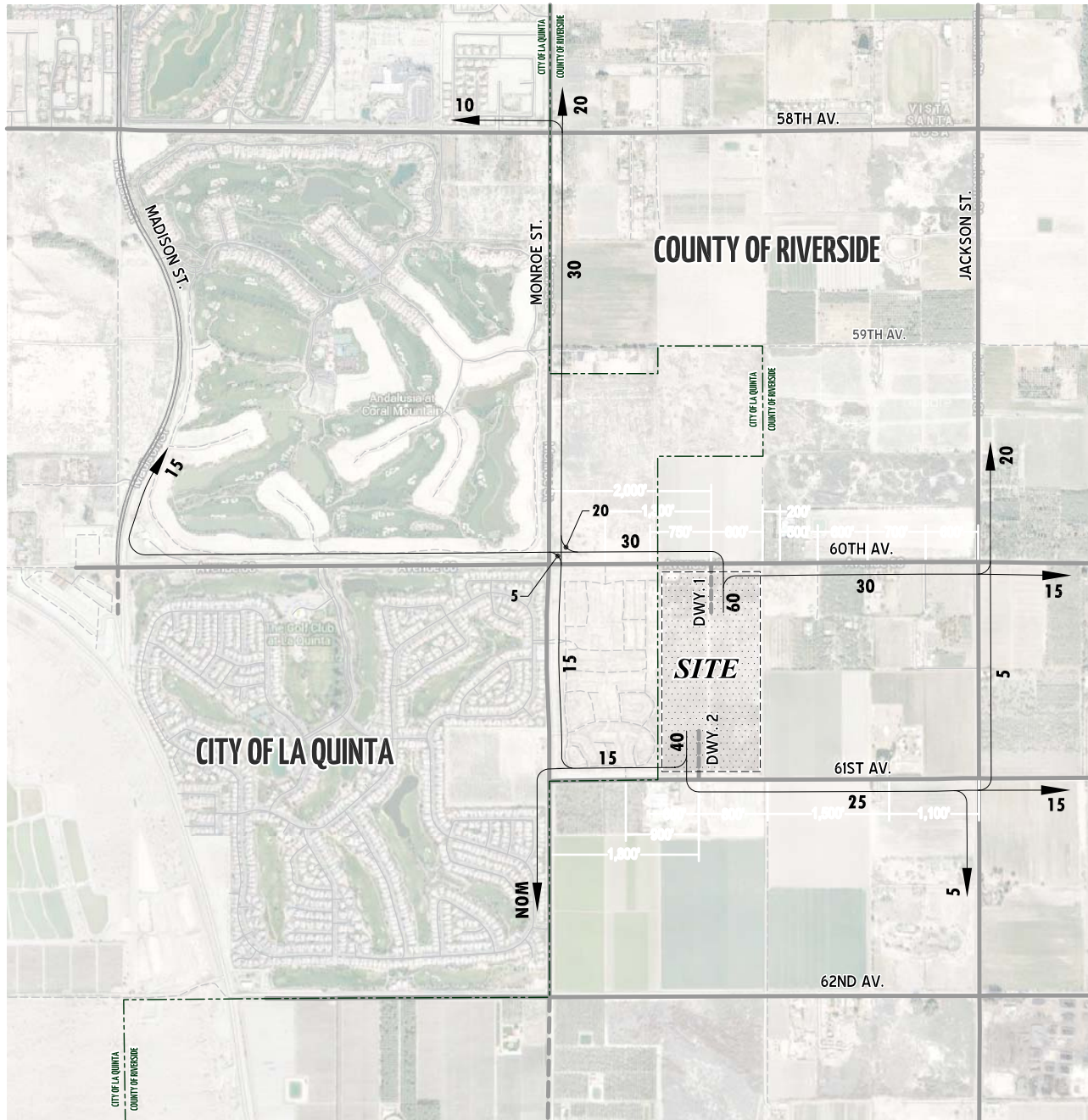
TRIP GENERATION TOTAL										
Land Use	ITE CODE	Quantity	Units ¹	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
				In	Out	Total	In	Out	Total	
Single Family Detached	210	230	DU	44	129	173	145	85	230	2,190
Equestrian Way Station	- ³	1.40	AC	1	1	2	1	1	2	7
TOTAL				45	130	175	146	86	232	2,197

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition (2012).

² DU = Dwelling Unit; AC = Acre

³ Since ITE does not have trip rates for an equestrian way station, similar use based on SANDAG's neighborhood/county (undeveloped) park daily rates are utilized. For the peak hour rates, SANDAG's in/out ratio for City (developed) park is applied.

EXHIBIT 5
**PROJECT TRIP DISTRIBUTION
 (INTERIM YEAR)**

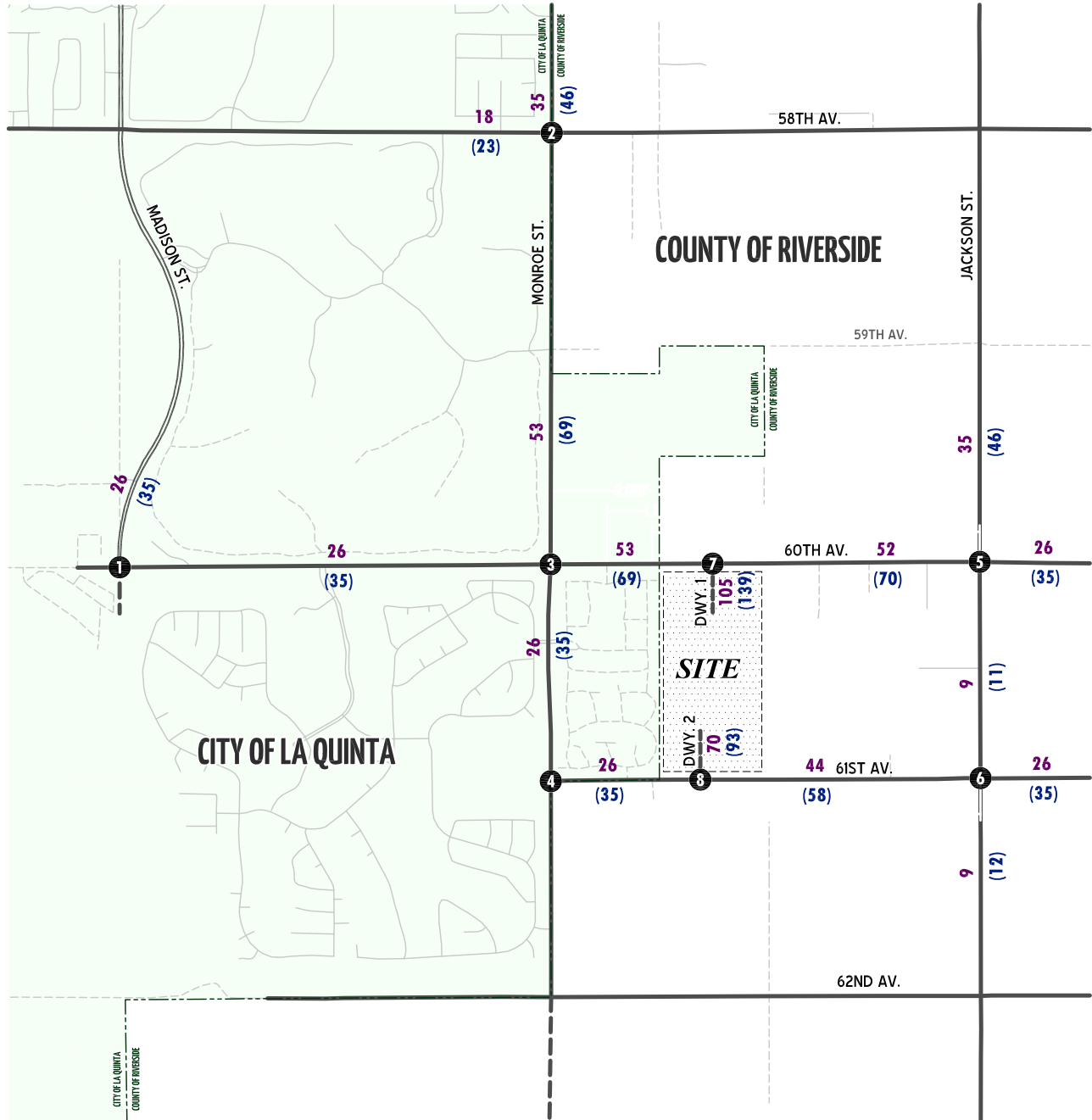


LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- NOM = NOMINAL, LESS THAN 1 PERCENT TO/FROM PROJECT



PROJECT ONLY PEAK HOUR LINK VOLUMES



LEGEND:

- 5 = INTERSECTION ID
- 100** = PROJECT ONLY AM PEAK HOUR LINK (2-WAY) VOLUMES
- (100)** = PROJECT ONLY PM PEAK HOUR LINK (2-WAY) VOLUMES



EXHIBIT 7

2003 RIVERSIDE COUNTY GENERAL PLAN CIRCULATION ELEMENT

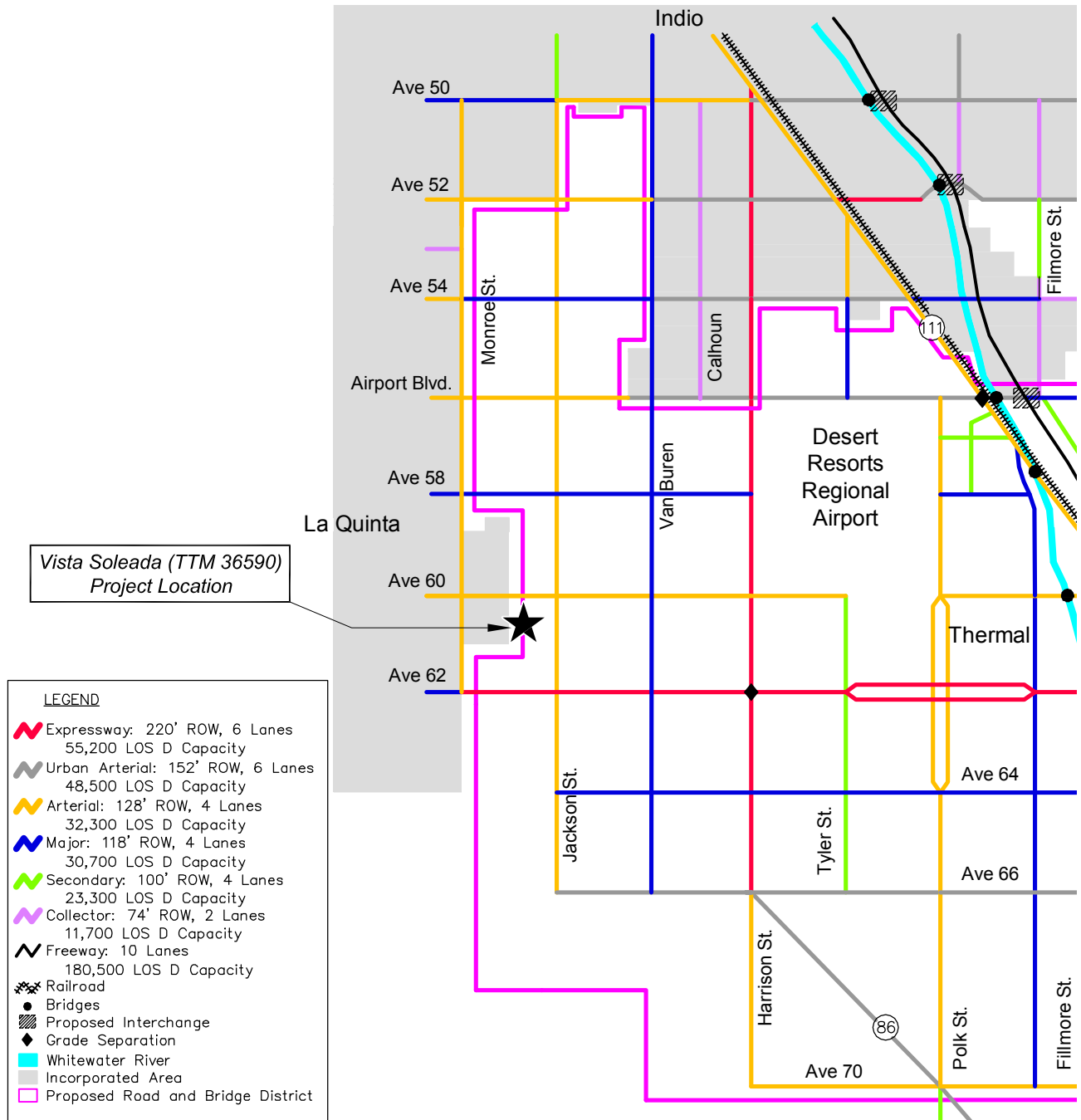


SOURCE: Riverside County Integrated Project (October 2003)

- | | | |
|------------------------------|---|--------------------|
| Expressway (184' ROW) | Bridges | Area Plan Boundary |
| Urban Arterial (152' ROW) | Moreno Valley to San Bernardino Corridor Alternatives | Township |
| Arterial (128' ROW) | Hemet to Corona/Lake Elsinore Corridor Alternatives | Section |
| Major (118' ROW) | SR-79 Re-alignment Alternatives | Water |
| Secondary (100' ROW) | Proposed Interchange | City |
| Collector (74' ROW) | Existing Interchange | |
| Mountain Arterial (110' ROW) | | |
| Freeway | | |
| Railroad | | |



DRAFT SOUTH VALLEY ROAD AND BRIDGE DISTRICT PROPOSED ROADWAY NETWORK

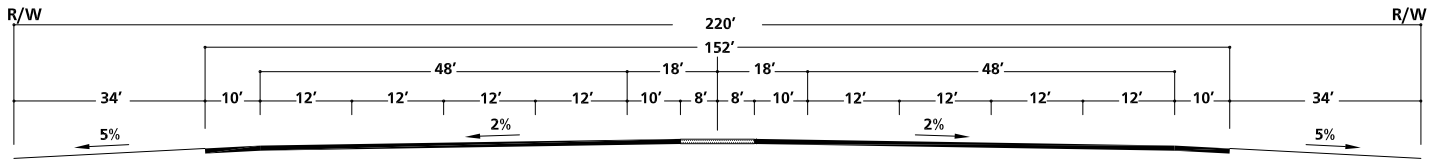


SOURCE: South Valley Parkway Traffic Study and Roadway Phasing Plan (October 2006)

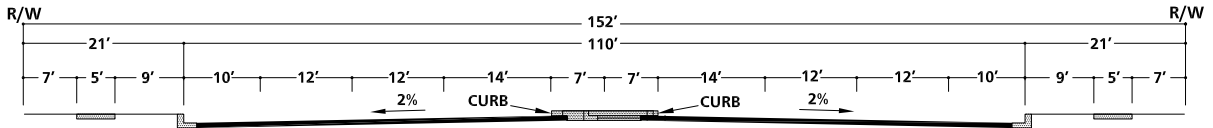


EXHIBIT 9

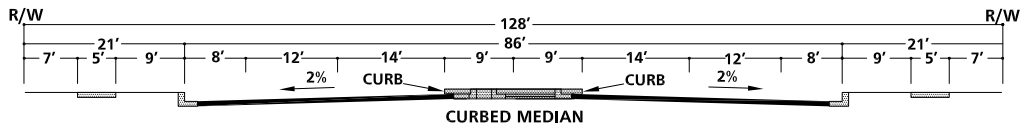
COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



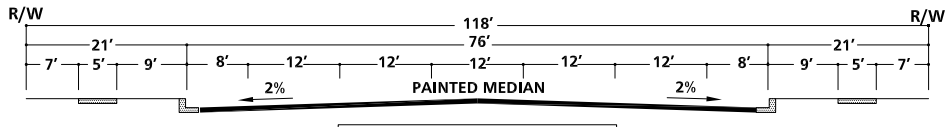
EXPRESSWAY - 8 LANES



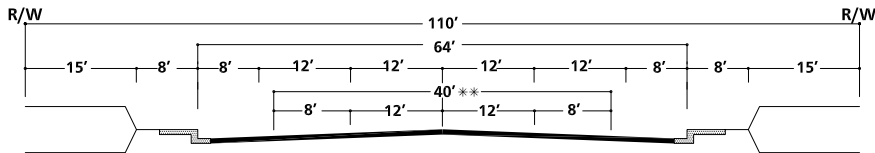
URBAN ARTERIAL HIGHWAY *



ARTERIAL HIGHWAY *

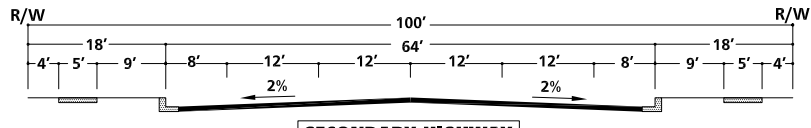


MAJOR HIGHWAY - 4 LANES

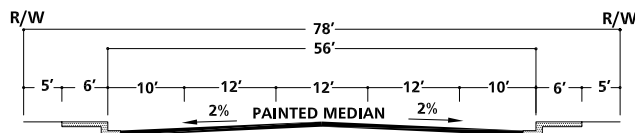


MOUNTAIN ARTERIAL - 2 TO 4 LANES

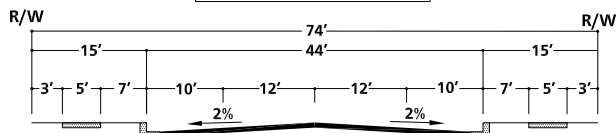
** 2 LANE SECTION



SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR



COLLECTOR

* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS. SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE

CITY OF LA QUINTA GENERAL PLAN ROADWAY CLASSIFICATIONS

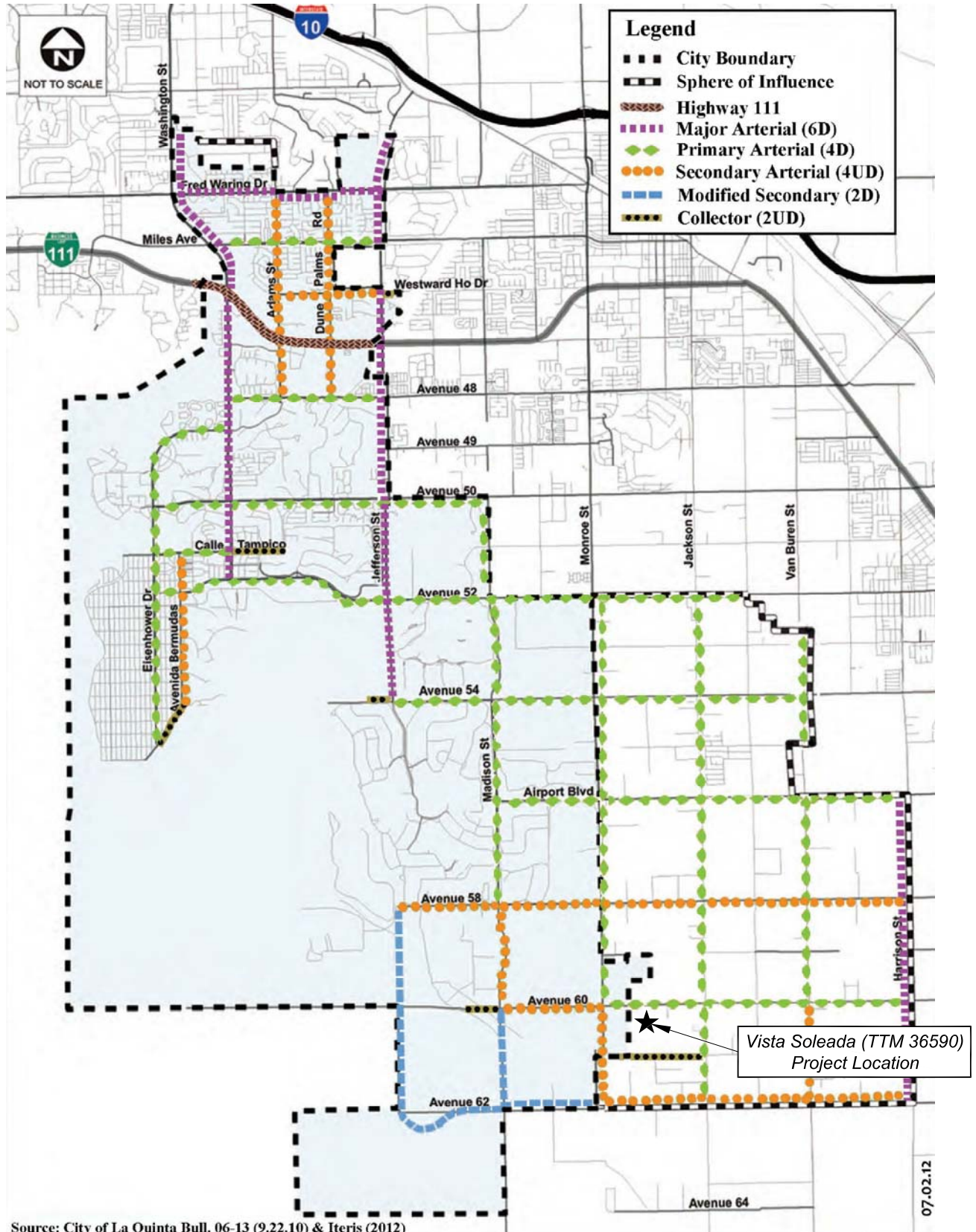
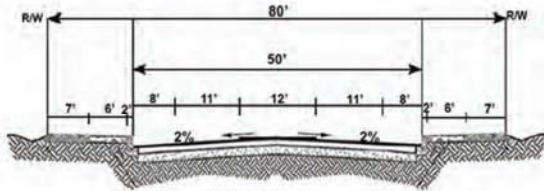
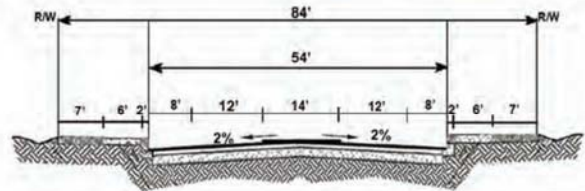


EXHIBIT 11

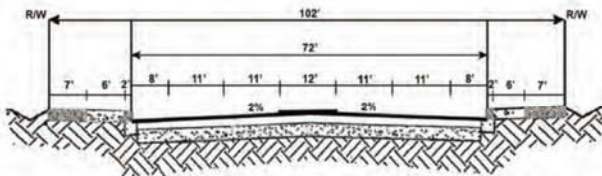
CITY OF LA QUINTA GENERAL PLAN STREET CROSS-SECTIONS



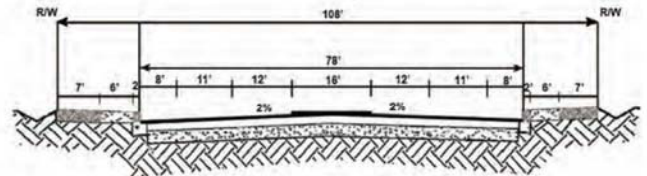
80' Collector



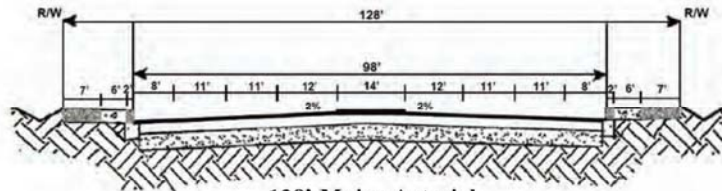
84' Modified Secondary Arterial



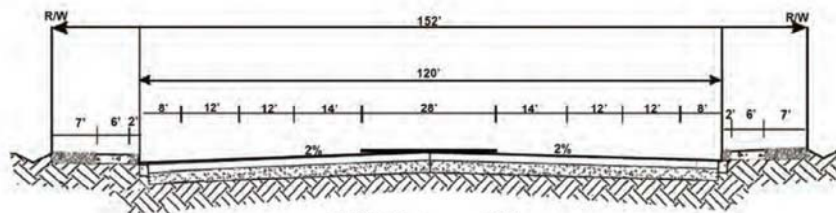
102' Secondary Arterial



108' Primary Arterial



128' Major Arterial



152' Highway 111

07.02.12

EXISTING AND PROPOSED HIKING AND EQUESTRIAN TRAIL FACILITIES SOUTH COACHELLA VALLEY



Vista Soleada (TTM 36590)
Project Location

SOURCE: Coachella Valley Association of Governments (CVAG) Non-Motorized Transportation Plan Update (September 2010)

Legend

Trail Facilities
CLASS, STATUS

<ul style="list-style-type: none"> Hiking & Equestrian Trail, Existing Hiking & Equestrian Trail, Proposed 	<ul style="list-style-type: none"> Trailhead, Existing Trailhead, Proposed
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June 2018



VISTA SANTA ROSA COMMUNITY LAND USE CONCEPT PLAN MAP

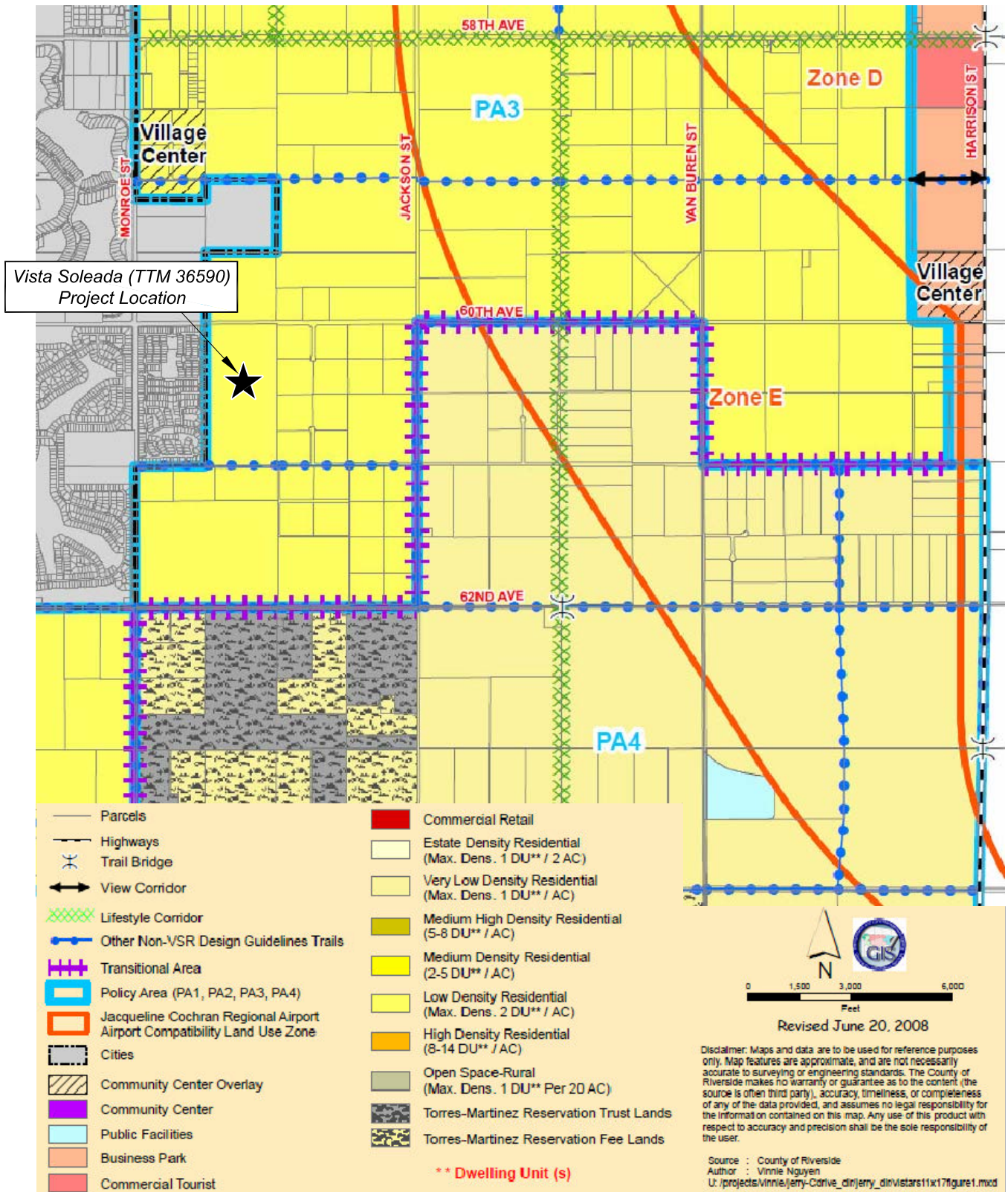


TABLE 2

COUNTY OF RIVERSIDE INTERSECTION INTERVALS

Street Classification as identified in the city Transportation Department Standards and Specifications

Classification	Definition	Minimum Right-of-Way Width Required	Number of Lanes Required (Approximate)
<i>Freeway</i>	Highway upon which the abutter's rights of access are controlled and which provides separated grades at intersecting streets.	To be determined by Caltrans	To be determined by Caltrans
<i>Expressway</i>	Multi-modal highway corridor for through traffic to which access from abutting property is restricted. Intersections with other streets or highways shall be limited to approximately one-half mile intervals.	220 to 184 feet	6 or 8 lanes, additional rights-of-way may be needed at intersections
<i>Urban Arterial</i>	Highway primarily for through traffic where anticipated traffic volumes exceed four-lane capacity. Access from other streets or highways shall be limited to approximately one-quarter mile intervals.	152 feet	6 or 8 lanes, additional rights-of-way may be required, at intersections
<i>Arterial Highway</i>	Divided highway primarily for through traffic to which access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately one-quarter mile intervals.	128 feet	4 or 6 lanes, additional right of way may be required at intersections
<i>Arterial Mountain Highway</i>	Highway intended to serve through traffic in mountainous areas zoned for low density residential development. Access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately 330-foot intervals.	110 feet	2 to 4 lanes, additional right-of-way may be required at intersections.
<i>Major Highway</i>	Highway intended to serve property zoned for major industrial and commercial uses, or to serve through traffic. Intersections with other streets or highways may be limited to approximately 660-foot intervals.	118 feet	4 lanes, additional rights-of-way may be required at intersections
<i>Secondary Highway</i>	Highway intended to serve through traffic along longer routes between major traffic generating areas or to serve property zoned for multiple residential, secondary industrial or commercial uses. Intersections with other streets and highways may be limited to 330-foot intervals.	100 feet	4 lanes, generally no turn lanes, and additional right-of-way may be required at intersections
<i>Collector Street</i>	Street intended to serve intensive residential land use, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. It may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used.	74 feet	2 lanes
<i>Industrial Collector</i>	A circulatory street with a continuous left-turn lane with at least one end connecting to a road of equal or greater classification.	78 feet	2 lanes

Source: Riverside County General Plan (2013 update). Chapter 4 - Circulation Element (Page C-15)

TABLE 3

CITY OF LA QUINTA INTERSECTION INTERVALS

Roadway Classification	Design Speed (mph)	Intersection Spacing (ft.)				
		Residential	Commercial	Access (measured between the curb returns)		
				Approach leg to a full turn intersection	On the exit leg from a full turn intersection	Between Driveways
Major Arterial	55	2,600	1,060	>250	>150	>275
Primary Arterial	45	1,060	1,060	>250	>150	>275
Secondary Arterial	40	600	600	>250	>150	>250
Collectors	30	300	300	>250	>150	>250
Local	25	250	250	-	-	-

* Source: La Quinta General Plan (2012 update). Chapter 2 - Community Development (Pages 120-122)

Vista Soleada (Residential) Project Driveway Intervals			
Roadway	Road Segment	Roadway Classification	Distance
60th Avenue	From Monroe Street to Driveway 1	Primary Arterial	2,000
61st Avenue	From Monroe Street to Driveway 2	Collector	1,800

ATTACHMENT A

Nearby Development Projects

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APPENDIX 3.1

Traffic Count Data – October 2013

City of La Quinta
 N/S: Madison Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMA60AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

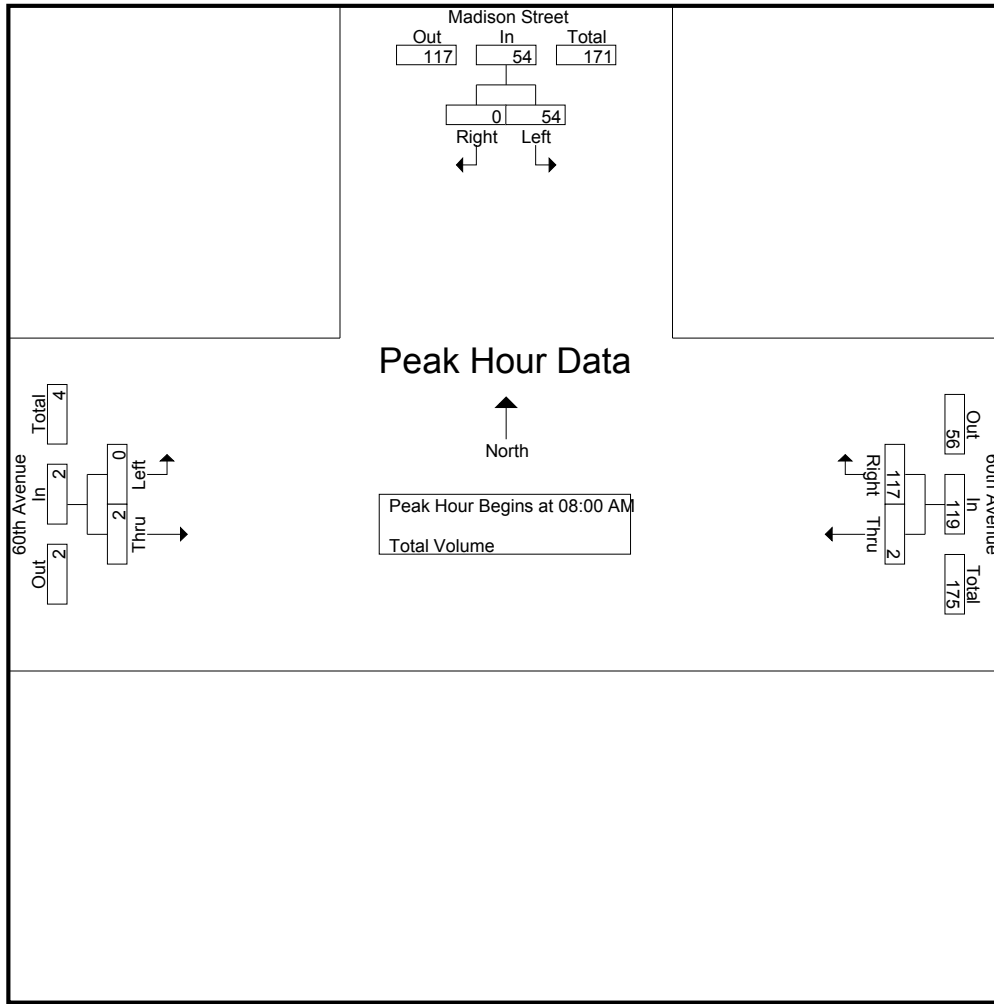
Groups Printed- Total Volume

Start Time	Madison Street Southbound			60th Avenue Westbound			60th Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
06:00 AM	6	0	6	0	12	12	0	0	0	18
06:15 AM	7	0	7	0	10	10	0	0	0	17
06:30 AM	13	0	13	0	18	18	0	0	0	31
06:45 AM	14	0	14	0	8	8	0	0	0	22
Total	40	0	40	0	48	48	0	0	0	88
07:00 AM	14	0	14	1	12	13	1	0	1	28
07:15 AM	16	0	16	0	22	22	0	0	0	38
07:30 AM	18	0	18	0	21	21	0	0	0	39
07:45 AM	22	0	22	0	17	17	0	0	0	39
Total	70	0	70	1	72	73	1	0	1	144
08:00 AM	10	0	10	1	29	30	0	1	1	41
08:15 AM	14	0	14	0	25	25	0	0	0	39
08:30 AM	13	0	13	0	41	41	0	0	0	54
08:45 AM	17	0	17	1	22	23	0	1	1	41
Total	54	0	54	2	117	119	0	2	2	175
Grand Total	164	0	164	3	237	240	1	2	3	407
Apprch %	100	0		1.2	98.8		33.3	66.7		
Total %	40.3	0	40.3	0.7	58.2	59	0.2	0.5	0.7	

Start Time	Madison Street Southbound			60th Avenue Westbound			60th Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	10	0	10	1	29	30	0	1	1	41
08:15 AM	14	0	14	0	25	25	0	0	0	39
08:30 AM	13	0	13	0	41	41	0	0	0	54
08:45 AM	17	0	17	1	22	23	0	1	1	41
Total Volume	54	0	54	2	117	119	0	2	2	175
% App. Total	100	0		1.7	98.3		0	100		
PHF	.794	.000	.794	.500	.713	.726	.000	.500	.500	.810

City of La Quinta
 N/S: Madison Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMA60AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			08:00 AM		
+0 mins.	14	0	14	1	29	30	0	1	1
+15 mins.	16	0	16	0	25	25	0	0	0
+30 mins.	18	0	18	0	41	41	0	0	0
+45 mins.	22	0	22	1	22	23	0	1	1
Total Volume	70	0	70	2	117	119	0	2	2
% App. Total	100	0		1.7	98.3		0	100	
PHF	.795	.000	.795	.500	.713	.726	.000	.500	.500

City of La Quinta
 N/S: Madison Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMA60PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

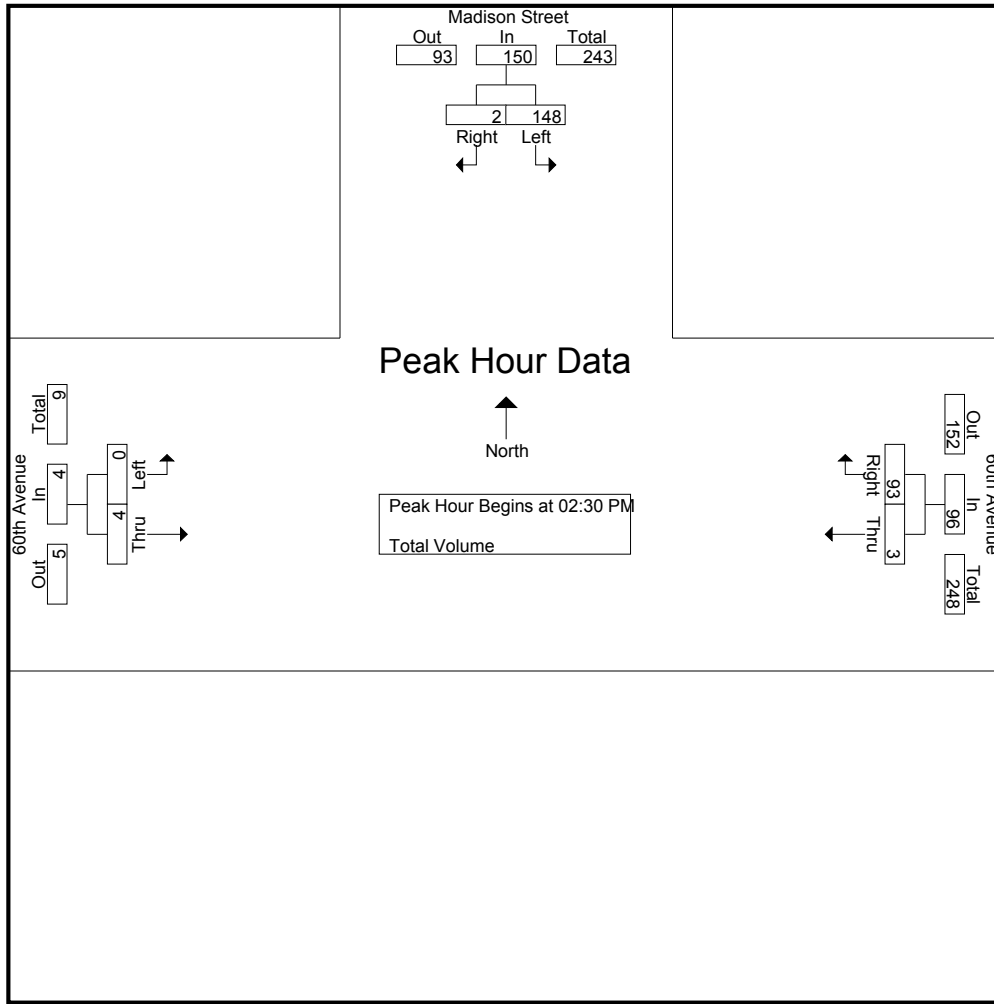
Groups Printed- Total Volume

Start Time	Madison Street Southbound			60th Avenue Westbound			60th Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:30 PM	35	1	36	1	36	37	0	2	2	75
02:45 PM	35	1	36	0	16	16	0	1	1	53
Total	70	2	72	1	52	53	0	3	3	128
03:00 PM	38	0	38	0	20	20	0	0	0	58
03:15 PM	40	0	40	2	21	23	0	1	1	64
03:30 PM	38	0	38	0	14	14	1	0	1	53
03:45 PM	37	1	38	1	24	25	0	0	0	63
Total	153	1	154	3	79	82	1	1	2	238
04:00 PM	32	0	32	0	14	14	0	0	0	46
04:15 PM	49	1	50	0	18	18	0	0	0	68
04:30 PM	27	2	29	0	12	12	1	1	2	43
04:45 PM	34	0	34	1	18	19	0	0	0	53
Total	142	3	145	1	62	63	1	1	2	210
05:00 PM	32	2	34	0	24	24	0	0	0	58
05:15 PM	21	0	21	0	24	24	0	1	1	46
05:30 PM	18	1	19	1	19	20	0	0	0	39
05:45 PM	22	0	22	0	15	15	0	0	0	37
Total	93	3	96	1	82	83	0	1	1	180
Grand Total	458	9	467	6	275	281	2	6	8	756
Apprch %	98.1	1.9		2.1	97.9		25	75		
Total %	60.6	1.2	61.8	0.8	36.4	37.2	0.3	0.8	1.1	

Start Time	Madison Street Southbound			60th Avenue Westbound			60th Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:30 PM										
02:30 PM	35	1	36	1	36	37	0	2	2	75
02:45 PM	35	1	36	0	16	16	0	1	1	53
03:00 PM	38	0	38	0	20	20	0	0	0	58
03:15 PM	40	0	40	2	21	23	0	1	1	64
Total Volume	148	2	150	3	93	96	0	4	4	250
% App. Total	98.7	1.3		3.1	96.9		0	100		
PHF	.925	.500	.938	.375	.646	.649	.000	.500	.500	.833

City of La Quinta
 N/S: Madison Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMA60PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM			02:30 PM			02:30 PM		
+0 mins.	38	0	38	1	36	37	0	2	2
+15 mins.	37	1	38	0	16	16	0	1	1
+30 mins.	32	0	32	0	20	20	0	0	0
+45 mins.	49	1	50	2	21	23	0	1	1
Total Volume	156	2	158	3	93	96	0	4	4
% App. Total	98.7	1.3		3.1	96.9		0	100	
PHF	.796	.500	.790	.375	.646	.649	.000	.500	.500

City of La Quinta
 N/S: Monroe Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMO58AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

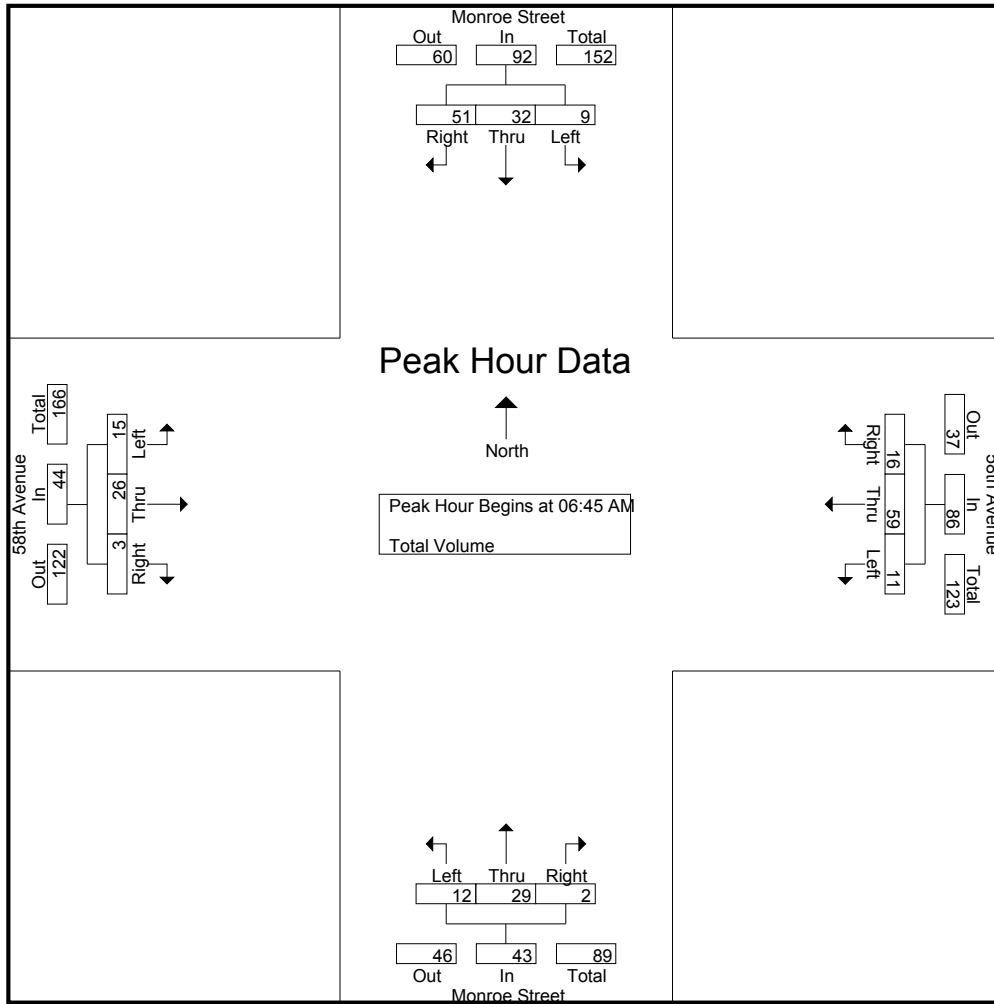
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				58th Avenue Westbound				Monroe Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	9	2	11	1	9	2	12	1	8	0	9	0	3	0	3	35
06:15 AM	1	6	6	13	3	10	2	15	0	4	0	4	2	4	2	8	40
06:30 AM	1	8	5	14	4	23	3	30	2	5	4	11	1	2	0	3	58
06:45 AM	5	11	21	37	1	18	4	23	5	7	0	12	1	8	1	10	82
Total	7	34	34	75	9	60	11	80	8	24	4	36	4	17	3	24	215
07:00 AM	2	6	18	26	5	15	2	22	2	6	0	8	5	4	2	11	67
07:15 AM	1	4	3	8	3	18	5	26	3	6	1	10	2	5	0	7	51
07:30 AM	1	11	9	21	2	8	5	15	2	10	1	13	7	9	0	16	65
07:45 AM	7	12	8	27	0	13	4	17	1	11	1	13	5	3	1	9	66
Total	11	33	38	82	10	54	16	80	8	33	3	44	19	21	3	43	249
08:00 AM	3	7	7	17	0	4	2	6	0	11	1	12	0	9	0	9	44
08:15 AM	1	11	6	18	0	2	4	6	3	7	0	10	4	11	2	17	51
08:30 AM	3	7	10	20	0	6	4	10	1	8	0	9	5	9	1	15	54
08:45 AM	0	4	7	11	0	4	0	4	2	11	0	13	9	8	1	18	46
Total	7	29	30	66	0	16	10	26	6	37	1	44	18	37	4	59	195
Grand Total	25	96	102	223	19	130	37	186	22	94	8	124	41	75	10	126	659
Apprch %	11.2	43	45.7		10.2	69.9	19.9		17.7	75.8	6.5		32.5	59.5	7.9		
Total %	3.8	14.6	15.5	33.8	2.9	19.7	5.6	28.2	3.3	14.3	1.2	18.8	6.2	11.4	1.5	19.1	

Start Time	Monroe Street Southbound				58th Avenue Westbound				Monroe Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	5	11	21	37	1	18	4	23	5	7	0	12	1	8	1	10	82
07:00 AM	2	6	18	26	5	15	2	22	2	6	0	8	5	4	2	11	67
07:15 AM	1	4	3	8	3	18	5	26	3	6	1	10	2	5	0	7	51
07:30 AM	1	11	9	21	2	8	5	15	2	10	1	13	7	9	0	16	65
Total Volume	9	32	51	92	11	59	16	86	12	29	2	43	15	26	3	44	265
% App. Total	9.8	34.8	55.4		12.8	68.6	18.6		27.9	67.4	4.7		34.1	59.1	6.8		
PHF	.450	.727	.607	.622	.550	.819	.800	.827	.600	.725	.500	.827	.536	.722	.375	.688	.808

City of La Quinta
 N/S: Monroe Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMO58AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:30 AM				07:15 AM				08:00 AM			
+0 mins.	5	11	21	37	4	23	3	30	3	6	1	10	0	9	0	9
+15 mins.	2	6	18	26	1	18	4	23	2	10	1	13	4	11	2	17
+30 mins.	1	4	3	8	5	15	2	22	1	11	1	13	5	9	1	15
+45 mins.	1	11	9	21	3	18	5	26	0	11	1	12	9	8	1	18
Total Volume	9	32	51	92	13	74	14	101	6	38	4	48	18	37	4	59
% App. Total	9.8	34.8	55.4		12.9	73.3	13.9		12.5	79.2	8.3		30.5	62.7	6.8	
PHF	.450	.727	.607	.622	.650	.804	.700	.842	.500	.864	1.000	.923	.500	.841	.500	.819

City of La Quinta
 N/S: Monroe Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMO58PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

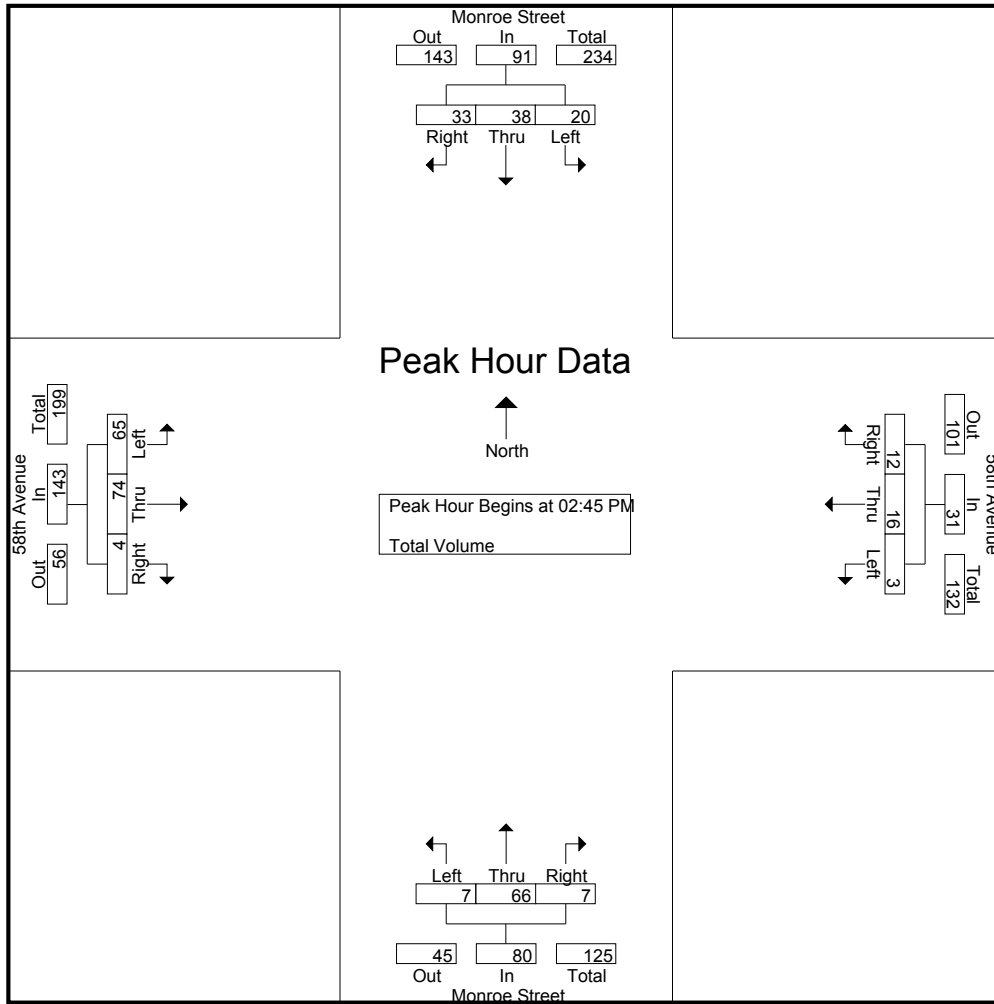
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				58th Avenue Westbound				Monroe Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	2	14	8	24	1	13	2	16	2	20	4	26	7	10	2	19	85
02:45 PM	3	8	10	21	0	6	3	9	3	21	1	25	12	7	1	20	75
Total	5	22	18	45	1	19	5	25	5	41	5	51	19	17	3	39	160
03:00 PM	3	7	9	19	2	3	5	10	1	13	3	17	10	13	2	25	71
03:15 PM	6	9	6	21	1	4	1	6	1	16	1	18	20	21	0	41	86
03:30 PM	8	14	8	30	0	3	3	6	2	16	2	20	23	33	1	57	113
03:45 PM	3	11	7	21	1	3	2	6	0	6	1	7	17	13	1	31	65
Total	20	41	30	91	4	13	11	28	4	51	7	62	70	80	4	154	335
04:00 PM	2	8	7	17	0	5	2	7	1	11	1	13	14	24	2	40	77
04:15 PM	5	7	5	17	2	3	5	10	1	12	2	15	8	7	1	16	58
04:30 PM	6	5	7	18	2	3	5	10	1	11	1	13	8	7	0	15	56
04:45 PM	5	11	2	18	0	6	2	8	0	7	0	7	4	10	2	16	49
Total	18	31	21	70	4	17	14	35	3	41	4	48	34	48	5	87	240
05:00 PM	3	7	1	11	0	9	3	12	2	13	0	15	11	7	2	20	58
05:15 PM	5	9	0	14	0	10	1	11	0	3	1	4	9	4	1	14	43
05:30 PM	4	7	0	11	0	1	6	7	0	5	0	5	7	7	2	16	39
05:45 PM	5	7	1	13	1	1	4	6	1	8	0	9	1	6	0	7	35
Total	17	30	2	49	1	21	14	36	3	29	1	33	28	24	5	57	175
Grand Total	60	124	71	255	10	70	44	124	15	162	17	194	151	169	17	337	910
Apprch %	23.5	48.6	27.8		8.1	56.5	35.5		7.7	83.5	8.8		44.8	50.1	5		
Total %	6.6	13.6	7.8	28	1.1	7.7	4.8	13.6	1.6	17.8	1.9	21.3	16.6	18.6	1.9	37	

Start Time	Monroe Street Southbound				58th Avenue Westbound				Monroe Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	3	8	10	21	0	6	3	9	3	21	1	25	12	7	1	20	75
03:00 PM	3	7	9	19	2	3	5	10	1	13	3	17	10	13	2	25	71
03:15 PM	6	9	6	21	1	4	1	6	1	16	1	18	20	21	0	41	86
03:30 PM	8	14	8	30	0	3	3	6	2	16	2	20	23	33	1	57	113
Total Volume	20	38	33	91	3	16	12	31	7	66	7	80	65	74	4	143	345
% App. Total	22	41.8	36.3		9.7	51.6	38.7		8.8	82.5	8.8		45.5	51.7	2.8		
PHF	.625	.679	.825	.758	.375	.667	.600	.775	.583	.786	.583	.800	.707	.561	.500	.627	.763

City of La Quinta
 N/S: Monroe Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMO58PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:45 PM				02:30 PM				02:30 PM				03:15 PM			
+0 mins.	3	8	10	21	1	13	2	16	2	20	4	26	20	21	0	41
+15 mins.	3	7	9	19	0	6	3	9	3	21	1	25	23	33	1	57
+30 mins.	6	9	6	21	2	3	5	10	1	13	3	17	17	13	1	31
+45 mins.	8	14	8	30	1	4	1	6	1	16	1	18	14	24	2	40
Total Volume	20	38	33	91	4	26	11	41	7	70	9	86	74	91	4	169
% App. Total	22	41.8	36.3		9.8	63.4	26.8		8.1	81.4	10.5		43.8	53.8	2.4	
PHF	.625	.679	.825	.758	.500	.500	.550	.641	.583	.833	.563	.827	.804	.689	.500	.741

City of La Quinta
 N/S: Monroe Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMO60AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

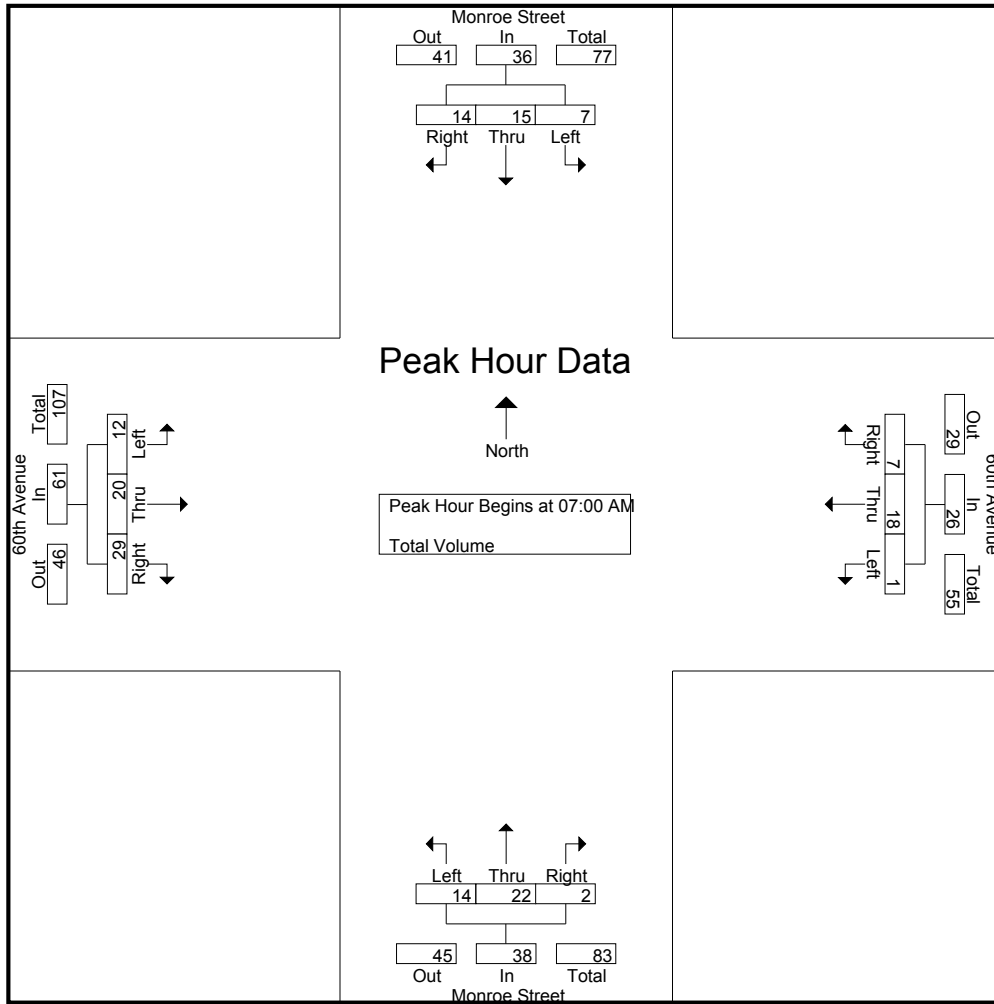
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				60th Avenue Westbound				Monroe Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	3	7	0	10	0	4	0	4	0	7	0	7	0	3	2	5	26
06:15 AM	2	3	0	5	0	4	0	4	0	3	0	3	0	2	4	6	18
06:30 AM	1	5	2	8	0	6	4	10	4	8	1	13	1	2	8	11	42
06:45 AM	1	9	0	10	1	2	2	5	1	8	0	9	0	6	7	13	37
Total	7	24	2	33	1	16	6	23	5	26	1	32	1	13	21	35	123
07:00 AM	2	2	5	9	0	4	3	7	5	4	0	9	1	7	4	12	37
07:15 AM	0	1	3	4	0	5	2	7	1	5	0	6	0	4	8	12	29
07:30 AM	3	3	3	9	1	4	2	7	4	6	1	11	3	3	6	12	39
07:45 AM	2	9	3	14	0	5	0	5	4	7	1	12	8	6	11	25	56
Total	7	15	14	36	1	18	7	26	14	22	2	38	12	20	29	61	161
08:00 AM	1	1	3	5	0	5	1	6	2	7	0	9	1	2	3	6	26
08:15 AM	1	1	5	7	0	1	2	3	3	4	1	8	1	2	3	6	24
08:30 AM	1	6	2	9	0	3	1	4	4	9	2	15	0	3	3	6	34
08:45 AM	1	2	3	6	0	3	1	4	1	8	1	10	4	2	4	10	30
Total	4	10	13	27	0	12	5	17	10	28	4	42	6	9	13	28	114
Grand Total	18	49	29	96	2	46	18	66	29	76	7	112	19	42	63	124	398
Apprch %	18.8	51	30.2		3	69.7	27.3		25.9	67.9	6.2		15.3	33.9	50.8		
Total %	4.5	12.3	7.3	24.1	0.5	11.6	4.5	16.6	7.3	19.1	1.8	28.1	4.8	10.6	15.8	31.2	

Start Time	Monroe Street Southbound				60th Avenue Westbound				Monroe Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	2	5	9	0	4	3	7	5	4	0	9	1	7	4	12	37
07:15 AM	0	1	3	4	0	5	2	7	1	5	0	6	0	4	8	12	29
07:30 AM	3	3	3	9	1	4	2	7	4	6	1	11	3	3	6	12	39
07:45 AM	2	9	3	14	0	5	0	5	4	7	1	12	8	6	11	25	56
Total Volume	7	15	14	36	1	18	7	26	14	22	2	38	12	20	29	61	161
% App. Total	19.4	41.7	38.9		3.8	69.2	26.9		36.8	57.9	5.3		19.7	32.8	47.5		
PHF	.583	.417	.700	.643	.250	.900	.583	.929	.700	.786	.500	.792	.375	.714	.659	.610	.719

City of La Quinta
 N/S: Monroe Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMO60AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				06:30 AM				07:45 AM				07:00 AM			
+0 mins.	2	2	5	9	0	6	4	10	4	7	1	12	1	7	4	12
+15 mins.	0	1	3	4	1	2	2	5	2	7	0	9	0	4	8	12
+30 mins.	3	3	3	9	0	4	3	7	3	4	1	8	3	3	6	12
+45 mins.	2	9	3	14	0	5	2	7	4	9	2	15	8	6	11	25
Total Volume	7	15	14	36	1	17	11	29	13	27	4	44	12	20	29	61
% App. Total	19.4	41.7	38.9		3.4	58.6	37.9		29.5	61.4	9.1		19.7	32.8	47.5	
PHF	.583	.417	.700	.643	.250	.708	.688	.725	.813	.750	.500	.733	.375	.714	.659	.610

City of La Quinta
 N/S: Monroe Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMO60PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

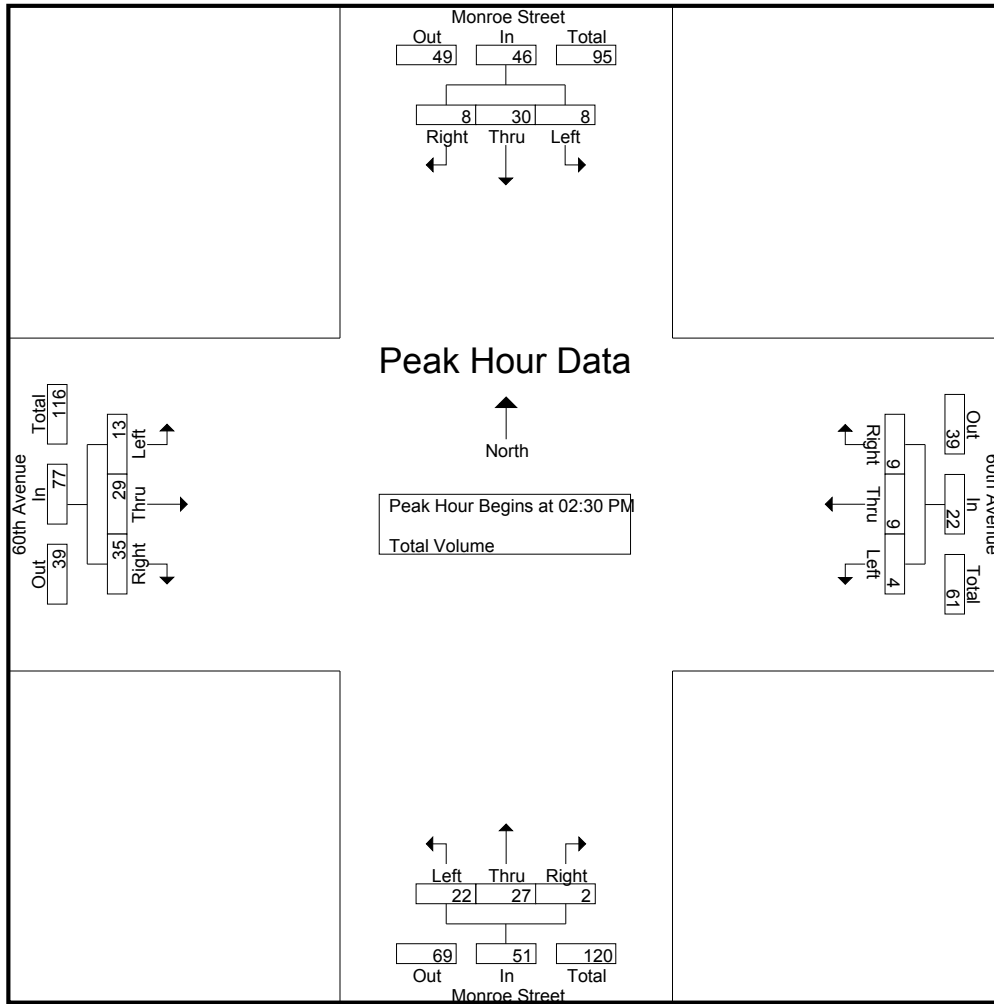
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				60th Avenue Westbound				Monroe Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	3	8	2	13	1	3	2	6	7	6	1	14	7	14	7	28	61
02:45 PM	1	6	3	10	0	3	2	5	2	9	0	11	3	5	5	13	39
Total	4	14	5	23	1	6	4	11	9	15	1	25	10	19	12	41	100
03:00 PM	3	11	0	14	1	2	4	7	9	8	1	18	0	4	10	14	53
03:15 PM	1	5	3	9	2	1	1	4	4	4	0	8	3	6	13	22	43
03:30 PM	1	6	2	9	0	4	2	6	4	7	0	11	3	4	7	14	40
03:45 PM	1	9	5	15	0	4	2	6	5	5	0	10	2	3	1	6	37
Total	6	31	10	47	3	11	9	23	22	24	1	47	8	17	31	56	173
04:00 PM	3	3	4	10	0	5	2	7	3	4	0	7	7	9	8	24	48
04:15 PM	2	7	0	9	0	5	4	9	4	7	0	11	3	7	5	15	44
04:30 PM	1	3	2	6	1	1	1	3	1	3	0	4	5	5	1	11	24
04:45 PM	0	7	5	12	0	3	0	3	1	2	0	3	3	4	5	12	30
Total	6	20	11	37	1	14	7	22	9	16	0	25	18	25	19	62	146
05:00 PM	0	6	1	7	1	1	2	4	7	7	0	14	6	6	5	17	42
05:15 PM	4	9	0	13	2	7	0	9	4	1	0	5	0	3	2	5	32
05:30 PM	2	4	1	7	0	4	0	4	1	2	0	3	3	3	3	9	23
05:45 PM	2	5	2	9	0	1	3	4	6	3	0	9	4	4	4	12	34
Total	8	24	4	36	3	13	5	21	18	13	0	31	13	16	14	43	131
Grand Total	24	89	30	143	8	44	25	77	58	68	2	128	49	77	76	202	550
Approch %	16.8	62.2	21		10.4	57.1	32.5		45.3	53.1	1.6		24.3	38.1	37.6		
Total %	4.4	16.2	5.5	26	1.5	8	4.5	14	10.5	12.4	0.4	23.3	8.9	14	13.8	36.7	

Start Time	Monroe Street Southbound				60th Avenue Westbound				Monroe Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	3	8	2	13	1	3	2	6	7	6	1	14	7	14	7	28	61
02:45 PM	1	6	3	10	0	3	2	5	2	9	0	11	3	5	5	13	39
03:00 PM	3	11	0	14	1	2	4	7	9	8	1	18	0	4	10	14	53
03:15 PM	1	5	3	9	2	1	1	4	4	4	0	8	3	6	13	22	43
Total Volume	8	30	8	46	4	9	9	22	22	27	2	51	13	29	35	77	196
% App. Total	17.4	65.2	17.4		18.2	40.9	40.9		43.1	52.9	3.9		16.9	37.7	45.5		
PHF	.667	.682	.667	.821	.500	.750	.563	.786	.611	.750	.500	.708	.464	.518	.673	.688	.803

City of La Quinta
 N/S: Monroe Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAMO60PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:00 PM				03:30 PM				02:30 PM				02:30 PM			
+0 mins.	3	11	0	14	0	4	2	6	7	6	1	14	7	14	7	28
+15 mins.	1	5	3	9	0	4	2	6	2	9	0	11	3	5	5	13
+30 mins.	1	6	2	9	0	5	2	7	9	8	1	18	0	4	10	14
+45 mins.	1	9	5	15	0	5	4	9	4	4	0	8	3	6	13	22
Total Volume	6	31	10	47	0	18	10	28	22	27	2	51	13	29	35	77
% App. Total	12.8	66	21.3		0	64.3	35.7		43.1	52.9	3.9		16.9	37.7	45.5	
PHF	.500	.705	.500	.783	.000	.900	.625	.778	.611	.750	.500	.708	.464	.518	.673	.688

City of La Quinta
 N/S: Monroe Street
 E/W: 61th Avenue
 Weather: Sunny

File Name : LQAMO61AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

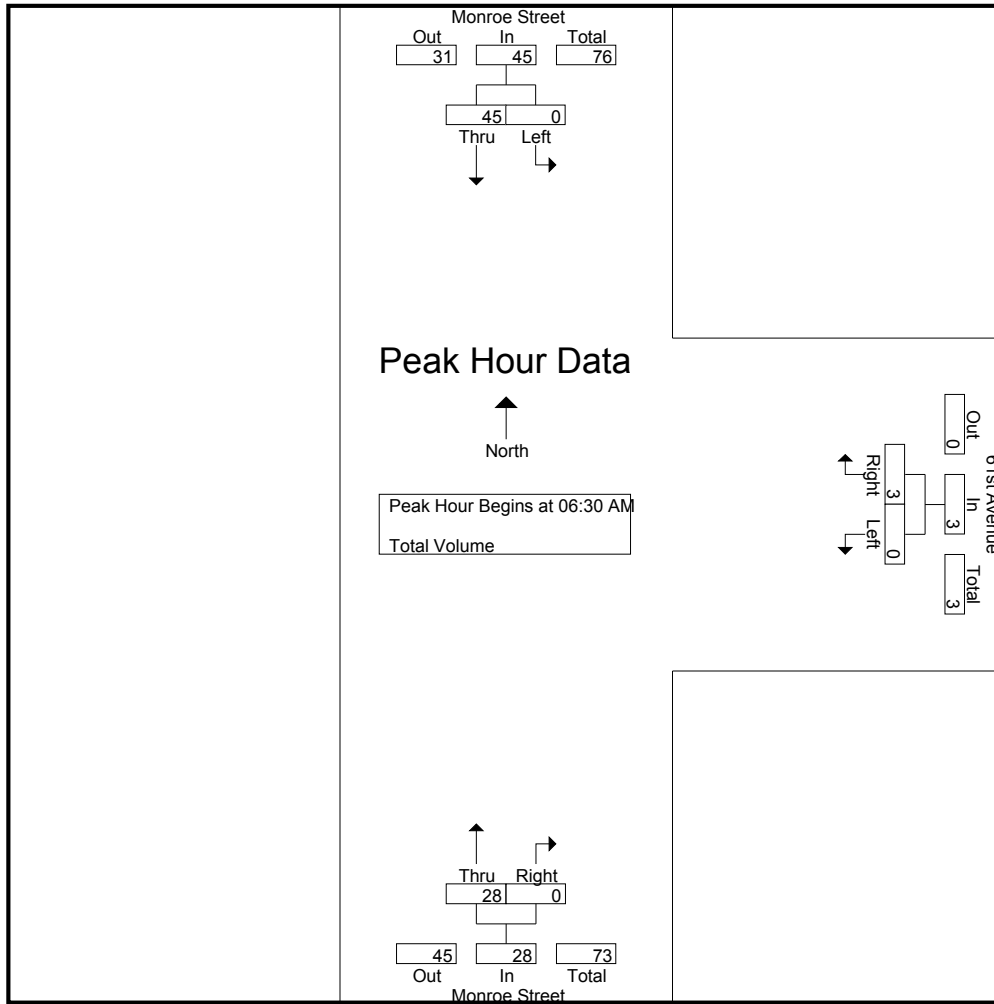
Groups Printed- Total Volume

Start Time	Monroe Street Southbound			61st Avenue Westbound			Monroe Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:00 AM	0	4	4	0	0	0	5	0	5	9
06:15 AM	0	8	8	0	0	0	2	0	2	10
06:30 AM	0	11	11	0	1	1	9	0	9	21
06:45 AM	0	20	20	0	0	0	8	0	8	28
Total	0	43	43	0	1	1	24	0	24	68
07:00 AM	0	7	7	0	2	2	7	0	7	16
07:15 AM	0	7	7	0	0	0	4	0	4	11
07:30 AM	0	10	10	0	2	2	7	0	7	19
07:45 AM	0	18	18	0	0	0	8	0	8	26
Total	0	42	42	0	4	4	26	0	26	72
08:00 AM	0	3	3	0	0	0	7	0	7	10
08:15 AM	0	2	2	0	0	0	6	0	6	8
08:30 AM	1	7	8	0	0	0	11	0	11	19
08:45 AM	1	7	8	0	0	0	7	0	7	15
Total	2	19	21	0	0	0	31	0	31	52
Grand Total	2	104	106	0	5	5	81	0	81	192
Apprch %	1.9	98.1		0	100		100	0		
Total %	1	54.2	55.2	0	2.6	2.6	42.2	0	42.2	

Start Time	Monroe Street Southbound			61st Avenue Westbound			Monroe Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:30 AM										
06:30 AM	0	11	11	0	1	1	9	0	9	21
06:45 AM	0	20	20	0	0	0	8	0	8	28
07:00 AM	0	7	7	0	2	2	7	0	7	16
07:15 AM	0	7	7	0	0	0	4	0	4	11
Total Volume	0	45	45	0	3	3	28	0	28	76
% App. Total	0	100		0	100		100	0		
PHF	.000	.563	.563	.000	.375	.375	.778	.000	.778	.679

City of La Quinta
 N/S: Monroe Street
 E/W: 61th Avenue
 Weather: Sunny

File Name : LQAMO61AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:15 AM			06:45 AM			07:45 AM		
+0 mins.	0	8	8	0	0	0	8	0	8
+15 mins.	0	11	11	0	2	2	7	0	7
+30 mins.	0	20	20	0	0	0	6	0	6
+45 mins.	0	7	7	0	2	2	11	0	11
Total Volume	0	46	46	0	4	4	32	0	32
% App. Total	0	100		0	100		100	0	
PHF	.000	.575	.575	.000	.500	.500	.727	.000	.727

City of La Quinta
 N/S: Monroe Street
 E/W: 61th Avenue
 Weather: Sunny

File Name : LQAMO61PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

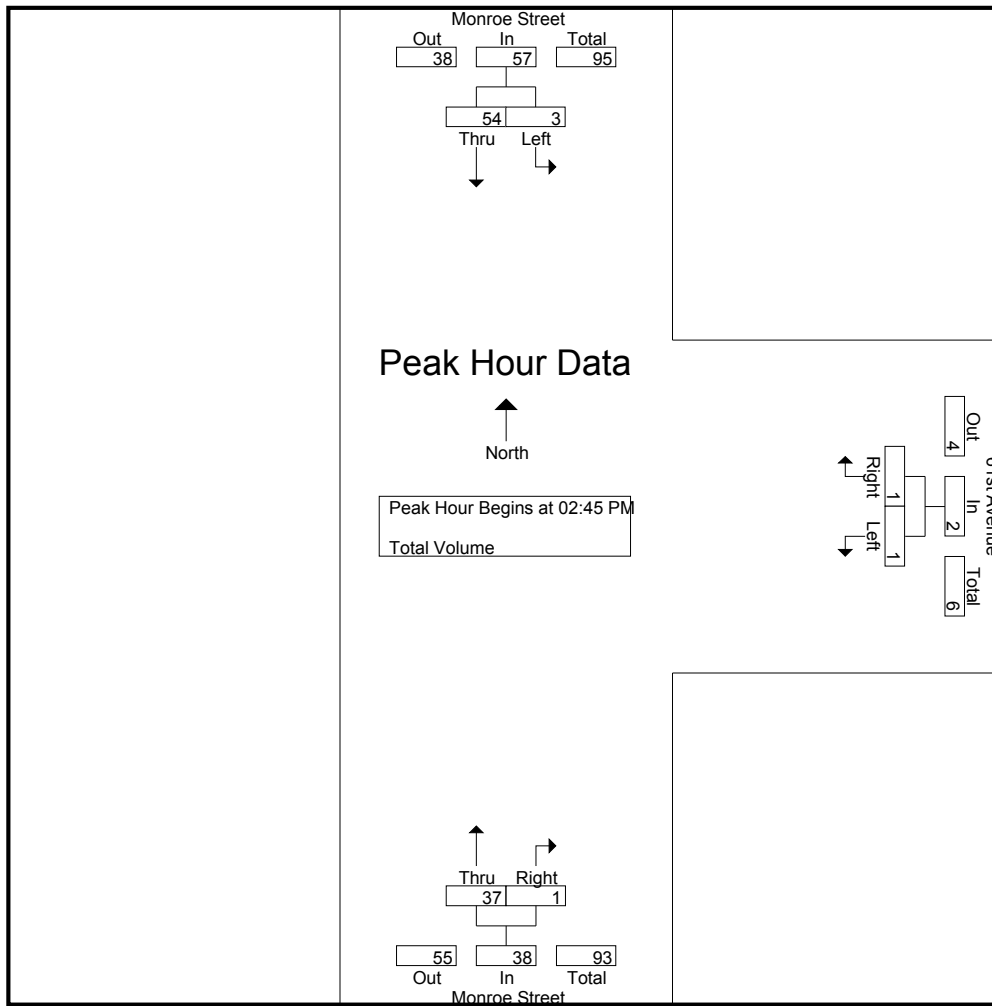
Groups Printed- Total Volume

Start Time	Monroe Street Southbound			61st Avenue Westbound			Monroe Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:30 PM	2	11	13	0	2	2	7	0	7	22
02:45 PM	0	8	8	0	1	1	7	0	7	16
Total	2	19	21	0	3	3	14	0	14	38
03:00 PM	2	15	17	1	0	1	11	1	12	30
03:15 PM	1	17	18	0	0	0	7	0	7	25
03:30 PM	0	14	14	0	0	0	12	0	12	26
03:45 PM	1	6	7	0	1	1	7	1	8	16
Total	4	52	56	1	1	2	37	2	39	97
04:00 PM	0	9	9	0	1	1	8	0	8	18
04:15 PM	1	9	10	0	0	0	7	0	7	17
04:30 PM	1	0	1	0	0	0	2	0	2	3
04:45 PM	0	7	7	0	0	0	5	0	5	12
Total	2	25	27	0	1	1	22	0	22	50
05:00 PM	1	11	12	0	0	0	13	0	13	25
05:15 PM	0	9	9	1	0	1	5	1	6	16
05:30 PM	0	9	9	0	0	0	3	0	3	12
05:45 PM	0	6	6	0	0	0	7	0	7	13
Total	1	35	36	1	0	1	28	1	29	66
Grand Total	9	131	140	2	5	7	101	3	104	251
Apprch %	6.4	93.6		28.6	71.4		97.1	2.9		
Total %	3.6	52.2	55.8	0.8	2	2.8	40.2	1.2	41.4	

Start Time	Monroe Street Southbound			61st Avenue Westbound			Monroe Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:45 PM										
02:45 PM	0	8	8	0	1	1	7	0	7	16
03:00 PM	2	15	17	1	0	1	11	1	12	30
03:15 PM	1	17	18	0	0	0	7	0	7	25
03:30 PM	0	14	14	0	0	0	12	0	12	26
Total Volume	3	54	57	1	1	2	37	1	38	97
% App. Total	5.3	94.7		50	50		97.4	2.6		
PHF	.375	.794	.792	.250	.250	.500	.771	.250	.792	.808

City of La Quinta
 N/S: Monroe Street
 E/W: 61th Avenue
 Weather: Sunny

File Name : LQAMO61PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM			02:30 PM			03:00 PM		
+0 mins.	0	8	8	0	2	2	11	1	12
+15 mins.	2	15	17	0	1	1	7	0	7
+30 mins.	1	17	18	1	0	1	12	0	12
+45 mins.	0	14	14	0	0	0	7	1	8
Total Volume	3	54	57	1	3	4	37	2	39
% App. Total	5.3	94.7		25	75		94.9	5.1	
PHF	.375	.794	.792	.250	.375	.500	.771	.500	.813

City of La Quinta
 N/S: Jackson Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAJA60AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

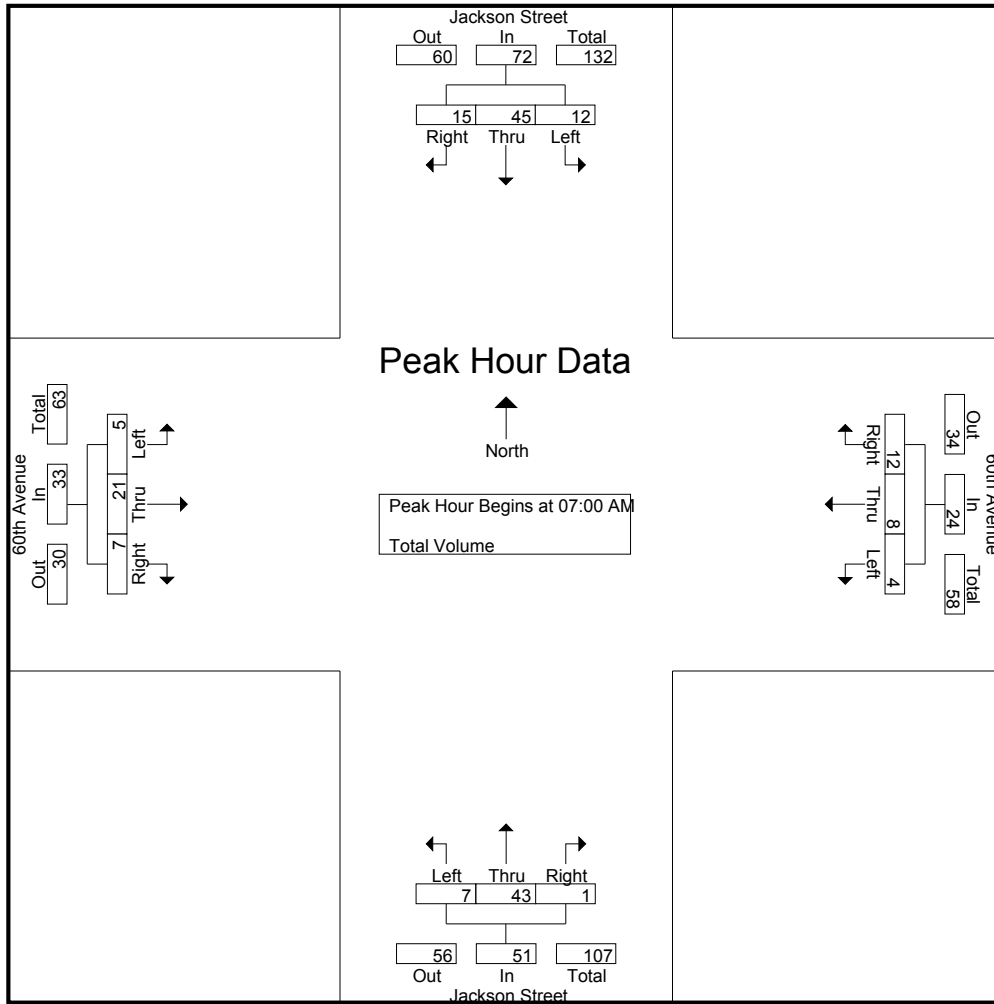
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				60th Avenue Westbound				Jackson Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	2	17	0	19	1	2	1	4	0	8	1	9	0	2	4	6	38
06:15 AM	2	6	1	9	1	6	3	10	1	7	0	8	0	1	3	4	31
06:30 AM	1	6	0	7	0	4	3	7	5	17	1	23	2	1	0	3	40
06:45 AM	1	11	3	15	2	2	4	8	2	9	0	11	1	8	0	9	43
Total	6	40	4	50	4	14	11	29	8	41	2	51	3	12	7	22	152
07:00 AM	3	8	4	15	0	0	4	4	2	13	1	16	1	8	1	10	45
07:15 AM	4	16	6	26	1	2	3	6	1	10	0	11	0	4	1	5	48
07:30 AM	1	9	2	12	3	2	2	7	2	9	0	11	1	3	3	7	37
07:45 AM	4	12	3	19	0	4	3	7	2	11	0	13	3	6	2	11	50
Total	12	45	15	72	4	8	12	24	7	43	1	51	5	21	7	33	180
08:00 AM	4	16	1	21	0	1	1	2	2	4	0	6	1	4	2	7	36
08:15 AM	1	14	0	15	1	1	0	2	0	11	0	11	1	3	1	5	33
08:30 AM	1	2	0	3	0	5	2	7	0	7	0	7	3	1	4	8	25
08:45 AM	0	8	1	9	1	3	1	5	0	7	0	7	0	3	0	3	24
Total	6	40	2	48	2	10	4	16	2	29	0	31	5	11	7	23	118
Grand Total	24	125	21	170	10	32	27	69	17	113	3	133	13	44	21	78	450
Apprch %	14.1	73.5	12.4		14.5	46.4	39.1		12.8	85	2.3		16.7	56.4	26.9		
Total %	5.3	27.8	4.7	37.8	2.2	7.1	6	15.3	3.8	25.1	0.7	29.6	2.9	9.8	4.7	17.3	

Start Time	Jackson Street Southbound				60th Avenue Westbound				Jackson Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	8	4	15	0	0	4	4	2	13	1	16	1	8	1	10	45
07:15 AM	4	16	6	26	1	2	3	6	1	10	0	11	0	4	1	5	48
07:30 AM	1	9	2	12	3	2	2	7	2	9	0	11	1	3	3	7	37
07:45 AM	4	12	3	19	0	4	3	7	2	11	0	13	3	6	2	11	50
Total Volume	12	45	15	72	4	8	12	24	7	43	1	51	5	21	7	33	180
% App. Total	16.7	62.5	20.8		16.7	33.3	50		13.7	84.3	2		15.2	63.6	21.2		
PHF	.750	.703	.625	.692	.333	.500	.750	.857	.875	.827	.250	.797	.417	.656	.583	.750	.900

City of La Quinta
 N/S: Jackson Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAJA60AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				06:00 AM				06:30 AM				07:00 AM			
+0 mins.	4	16	6	26	1	2	1	4	5	17	1	23	1	8	1	10
+15 mins.	1	9	2	12	1	6	3	10	2	9	0	11	0	4	1	5
+30 mins.	4	12	3	19	0	4	3	7	2	13	1	16	1	3	3	7
+45 mins.	4	16	1	21	2	2	4	8	1	10	0	11	3	6	2	11
Total Volume	13	53	12	78	4	14	11	29	10	49	2	61	5	21	7	33
% App. Total	16.7	67.9	15.4		13.8	48.3	37.9		16.4	80.3	3.3		15.2	63.6	21.2	
PHF	.813	.828	.500	.750	.500	.583	.688	.725	.500	.721	.500	.663	.417	.656	.583	.750

City of La Quinta
 N/S: Jackson Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAJA60PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

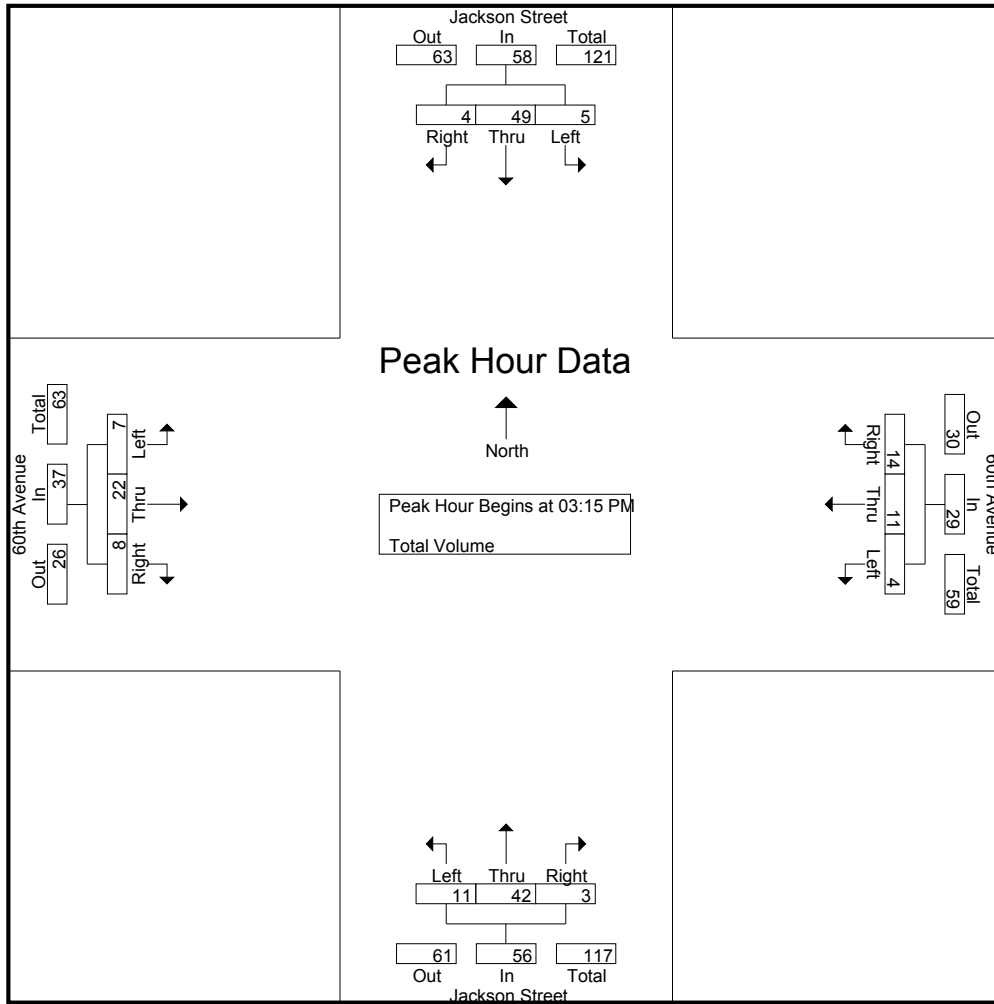
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				60th Avenue Westbound				Jackson Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	2	6	2	10	2	1	3	6	3	12	1	16	4	13	2	19	51
02:45 PM	1	5	1	7	2	2	0	4	2	14	0	16	2	4	2	8	35
Total	3	11	3	17	4	3	3	10	5	26	1	32	6	17	4	27	86
03:00 PM	3	8	2	13	1	3	2	6	6	11	1	18	1	3	3	7	44
03:15 PM	1	10	2	13	2	2	5	9	2	10	2	14	1	6	2	9	45
03:30 PM	1	12	0	13	0	5	3	8	3	17	0	20	2	3	2	7	48
03:45 PM	2	12	1	15	0	2	4	6	3	7	0	10	1	6	2	9	40
Total	7	42	5	54	3	12	14	29	14	45	3	62	5	18	9	32	177
04:00 PM	1	15	1	17	2	2	2	6	3	8	1	12	3	7	2	12	47
04:15 PM	1	8	3	12	1	5	3	9	1	9	3	13	2	4	1	7	41
04:30 PM	4	8	1	13	0	2	3	5	0	13	0	13	2	2	1	5	36
04:45 PM	3	11	2	16	0	2	1	3	2	16	1	19	3	3	1	7	45
Total	9	42	7	58	3	11	9	23	6	46	5	57	10	16	5	31	169
05:00 PM	2	5	0	7	0	2	2	4	4	9	0	13	3	5	2	10	34
05:15 PM	1	12	2	15	1	4	1	6	1	17	2	20	1	6	1	8	49
05:30 PM	3	11	1	15	0	2	1	3	0	12	1	13	1	1	1	3	34
05:45 PM	0	10	1	11	1	0	0	1	1	9	1	11	2	3	1	6	29
Total	6	38	4	48	2	8	4	14	6	47	4	57	7	15	5	27	146
Grand Total	25	133	19	177	12	34	30	76	31	164	13	208	28	66	23	117	578
Apprch %	14.1	75.1	10.7		15.8	44.7	39.5		14.9	78.8	6.2		23.9	56.4	19.7		
Total %	4.3	23	3.3	30.6	2.1	5.9	5.2	13.1	5.4	28.4	2.2	36	4.8	11.4	4	20.2	

Start Time	Jackson Street Southbound				60th Avenue Westbound				Jackson Street Northbound				60th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	10	2	13	2	2	5	9	2	10	2	14	1	6	2	9	45
03:30 PM	1	12	0	13	0	5	3	8	3	17	0	20	2	3	2	7	48
03:45 PM	2	12	1	15	0	2	4	6	3	7	0	10	1	6	2	9	40
04:00 PM	1	15	1	17	2	2	2	6	3	8	1	12	3	7	2	12	47
Total Volume	5	49	4	58	4	11	14	29	11	42	3	56	7	22	8	37	180
% App. Total	8.6	84.5	6.9		13.8	37.9	48.3		19.6	75	5.4		18.9	59.5	21.6		
PHF	.625	.817	.500	.853	.500	.550	.700	.806	.917	.618	.375	.700	.583	.786	1.00	.771	.938

City of La Quinta
 N/S: Jackson Street
 E/W: 60th Avenue
 Weather: Sunny

File Name : LQAJA60PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:15 PM				03:00 PM				02:45 PM				02:30 PM			
+0 mins.	1	10	2	13	1	3	2	6	2	14	0	16	4	13	2	19
+15 mins.	1	12	0	13	2	2	5	9	6	11	1	18	2	4	2	8
+30 mins.	2	12	1	15	0	5	3	8	2	10	2	14	1	3	3	7
+45 mins.	1	15	1	17	0	2	4	6	3	17	0	20	1	6	2	9
Total Volume	5	49	4	58	3	12	14	29	13	52	3	68	8	26	9	43
% App. Total	8.6	84.5	6.9		10.3	41.4	48.3		19.1	76.5	4.4		18.6	60.5	20.9	
PHF	.625	.817	.500	.853	.375	.600	.700	.806	.542	.765	.375	.850	.500	.500	.750	.566

City of La Quinta
 N/S: Jackson Street
 E/W: 61st Avenue
 Weather: Sunny

File Name : LQAJA61AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

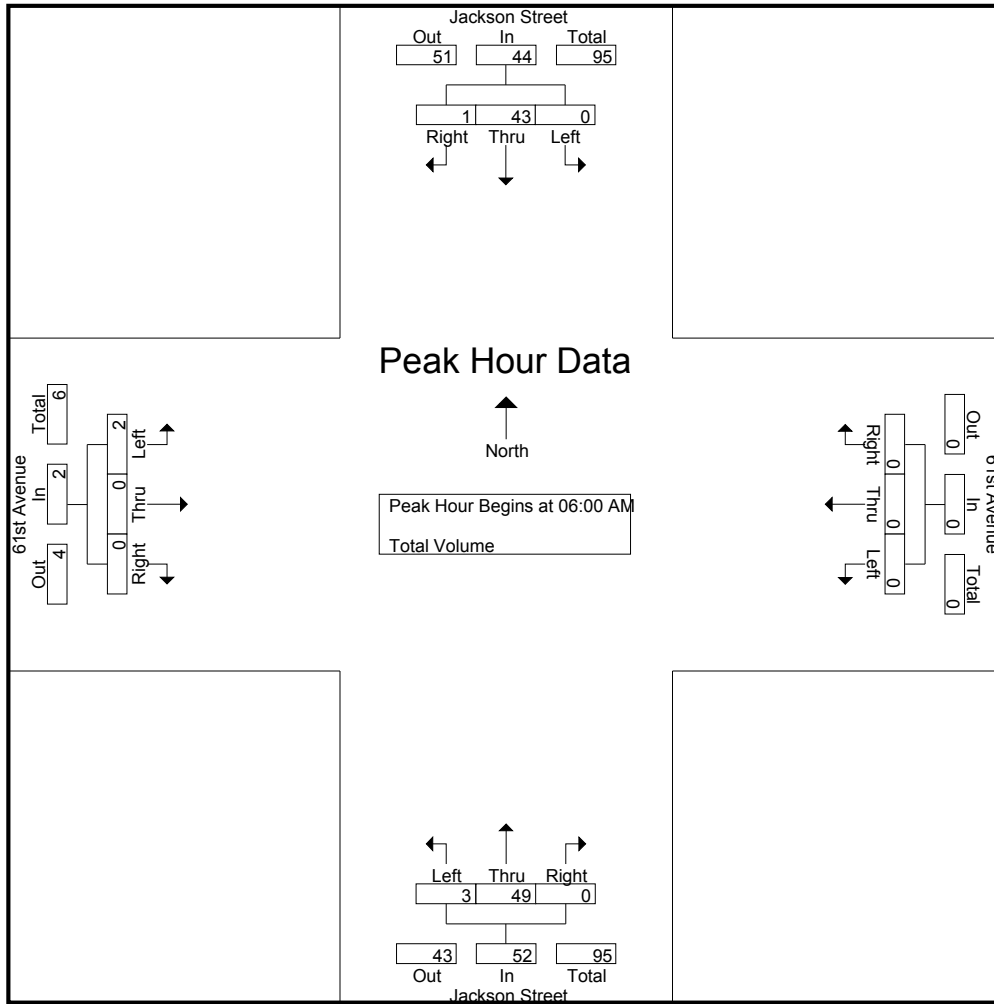
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				61st Avenue Westbound				Jackson Street Northbound				61st Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	19	0	19	0	0	0	0	1	9	0	10	0	0	0	0	29
06:15 AM	0	11	1	12	0	0	0	0	2	9	0	11	0	0	0	0	23
06:30 AM	0	5	0	5	0	0	0	0	0	20	0	20	2	0	0	2	27
06:45 AM	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
Total	0	43	1	44	0	0	0	0	3	49	0	52	2	0	0	2	98
07:00 AM	0	9	0	9	0	2	0	2	1	12	1	14	0	0	0	0	25
07:15 AM	0	11	0	11	0	0	0	0	0	11	0	11	0	0	0	0	22
07:30 AM	0	10	3	13	0	0	1	1	0	9	0	9	0	0	0	0	23
07:45 AM	0	15	0	15	0	0	0	0	0	9	0	9	0	0	0	0	24
Total	0	45	3	48	0	2	1	3	1	41	1	43	0	0	0	0	94
08:00 AM	0	17	0	17	0	0	0	0	0	9	1	10	0	0	0	0	27
08:15 AM	0	14	0	14	0	0	0	0	0	9	0	9	0	0	0	0	23
08:30 AM	0	5	0	5	0	0	0	0	0	10	0	10	0	1	0	1	16
08:45 AM	0	7	0	7	0	0	0	0	0	8	0	8	0	1	0	1	16
Total	0	43	0	43	0	0	0	0	0	36	1	37	0	2	0	2	82
Grand Total	0	131	4	135	0	2	1	3	4	126	2	132	2	2	0	4	274
Apprch %	0	97	3		0	66.7	33.3		3	95.5	1.5		50	50	0		
Total %	0	47.8	1.5	49.3	0	0.7	0.4	1.1	1.5	46	0.7	48.2	0.7	0.7	0	1.5	

Start Time	Jackson Street Southbound				61st Avenue Westbound				Jackson Street Northbound				61st Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	19	0	19	0	0	0	0	1	9	0	10	0	0	0	0	29
06:15 AM	0	11	1	12	0	0	0	0	2	9	0	11	0	0	0	0	23
06:30 AM	0	5	0	5	0	0	0	0	0	20	0	20	2	0	0	2	27
06:45 AM	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
Total Volume	0	43	1	44	0	0	0	0	3	49	0	52	2	0	0	2	98
% App. Total	0	97.7	2.3		0	0	0		5.8	94.2	0		100	0	0		
PHF	.000	.566	.250	.579	.000	.000	.000	.000	.375	.613	.000	.650	.250	.000	.000	.250	.845

City of La Quinta
 N/S: Jackson Street
 E/W: 61st Avenue
 Weather: Sunny

File Name : LQAJA61AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				06:45 AM				06:15 AM				06:00 AM			
+0 mins.	0	10	3	13	0	0	0	0	2	9	0	11	0	0	0	0
+15 mins.	0	15	0	15	0	2	0	2	0	20	0	20	0	0	0	0
+30 mins.	0	17	0	17	0	0	0	0	0	11	0	11	2	0	0	2
+45 mins.	0	14	0	14	0	0	1	1	1	12	1	14	0	0	0	0
Total Volume	0	56	3	59	0	2	1	3	3	52	1	56	2	0	0	2
% App. Total	0	94.9	5.1		0	66.7	33.3		5.4	92.9	1.8		100	0	0	
PHF	.000	.824	.250	.868	.000	.250	.250	.375	.375	.650	.250	.700	.250	.000	.000	.250

City of La Quinta
 N/S: Jackson Street
 E/W: 61st Avenue
 Weather: Sunny

File Name : LQAJA61PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

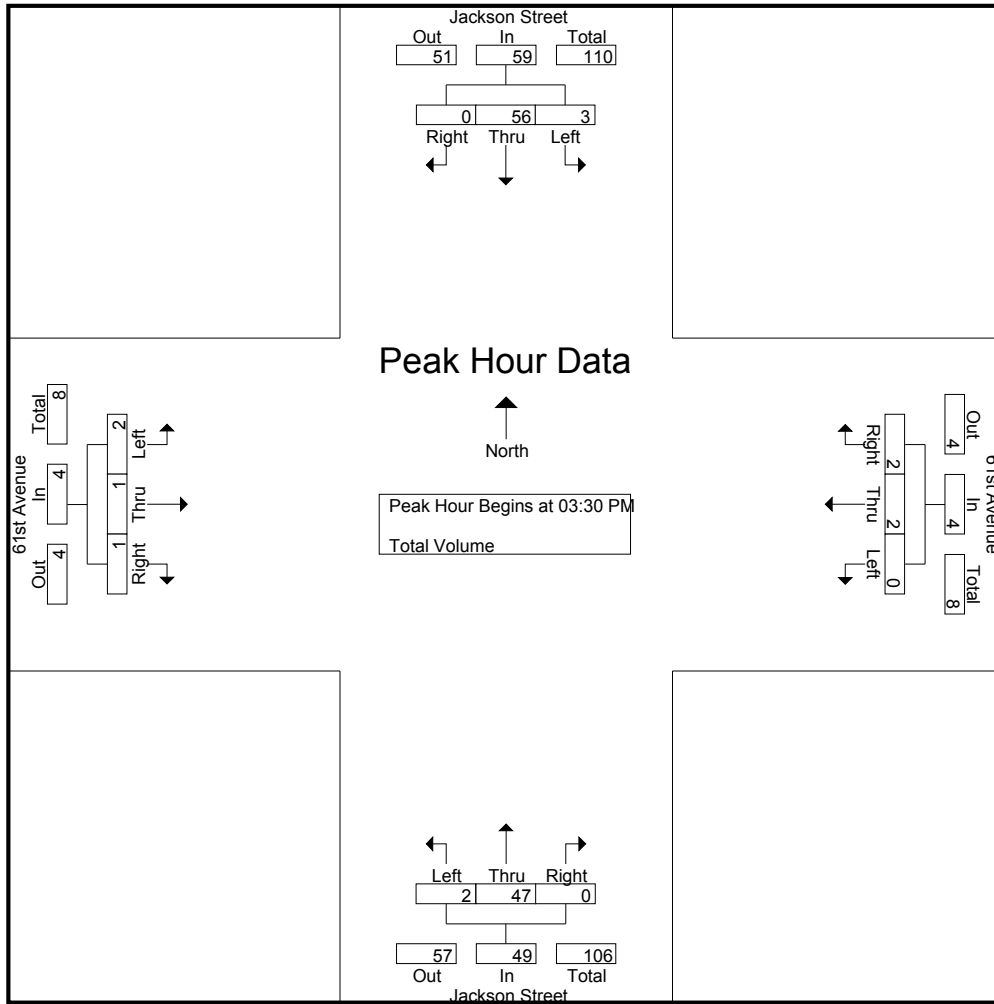
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				61st Avenue Westbound				Jackson Street Northbound				61st Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	1	11	0	12	0	2	1	3	1	13	0	14	0	0	1	1	30
02:45 PM	0	10	2	12	0	1	1	2	0	16	0	16	0	0	1	1	31
Total	1	21	2	24	0	3	2	5	1	29	0	30	0	0	2	2	61
03:00 PM	0	7	0	7	0	0	0	0	0	12	0	12	0	0	0	0	19
03:15 PM	1	10	0	11	0	0	0	0	0	10	0	10	0	1	0	1	22
03:30 PM	0	12	0	12	0	0	0	0	1	18	0	19	0	0	0	0	31
03:45 PM	0	12	0	12	0	1	0	1	1	6	0	7	0	0	1	1	21
Total	1	41	0	42	0	1	0	1	2	46	0	48	0	1	1	2	93
04:00 PM	1	25	0	26	0	0	2	2	0	11	0	11	1	1	0	2	41
04:15 PM	2	7	0	9	0	1	0	1	0	12	0	12	1	0	0	1	23
04:30 PM	0	9	0	9	0	0	0	0	0	11	0	11	1	0	1	2	22
04:45 PM	0	10	0	10	0	0	0	0	0	18	0	18	0	0	0	0	28
Total	3	51	0	54	0	1	2	3	0	52	0	52	3	1	1	5	114
05:00 PM	0	10	0	10	0	0	0	0	0	6	0	6	0	1	1	2	18
05:15 PM	0	10	2	12	1	0	0	1	0	21	0	21	0	0	0	0	34
05:30 PM	1	8	0	9	0	0	1	1	1	8	0	9	1	0	2	3	22
05:45 PM	0	17	1	18	0	0	0	0	0	7	0	7	0	0	0	0	25
Total	1	45	3	49	1	0	1	2	1	42	0	43	1	1	3	5	99
Grand Total	6	158	5	169	1	5	5	11	4	169	0	173	4	3	7	14	367
Apprch %	3.6	93.5	3		9.1	45.5	45.5		2.3	97.7	0		28.6	21.4	50		
Total %	1.6	43.1	1.4	46	0.3	1.4	1.4	3	1.1	46	0	47.1	1.1	0.8	1.9	3.8	

Start Time	Jackson Street Southbound				61st Avenue Westbound				Jackson Street Northbound				61st Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	12	0	12	0	0	0	0	1	18	0	19	0	0	0	0	31
03:45 PM	0	12	0	12	0	1	0	1	1	6	0	7	0	0	1	1	21
04:00 PM	1	25	0	26	0	0	2	2	0	11	0	11	1	1	0	2	41
04:15 PM	2	7	0	9	0	1	0	1	0	12	0	12	1	0	0	1	23
Total Volume	3	56	0	59	0	2	2	4	2	47	0	49	2	1	1	4	116
% App. Total	5.1	94.9	0		0	50	50		4.1	95.9	0		50	25	25		
PHF	.375	.560	.000	.567	.000	.500	.250	.500	.500	.653	.000	.645	.500	.250	.250	.500	.707

City of La Quinta
 N/S: Jackson Street
 E/W: 61st Avenue
 Weather: Sunny

File Name : LQAJA61PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:15 PM				02:30 PM				02:45 PM				03:45 PM			
+0 mins.	1	10	0	11	0	2	1	3	0	16	0	16	0	0	1	1
+15 mins.	0	12	0	12	0	1	1	2	0	12	0	12	1	1	0	2
+30 mins.	0	12	0	12	0	0	0	0	0	10	0	10	1	0	0	1
+45 mins.	1	25	0	26	0	0	0	0	1	18	0	19	1	0	1	2
Total Volume	2	59	0	61	0	3	2	5	1	56	0	57	3	1	2	6
% App. Total	3.3	96.7	0		0	60	40		1.8	98.2	0		50	16.7	33.3	
PHF	.500	.590	.000	.587	.000	.375	.500	.417	.250	.778	.000	.750	.750	.250	.500	.750

City of La Quinta
 N/S: Madison Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMA58AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

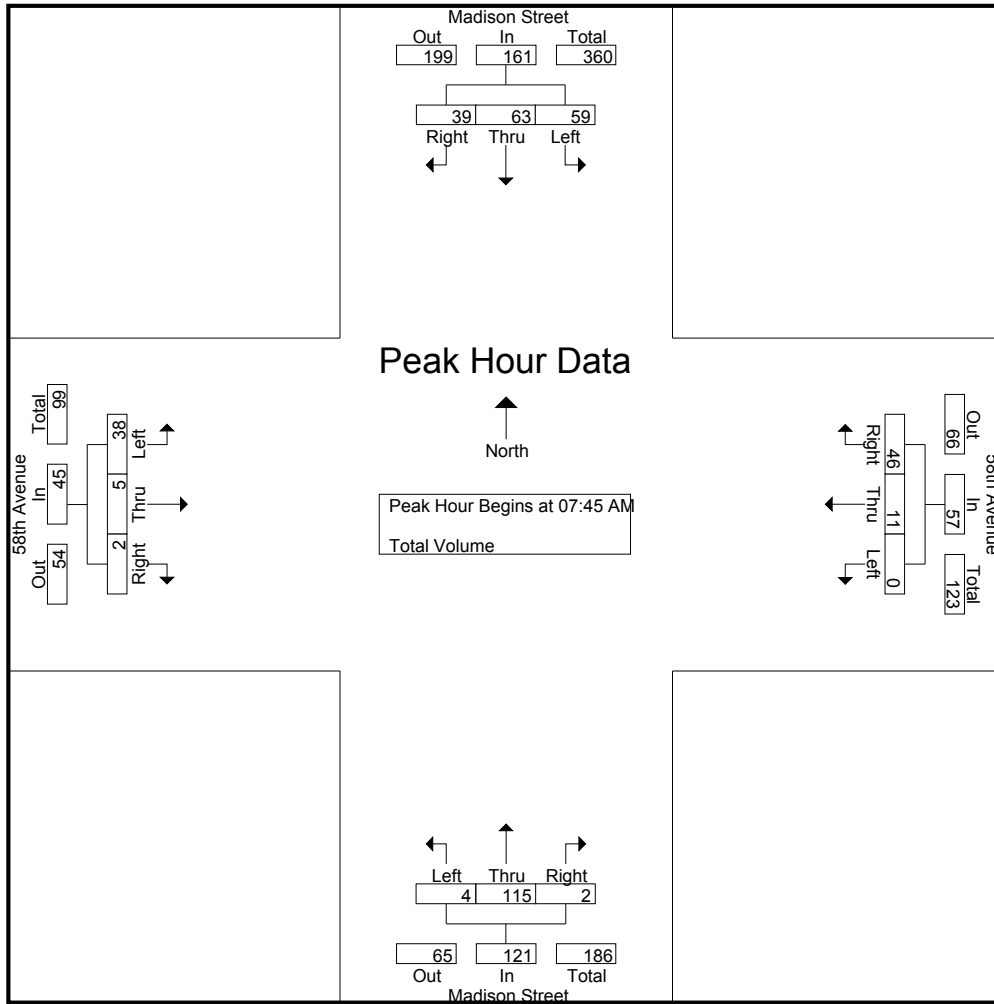
Groups Printed- Total Volume

Start Time	Madison Street Southbound				58th Avenue Westbound				Madison Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	7	6	14	1	4	9	14	0	12	1	13	3	0	1	4	45
06:15 AM	7	7	7	21	0	5	7	12	0	10	1	11	1	0	1	2	46
06:30 AM	12	18	7	37	0	9	11	20	0	14	0	14	2	1	0	3	74
06:45 AM	24	12	14	50	1	5	7	13	1	8	1	10	5	0	0	5	78
Total	44	44	34	122	2	23	34	59	1	44	3	48	11	1	2	14	243
07:00 AM	17	16	7	40	0	1	11	12	0	14	0	14	1	1	0	2	68
07:15 AM	8	19	9	36	1	1	17	19	0	18	0	18	7	0	0	7	80
07:30 AM	16	25	7	48	0	2	11	13	0	24	0	24	3	2	0	5	90
07:45 AM	14	16	11	41	0	6	12	18	0	19	1	20	3	0	1	4	83
Total	55	76	34	165	1	10	51	62	0	75	1	76	14	3	1	18	321
08:00 AM	16	17	10	43	0	2	10	12	4	22	1	27	15	1	0	16	98
08:15 AM	14	13	4	31	0	1	7	8	0	31	0	31	9	2	1	12	82
08:30 AM	15	17	14	46	0	2	17	19	0	43	0	43	11	2	0	13	121
08:45 AM	12	17	7	36	0	3	11	14	0	21	1	22	6	1	0	7	79
Total	57	64	35	156	0	8	45	53	4	117	2	123	41	6	1	48	380
Grand Total	156	184	103	443	3	41	130	174	5	236	6	247	66	10	4	80	944
Apprch %	35.2	41.5	23.3		1.7	23.6	74.7		2	95.5	2.4		82.5	12.5	5		
Total %	16.5	19.5	10.9	46.9	0.3	4.3	13.8	18.4	0.5	25	0.6	26.2	7	1.1	0.4	8.5	

Start Time	Madison Street Southbound				58th Avenue Westbound				Madison Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	16	11	41	0	6	12	18	0	19	1	20	3	0	1	4	83
08:00 AM	16	17	10	43	0	2	10	12	4	22	1	27	15	1	0	16	98
08:15 AM	14	13	4	31	0	1	7	8	0	31	0	31	9	2	1	12	82
08:30 AM	15	17	14	46	0	2	17	19	0	43	0	43	11	2	0	13	121
Total Volume	59	63	39	161	0	11	46	57	4	115	2	121	38	5	2	45	384
% App. Total	36.6	39.1	24.2		0	19.3	80.7		3.3	95	1.7		84.4	11.1	4.4		
PHF	.922	.926	.696	.875	.000	.458	.676	.750	.250	.669	.500	.703	.633	.625	.500	.703	.793

City of La Quinta
 N/S: Madison Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMA58AM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:30 AM				08:00 AM				08:00 AM			
+0 mins.	24	12	14	50	0	9	11	20	4	22	1	27	15	1	0	16
+15 mins.	17	16	7	40	1	5	7	13	0	31	0	31	9	2	1	12
+30 mins.	8	19	9	36	0	1	11	12	0	43	0	43	11	2	0	13
+45 mins.	16	25	7	48	1	1	17	19	0	21	1	22	6	1	0	7
Total Volume	65	72	37	174	2	16	46	64	4	117	2	123	41	6	1	48
% App. Total	37.4	41.4	21.3		3.1	25	71.9		3.3	95.1	1.6		85.4	12.5	2.1	
PHF	.677	.720	.661	.870	.500	.444	.676	.800	.250	.680	.500	.715	.683	.750	.250	.750

City of La Quinta
 N/S: Madison Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMA58PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 1

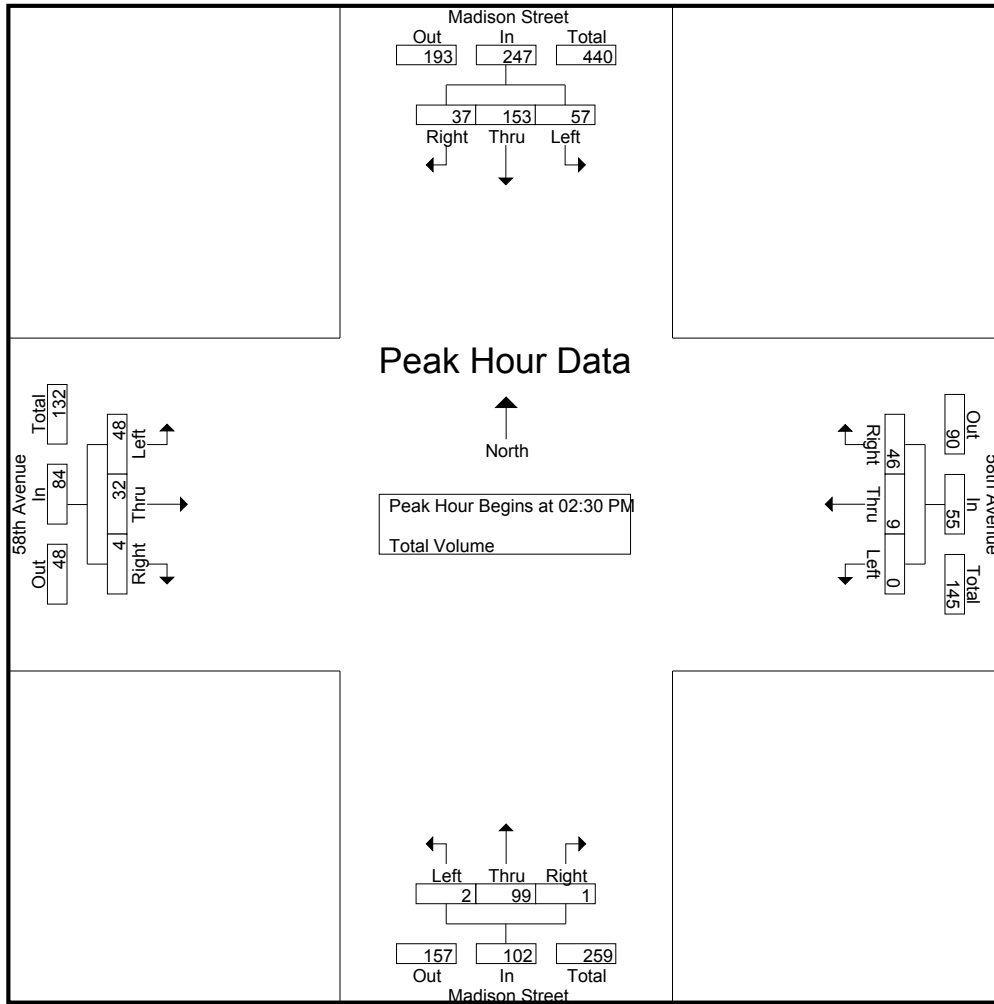
Groups Printed- Total Volume

Start Time	Madison Street Southbound				58th Avenue Westbound				Madison Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	18	36	8	62	0	2	9	11	0	42	0	42	11	7	1	19	134
02:45 PM	15	44	6	65	0	2	15	17	0	16	0	16	6	1	1	8	106
Total	33	80	14	127	0	4	24	28	0	58	0	58	17	8	2	27	240
03:00 PM	12	32	14	58	0	2	9	11	2	21	1	24	14	5	1	20	113
03:15 PM	12	41	9	62	0	3	13	16	0	20	0	20	17	19	1	37	135
03:30 PM	6	39	11	56	0	1	24	25	0	18	0	18	11	6	0	17	116
03:45 PM	3	43	2	48	1	1	12	14	0	25	0	25	8	5	0	13	100
Total	33	155	36	224	1	7	58	66	2	84	1	87	50	35	2	87	464
04:00 PM	11	36	9	56	2	0	17	19	0	14	2	16	10	20	0	30	121
04:15 PM	12	43	7	62	0	1	9	10	0	21	0	21	8	4	0	12	105
04:30 PM	6	35	2	43	1	2	11	14	0	14	0	14	8	4	1	13	84
04:45 PM	7	35	5	47	0	1	5	6	1	16	0	17	5	4	0	9	79
Total	36	149	23	208	3	4	42	49	1	65	2	68	31	32	1	64	389
05:00 PM	7	35	5	47	0	1	20	21	0	25	0	25	5	2	0	7	100
05:15 PM	6	21	6	33	0	0	14	14	0	26	0	26	11	1	0	12	85
05:30 PM	6	23	4	33	1	1	6	8	0	13	0	13	2	3	0	5	59
05:45 PM	7	22	4	33	0	0	6	6	0	15	0	15	3	0	0	3	57
Total	26	101	19	146	1	2	46	49	0	79	0	79	21	6	0	27	301
Grand Total	128	485	92	705	5	17	170	192	3	286	3	292	119	81	5	205	1394
Apprch %	18.2	68.8	13		2.6	8.9	88.5		1	97.9	1		58	39.5	2.4		
Total %	9.2	34.8	6.6	50.6	0.4	1.2	12.2	13.8	0.2	20.5	0.2	20.9	8.5	5.8	0.4	14.7	

Start Time	Madison Street Southbound				58th Avenue Westbound				Madison Street Northbound				58th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	18	36	8	62	0	2	9	11	0	42	0	42	11	7	1	19	134
02:45 PM	15	44	6	65	0	2	15	17	0	16	0	16	6	1	1	8	106
03:00 PM	12	32	14	58	0	2	9	11	2	21	1	24	14	5	1	20	113
03:15 PM	12	41	9	62	0	3	13	16	0	20	0	20	17	19	1	37	135
Total Volume	57	153	37	247	0	9	46	55	2	99	1	102	48	32	4	84	488
% App. Total	23.1	61.9	15		0	16.4	83.6		2	97.1	1		57.1	38.1	4.8		
PHF	.792	.869	.661	.950	.000	.750	.767	.809	.250	.589	.250	.607	.706	.421	1.00	.568	.904

City of La Quinta
 N/S: Madison Street
 E/W: 58th Avenue
 Weather: Sunny

File Name : LQAMA58PM
 Site Code : 05113410
 Start Date : 10/30/2013
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:30 PM				03:15 PM				02:30 PM				03:15 PM			
+0 mins.	18	36	8	62	0	3	13	16	0	42	0	42	17	19	1	37
+15 mins.	15	44	6	65	0	1	24	25	0	16	0	16	11	6	0	17
+30 mins.	12	32	14	58	1	1	12	14	2	21	1	24	8	5	0	13
+45 mins.	12	41	9	62	2	0	17	19	0	20	0	20	10	20	0	30
Total Volume	57	153	37	247	3	5	66	74	2	99	1	102	46	50	1	97
% App. Total	23.1	61.9	15		4.1	6.8	89.2		2	97.1	1		47.4	51.5	1	
PHF	.792	.869	.661	.950	.375	.417	.688	.740	.250	.589	.250	.607	.676	.625	.250	.655

City of La Quinta
 60th Avenue
 E/ Monroe Street
 24 Hour Directional Volume Count

LQA60EMO
 Site Code: 051-13410
 Date Start: 30-Oct-13
 Date End: 30-Oct-13

Start Time	30-Oct-13 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	3			0	9				
12:15		1	1			0	5				
12:30		0	7			0	5				
12:45		1	11	2	22	0	3	0	22	2	44
01:00		0	6			0	7				
01:15		0	9			0	2				
01:30		0	3			0	8				
01:45		0	5	0	23	0	2	0	19	0	42
02:00		0	8			0	7				
02:15		0	10			0	5				
02:30		0	23			0	7				
02:45		0	5	0	46	0	5	0	24	0	70
03:00		0	9			0	7				
03:15		0	5			0	6				
03:30		0	10			0	5				
03:45		0	7	0	31	0	4	0	22	0	53
04:00		0	12			0	7				
04:15		0	11			0	10				
04:30		0	6			0	4				
04:45		0	4	0	33	2	3	2	24	2	57
05:00		1	8			4	4				
05:15		3	5			3	9				
05:30		1	6			17	3				
05:45		4	7	9	26	16	4	40	20	49	46
06:00		4	6			6	4				
06:15		5	2			3	3				
06:30		5	6			10	3				
06:45		8	3	22	17	4	1	23	11	45	28
07:00		6	2			10	0				
07:15		6	0			10	0				
07:30		5	2			8	3				
07:45		11	1	28	5	5	1	33	4	61	9
08:00		3	1			5	0				
08:15		4	4			3	1				
08:30		6	1			4	3				
08:45		5	0	18	6	2	0	14	4	32	10
09:00		3	2			4	0				
09:15		2	2			5	2				
09:30		7	0			4	1				
09:45		5	1	17	5	3	0	16	3	33	8
10:00		8	0			4	1				
10:15		4	0			2	0				
10:30		5	0			7	1				
10:45		4	0	21	0	8	0	21	2	42	2
11:00		10	2			7	0				
11:15		6	0			4	0				
11:30		3	0			5	2				
11:45		4	0	23	2	5	0	21	2	44	4
Total		140	216	140	216	170	157	170	157	310	373
Combined Total		356		356		327		327		683	
AM Peak		07:00				05:15					
Vol.		28				42					
P.H.F.		0.636				0.618					
PM Peak			02:15				03:30				
Vol.			47				26				
P.H.F.			0.511				0.650				
Percentage		39.3%	60.7%			52.0%	48.0%				
ADT/AADT		ADT 683		AADT 683							

City of La Quinta
 Monroe Street
 S/ 60th Avenue
 24 Hour Directional Volume Count

LQAMOS60
 Site Code: 051-13410
 Date Start: 30-Oct-13
 Date End: 30-Oct-13

Start Time	30-Oct-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			0	8				
12:15		1	5			1	9				
12:30		0	16			0	10				
12:45		1	10	2	38	1	11	2	38	4	76
01:00		0	10			0	9				
01:15		0	17			0	17				
01:30		0	6			0	14				
01:45		0	8	0	41	0	17	0	57	0	98
02:00		0	8			0	16				
02:15		0	16			0	6				
02:30		0	13			0	18				
02:45		0	11	0	48	0	13	0	53	0	101
03:00		0	13			0	20				
03:15		2	11			0	20				
03:30		0	11			0	15				
03:45		0	10	2	45	0	8	0	63	2	108
04:00		0	7			0	12				
04:15		2	10			0	12				
04:30		0	8			0	6				
04:45		2	4	4	29	3	12	3	42	7	71
05:00		3	12			0	15				
05:15		3	8			4	13				
05:30		7	3			1	9				
05:45		3	11	16	34	6	11	11	48	27	82
06:00		7	9			9	6				
06:15		5	3			6	2				
06:30		11	3			13	7				
06:45		9	5	32	20	23	8	51	23	83	43
07:00		9	3			7	4				
07:15		6	4			5	2				
07:30		11	2			10	4				
07:45		13	3	39	12	29	4	51	14	90	26
08:00		11	1			5	4				
08:15		7	0			3	8				
08:30		19	1			10	7				
08:45		8	0	45	2	9	4	27	23	72	25
09:00		10	2			7	2				
09:15		9	1			12	3				
09:30		11	1			5	3				
09:45		11	0	41	4	8	1	32	9	73	13
10:00		6	0			2	4				
10:15		6	2			3	1				
10:30		13	0			3	1				
10:45		10	1	35	3	8	1	16	7	51	10
11:00		10	0			8	3				
11:15		8	1			5	1				
11:30		11	0			12	0				
11:45		15	0	44	1	7	0	32	4	76	5
Total		260	277	260	277	225	381	225	381	485	658
Combined Total		537		537		606		606		1143	
AM Peak		07:45				06:00					
Vol.		50				51					
P.H.F.		0.658				0.554					
PM Peak		00:30				02:30					
Vol.		53				71					
P.H.F.		0.779				0.888					
Percentage		48.4%	51.6%			37.1%	62.9%				
ADT/AADT		ADT 1,143		AADT 1,143							

EXISTING PEAK HOUR-TO-DAILY TRAFFIC VOLUME RELATIONSHIP

Intsec NumID	Intersection	LEG	ADT Count	AM Peak Hour	AM Ratio	PM Peak Hour	PM Ratio
3	Monroe St. / 60th Av.	South	1,143	91	0.080	132	0.115
		East	683	61	0.089	67	0.098

TOTAL

1,826

152

199

AVERAGE

8.300%

10.900%

ADT CALCULATION FACTOR

5.208

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APPENDIX 3.2

Existing (2013) Conditions Intersection Operations Analysis Worksheets

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Madison St. / Av. 60

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[8.8]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	59	0	0	0	2	0	0	2	129
Growth 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
Initial Bse:	0	0	0	59	0	0	0	2	0	0	2	129
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	73	0	0	0	2	0	0	2	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	0	0	2	0	0	2	159

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	5	5	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1022	894	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1022	894	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:		*		A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.145
 Loss Time (sec): 0 Average Delay (sec/veh): 7.8
 Optimal Cycle: 0 Level Of Service: A

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	0	0	1! 0 0

Volume Module:

Base Vol:	13	32	2	10	35	56	17	29	3	12	65	18
Growth 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
Initial Bse:	13	32	2	10	35	56	17	29	3	12	65	18
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	16	40	2	12	43	69	21	36	4	15	80	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	40	2	12	43	69	21	36	4	15	80	22
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:	16	40	2	12	43	69	21	36	4	15	80	22

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:	0.28	0.68	0.04	0.22	0.78	1.00	0.35	0.59	0.06	0.13	0.68	0.19
Final Sat.:	210	518	32	154	539	819	269	459	47	102	554	153

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.15	0.15	0.15
Crit Moves:	****					****	****			****		
Delay/Veh:	7.9	7.9	7.9	8.2	8.2	7.3	7.8	7.8	7.8	8.0	8.0	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:	7.9	7.9	7.9	8.2	8.2	7.3	7.8	7.8	7.8	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			7.7			7.8			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			7.7			7.8			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Monroe St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.069
 Loss Time (sec): 0 Average Delay (sec/veh): 7.7
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	15	24	2	8	17	15	13	22	32	1	20	8
Growth 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
Initial Bse:	15	24	2	8	17	15	13	22	32	1	20	8
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	21	33	3	11	24	21	18	31	45	1	28	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	33	3	11	24	21	18	31	45	1	28	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:	21	33	3	11	24	21	18	31	45	1	28	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:	1.00	0.92	0.08	1.00	1.00	1.00	0.37	0.63	1.00	0.03	0.69	0.28
Final Sat.:	656	675	56	643	706	818	263	444	856	26	514	206

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.05	0.02	0.03	0.03	0.07	0.07	0.05	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	8.2	7.7	7.7	8.2	7.8	7.1	8.1	8.1	7.0	8.0	8.0	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:	8.2	7.7	7.7	8.2	7.8	7.1	8.1	8.1	7.0	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			7.6			7.6			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			7.6			7.6			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.5]

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	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	31	0	0	50	0	0	0	0	0	0	3
Growth 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
Initial Bse:	0	31	0	0	50	0	0	0	0	0	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:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	46	0	0	74	0	0	0	0	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	46	0	0	74	0	0	0	0	0	0	4

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	46
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1030
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1030
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5
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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					8.5
ApproachLOS:		*			*			*				A

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Jackson St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.090
 Loss Time (sec): 0 Average Delay (sec/veh): 7.3
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	7	43	1	12	45	15	5	21	7	4	8	12
Growth 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
Initial Bse:	7	43	1	12	45	15	5	21	7	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:	0.90	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	48	1	13	50	17	6	23	8	4	9	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	48	1	13	50	17	6	23	8	4	9	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:	8	48	1	13	50	17	6	23	8	4	9	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:	0.14	0.84	0.02	0.17	0.62	0.21	0.15	0.64	0.21	0.17	0.33	0.50
Final Sat.:	118	725	17	148	555	185	129	541	180	147	294	441

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.09	0.09	0.09	0.04	0.04	0.04	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	7.4	7.4	7.4	7.4	7.3	7.3	7.3	7.1	7.1	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:	7.4	7.4	7.4	7.4	7.4	7.4	7.3	7.3	7.3	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			7.4			7.3			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.4			7.3			7.1		
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

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

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	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	49	0	0	43	1	2	0	0	0	0	0
Growth 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
Initial Bse:	3	49	0	0	43	1	2	0	0	0	0	0
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	4	58	0	0	51	1	2	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	58	0	0	51	1	2	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	xxxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	52	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	117	xxxx	xxxxxx	117	117	58
Potent Cap.:	1567	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	884	xxxx	xxxxxx	865	777	1014
Move Cap.:	1567	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	883	xxxx	xxxxxx	863	775	1014
Volume/Cap:	0.00	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.00	xxxx	xxxxxx	0.00	0.00	0.00

Level of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:		*			*		A				*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.136
 Loss Time (sec): 0 Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	4	127	2	65	69	43	42	6	2	0	12	51
Growth 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
Initial Bse:	4	127	2	65	69	43	42	6	2	0	12	51
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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	5	160	3	82	87	54	53	8	3	0	15	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	160	3	82	87	54	53	8	3	0	15	64
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
Final Volume:	5	160	3	82	87	54	53	8	3	0	15	64

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	588	1284	731	602	1312	752	546	591	667	547	1185	672

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.12	0.00	0.14	0.07	0.07	0.10	0.01	0.00	0.00	0.01	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	8.6	8.8	7.4	9.4	8.3	7.6	9.5	8.5	7.7	0.0	8.5	8.2
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:	8.6	8.8	7.4	9.4	8.3	7.6	9.5	8.5	7.7	0.0	8.5	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	8.8			8.5			9.3			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.5			9.3			8.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Madison St. / Av. 60

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[9.4]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	163	0	2	0	4	0	0	3	102
Growth 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
Initial Bse:	0	0	0	163	0	2	0	4	0	0	3	102
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:	0	0	0	196	0	2	0	5	0	0	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	196	0	2	0	5	0	0	4	122

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	8	8	4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1017	891	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1017	891	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.274
 Loss Time (sec): 0 Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 Level Of Service: A

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	0	0	1! 0 0

Volume Module:

Base Vol:	8	73	8	22	42	36	72	81	4	3	18	13
Growth 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
Initial Bse:	8	73	8	22	42	36	72	81	4	3	18	13
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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	10	96	10	29	55	47	94	106	5	4	24	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	96	10	29	55	47	94	106	5	4	24	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:	10	96	10	29	55	47	94	106	5	4	24	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:	0.09	0.82	0.09	0.34	0.66	1.00	0.46	0.52	0.02	0.09	0.53	0.38
Final Sat.:	66	599	66	222	424	764	344	387	19	66	397	287

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.13	0.13	0.06	0.27	0.27	0.27	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	8.8	8.8	7.5	9.3	9.3	9.3	7.8	7.8	7.8
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:	8.5	8.5	8.5	8.8	8.8	7.5	9.3	9.3	9.3	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.3			9.3			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.3			9.3			7.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Monroe St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.082
 Loss Time (sec): 0 Average Delay (sec/veh): 7.8
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	24	30	2	9	33	9	14	32	39	4	10	10
Growth 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
Initial Bse:	24	30	2	9	33	9	14	32	39	4	10	10
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	30	37	2	11	41	11	17	40	49	5	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	37	2	11	41	11	17	40	49	5	12	12
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:	30	37	2	11	41	11	17	40	49	5	12	12

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:	1.00	0.94	0.06	1.00	1.00	1.00	0.30	0.70	1.00	0.16	0.42	0.42
Final Sat.:	655	682	45	639	701	812	214	489	843	123	309	309

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.02	0.06	0.01	0.08	0.08	0.06	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	8.3	7.8	7.8	8.3	8.0	7.0	8.1	8.1	7.1	7.9	7.9	7.9
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:	8.3	7.8	7.8	8.3	8.0	7.0	8.1	8.1	7.1	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			7.9			7.7			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			7.9			7.7			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.9]

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	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	41	1	3	59	0	0	0	0	1	0	1
Growth 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
Initial Bse:	0	41	1	3	59	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	51	1	4	73	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	51	1	4	73	0	0	0	0	1	0	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	132	132	51
Potent Cap.:	xxxx	xxxx	xxxxx	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx	867	763	1022
Move Cap.:	xxxx	xxxx	xxxxx	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx	865	761	1022
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
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	xxxx	xxxxx	xxxx	937	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	8.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Jackson St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.071
 Loss Time (sec): 0 Average Delay (sec/veh): 7.3
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0 0	0	0	1! 0 0

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Volume Module:

Base Vol:	11	42	3	5	49	4	7	22	8	4	11	14
Growth 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
Initial Bse:	11	42	3	5	49	4	7	22	8	4	11	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	12	45	3	5	52	4	7	23	9	4	12	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	45	3	5	52	4	7	23	9	4	12	15
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:	12	45	3	5	52	4	7	23	9	4	12	15

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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	0.75	0.05	0.09	0.84	0.07	0.19	0.59	0.22	0.14	0.38	0.48
Final Sat.:	169	645	46	75	733	60	162	509	185	123	337	429

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Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.05	0.05	0.05	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	7.4	7.4	7.4	7.4	7.3	7.3	7.3	7.1	7.1	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:	7.4	7.4	7.4	7.4	7.4	7.4	7.3	7.3	7.3	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			7.4			7.3			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.4			7.3			7.1		
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

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.4]

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	0	0	1	0	1	0

Volume Module:

Base Vol:	2	47	0	3	56	0	2	1	1	0	2	2
Growth 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
Initial Bse:	2	47	0	3	56	0	2	1	1	0	2	2
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	66	0	4	79	0	3	1	1	0	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	66	0	4	79	0	3	1	1	0	3	3

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	3.3

Capacity Module:

Cnflct Vol:	79	xxxx	xxxxxx	66	xxxx	xxxxxx	163	160	79	xxxx	160	66
Potent Cap.:	1532	xxxx	xxxxxx	1548	xxxx	xxxxxx	807	736	987	xxxx	736	1003
Move Cap.:	1532	xxxx	xxxxxx	1548	xxxx	xxxxxx	799	733	987	xxxx	733	1003
Volume/Cap:	0.00	xxxx	xxxxxx	0.00	xxxx	xxxxxx	0.00	0.00	0.00	xxxx	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	820	xxxxxx	xxxx	xxxx	847
SharedQueue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxx	0.0
Shrd ConDel:	7.4	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	9.3
Shared LOS:	A	*	*	A	*	*	*	A	*	*	*	A
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	9.3	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	A	A	A	A	A	A

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing (2013) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.125
 Loss Time (sec): 0 Average Delay (sec/veh): 8.6
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	0	1	2

Volume Module:

Base Vol:	2	109	1	63	168	41	53	35	4	0	10	51
Growth 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
Initial Bse:	2	109	1	63	168	41	53	35	4	0	10	51
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:	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 Volume:	2	109	1	63	168	41	53	35	4	0	10	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	109	1	63	168	41	53	35	4	0	10	51
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	109	1	63	168	41	53	35	4	0	10	51

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	575	1251	709	612	1340	769	554	601	680	544	1178	666

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.00	0.10	0.13	0.05	0.10	0.06	0.01	0.00	0.01	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	8.7	8.7	7.5	9.0	8.6	7.5	9.5	8.7	7.7	0.0	8.5	8.1
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:	8.7	8.7	7.5	9.0	8.6	7.5	9.5	8.7	7.7	0.0	8.5	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	8.7			8.5			9.1			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.5			9.1			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1

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

APPENDIX 3.3

Traffic Signal Warrant Analysis Worksheets

Existing (2013) Conditions

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

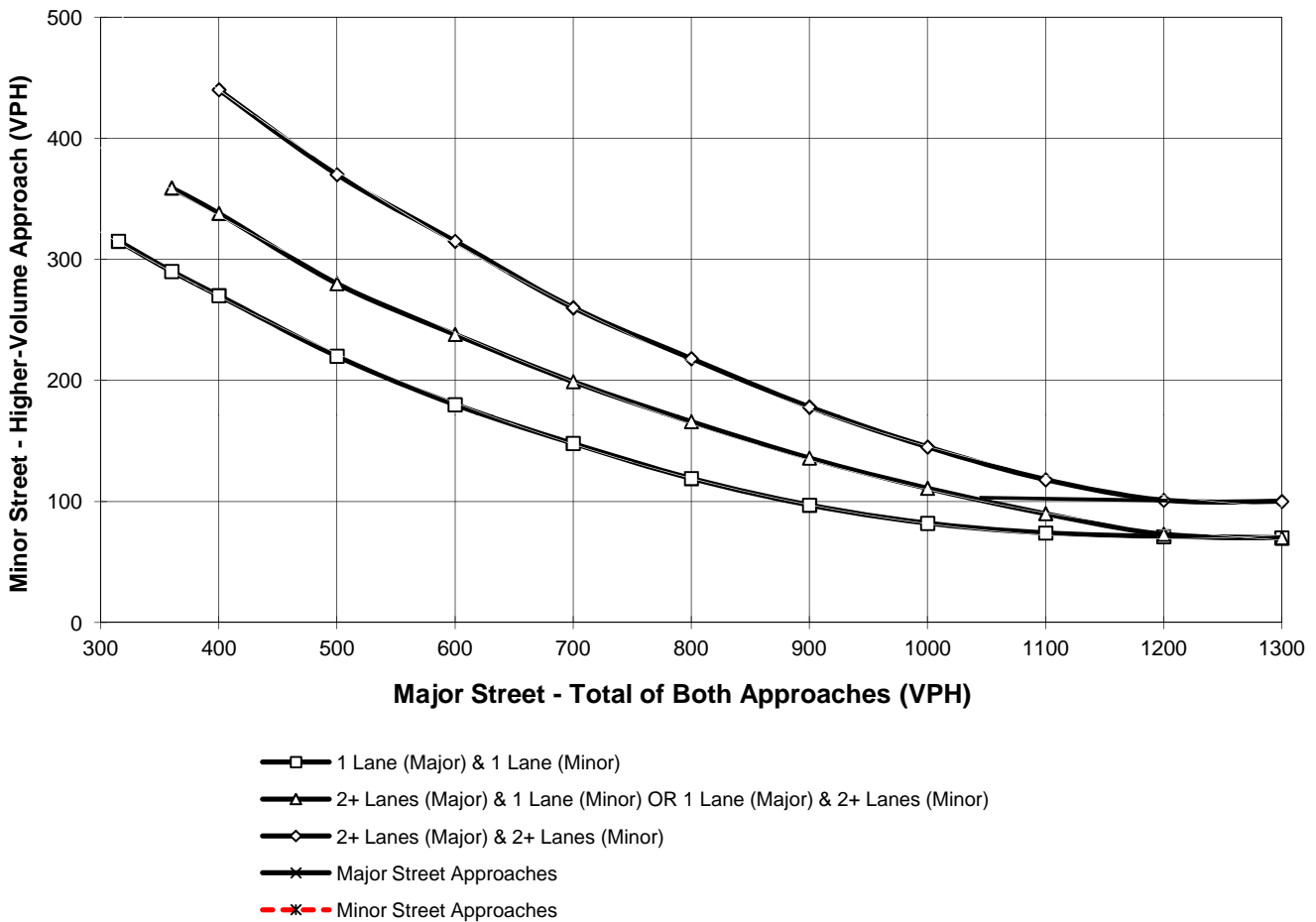
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **133**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Madison Street**

High Volume Approach (VPH) = **59**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

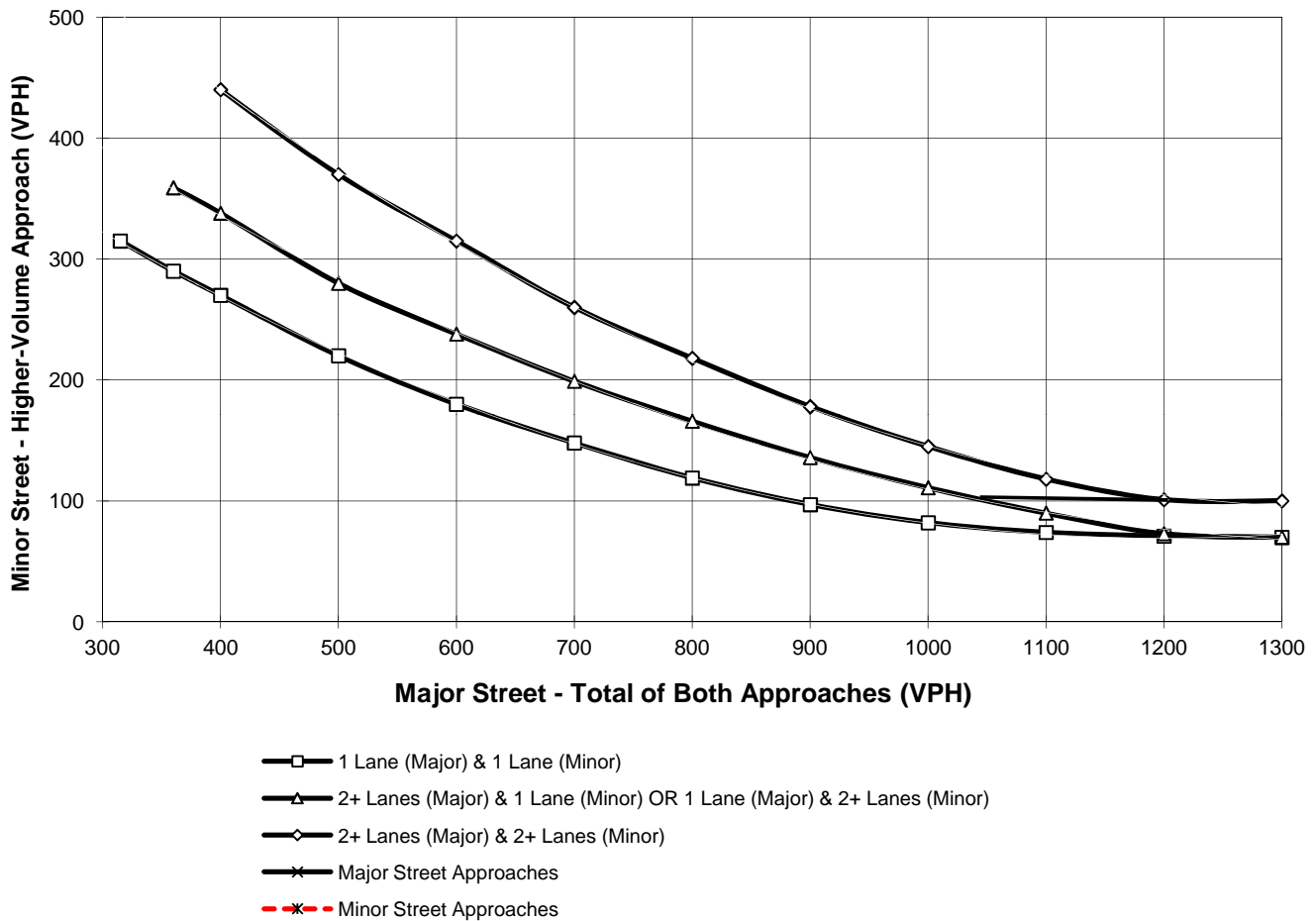
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **165**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **105**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

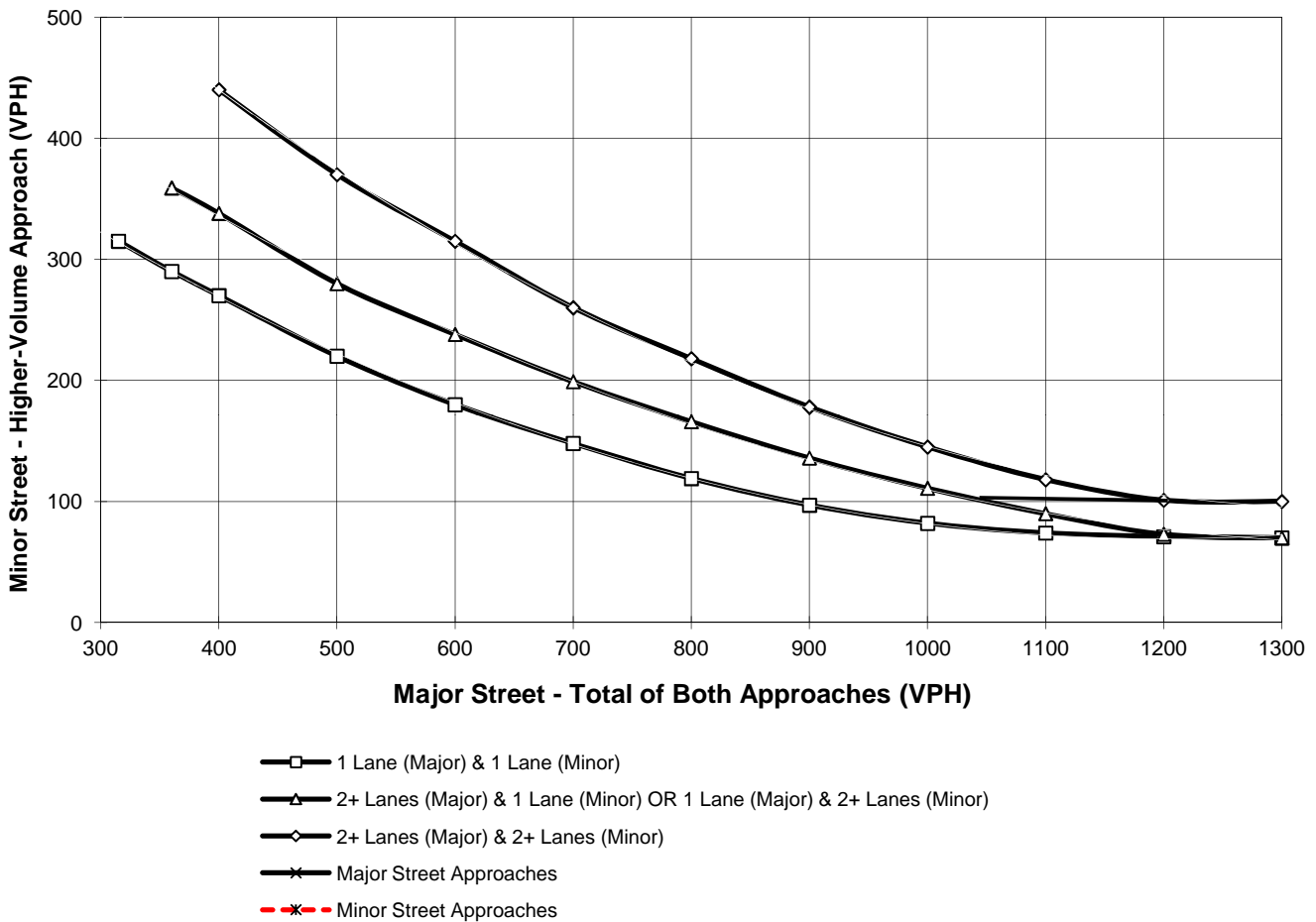
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **148**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **95**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

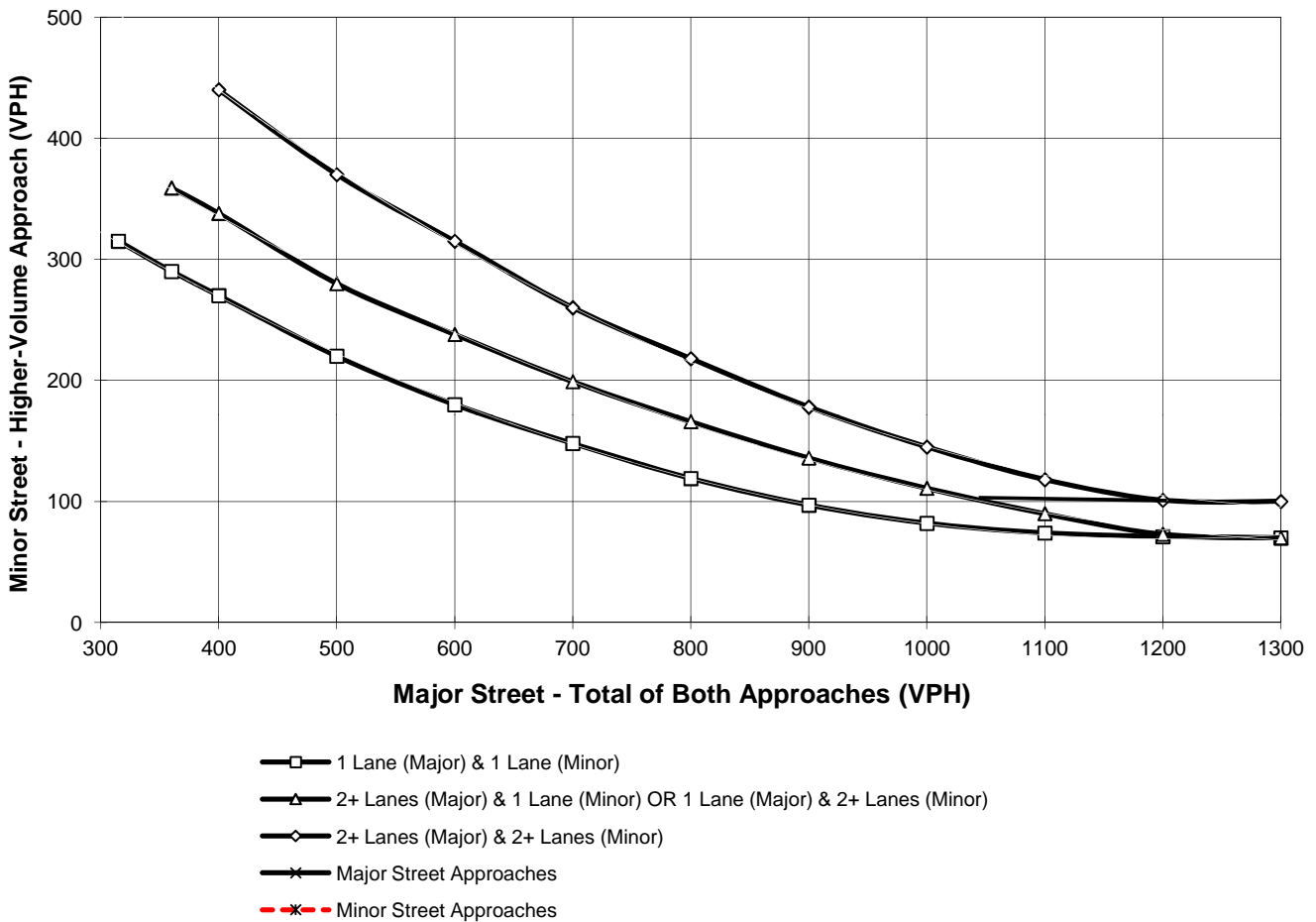
Major Street Name = **58th Avenue**

Total of Both Approaches (VPH) = **191**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Monroe Street**

High Volume Approach (VPH) = **100**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

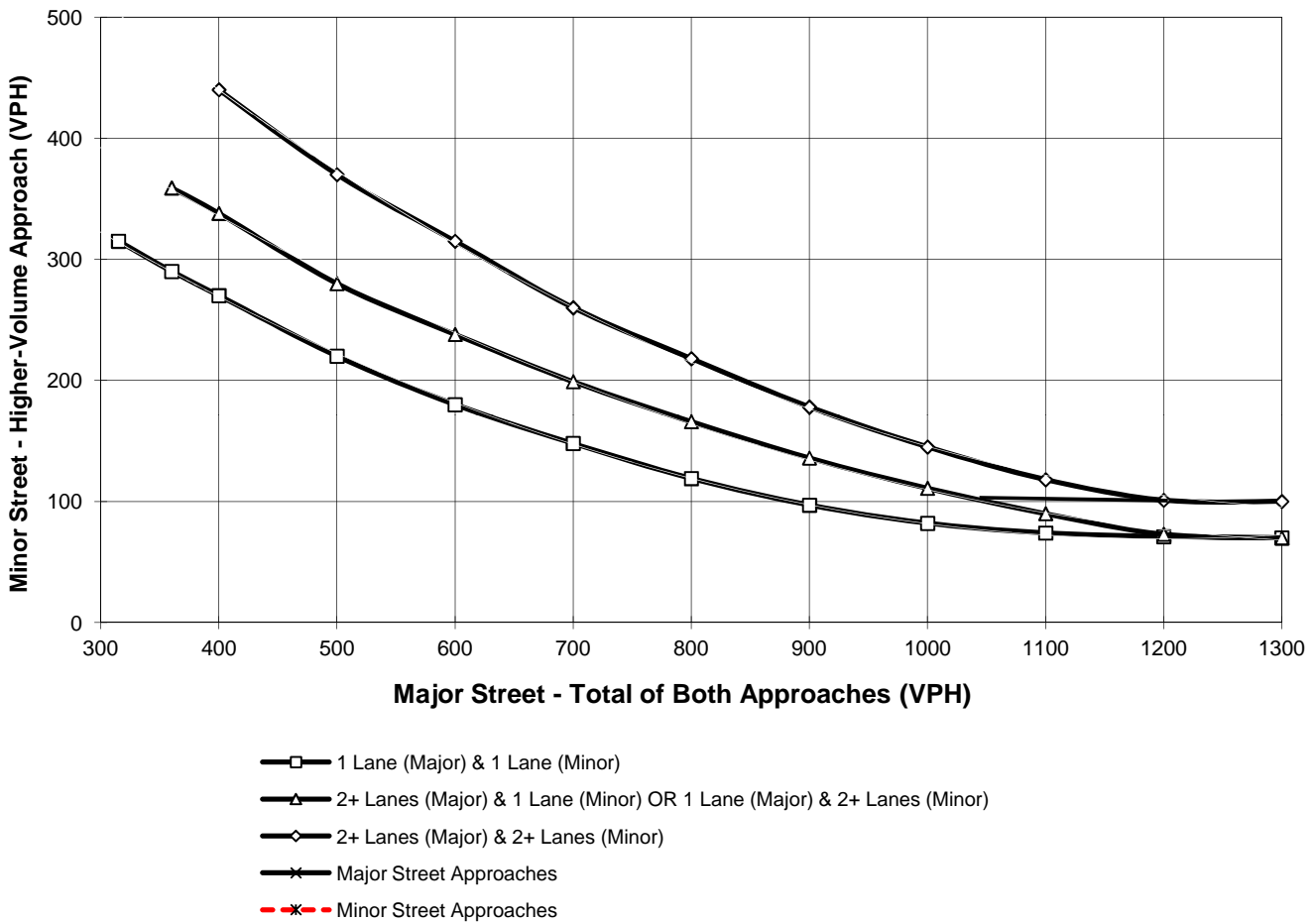
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **96**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Monroe Street**

High Volume Approach (VPH) = **41**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

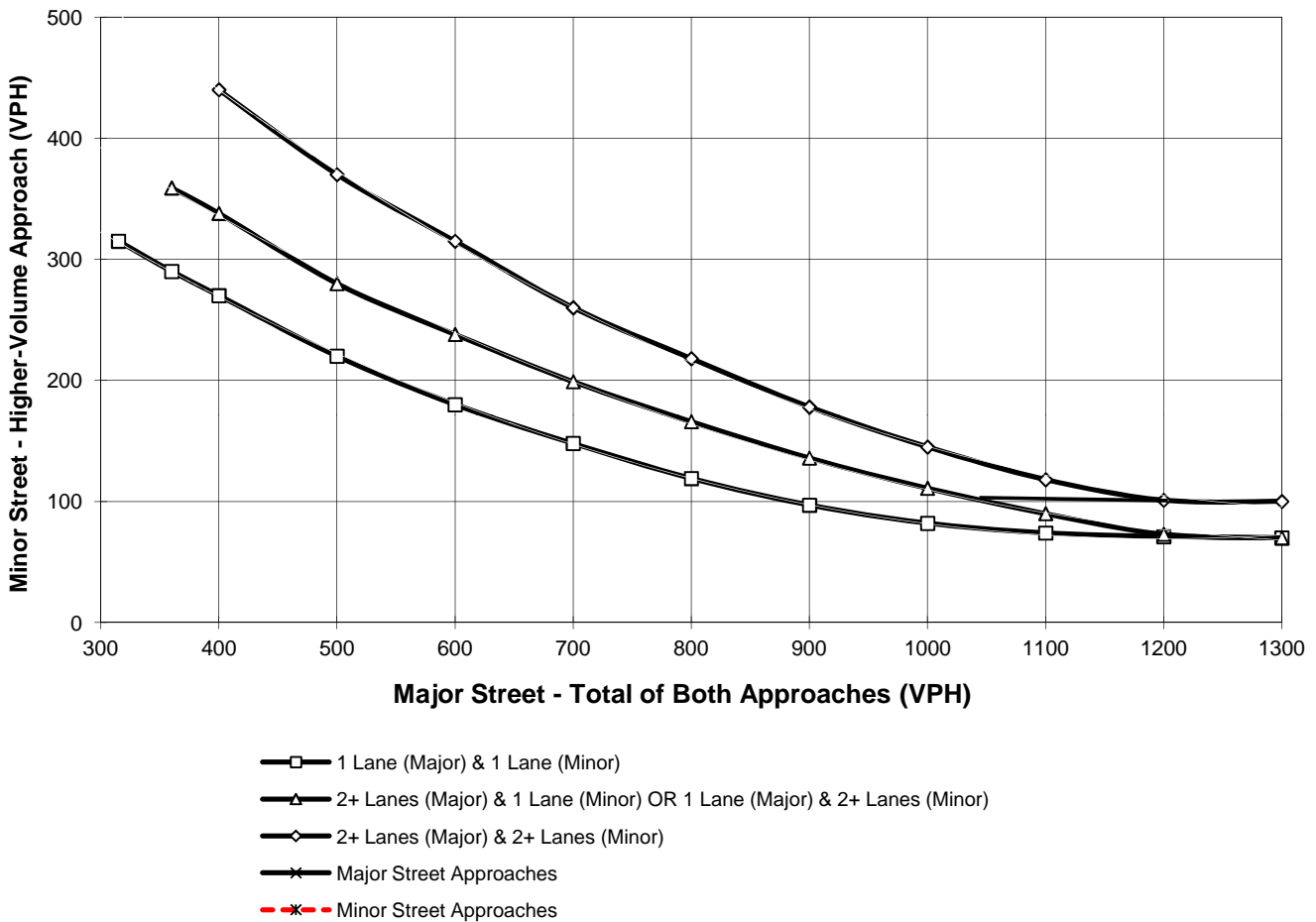
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **109**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Monroe Street**

High Volume Approach (VPH) = **56**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

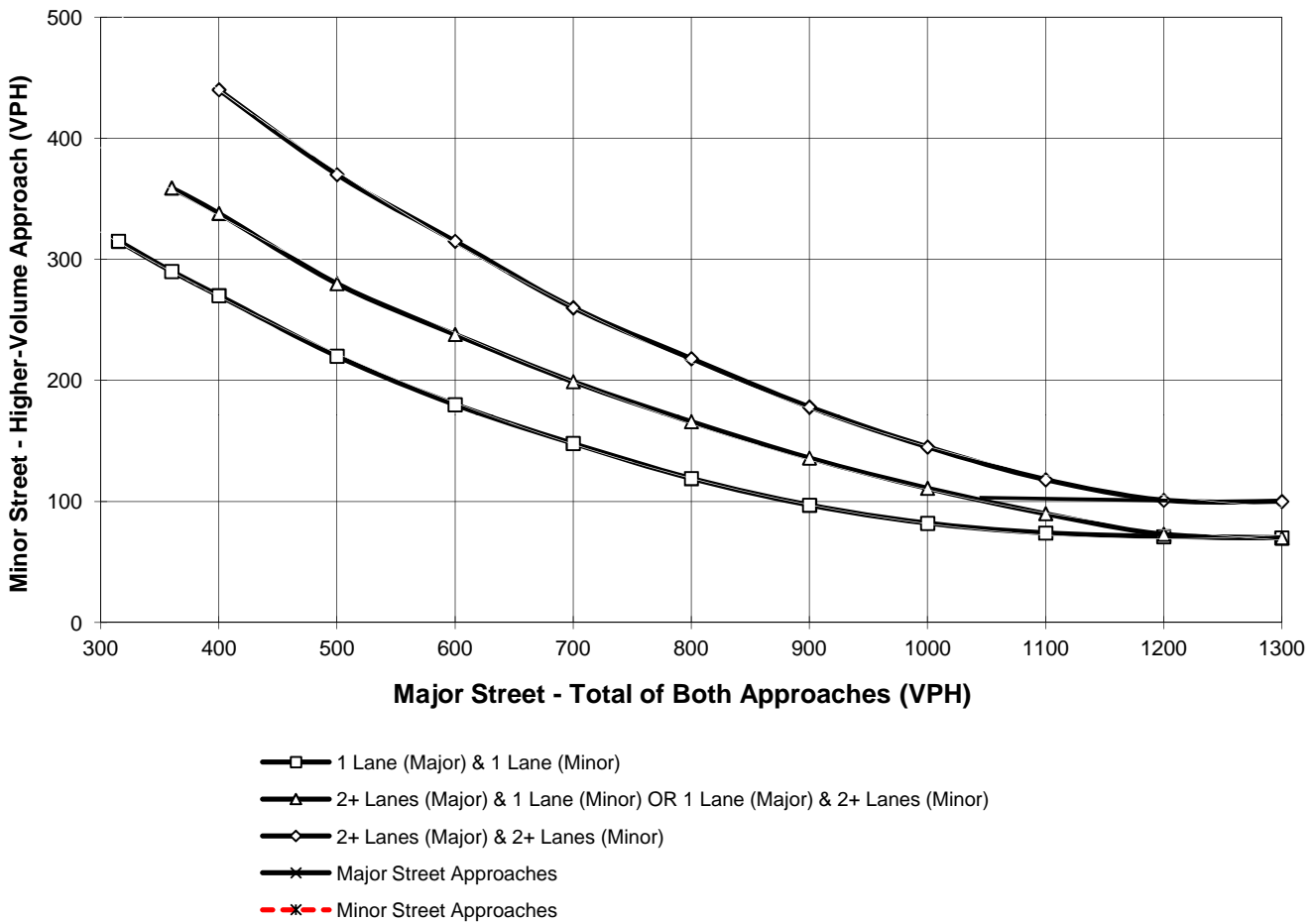
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **81**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **3**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

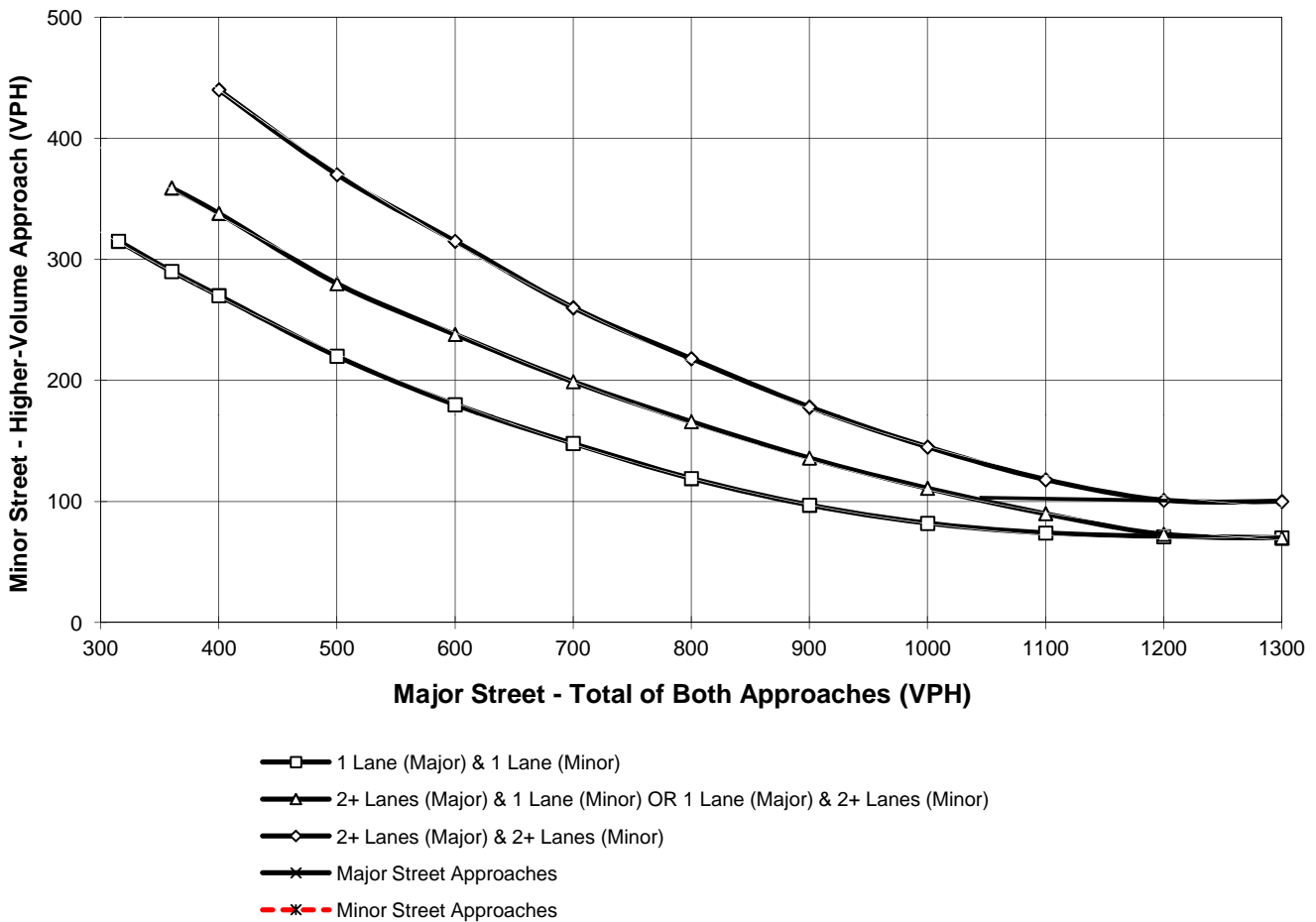
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **104**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **2**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

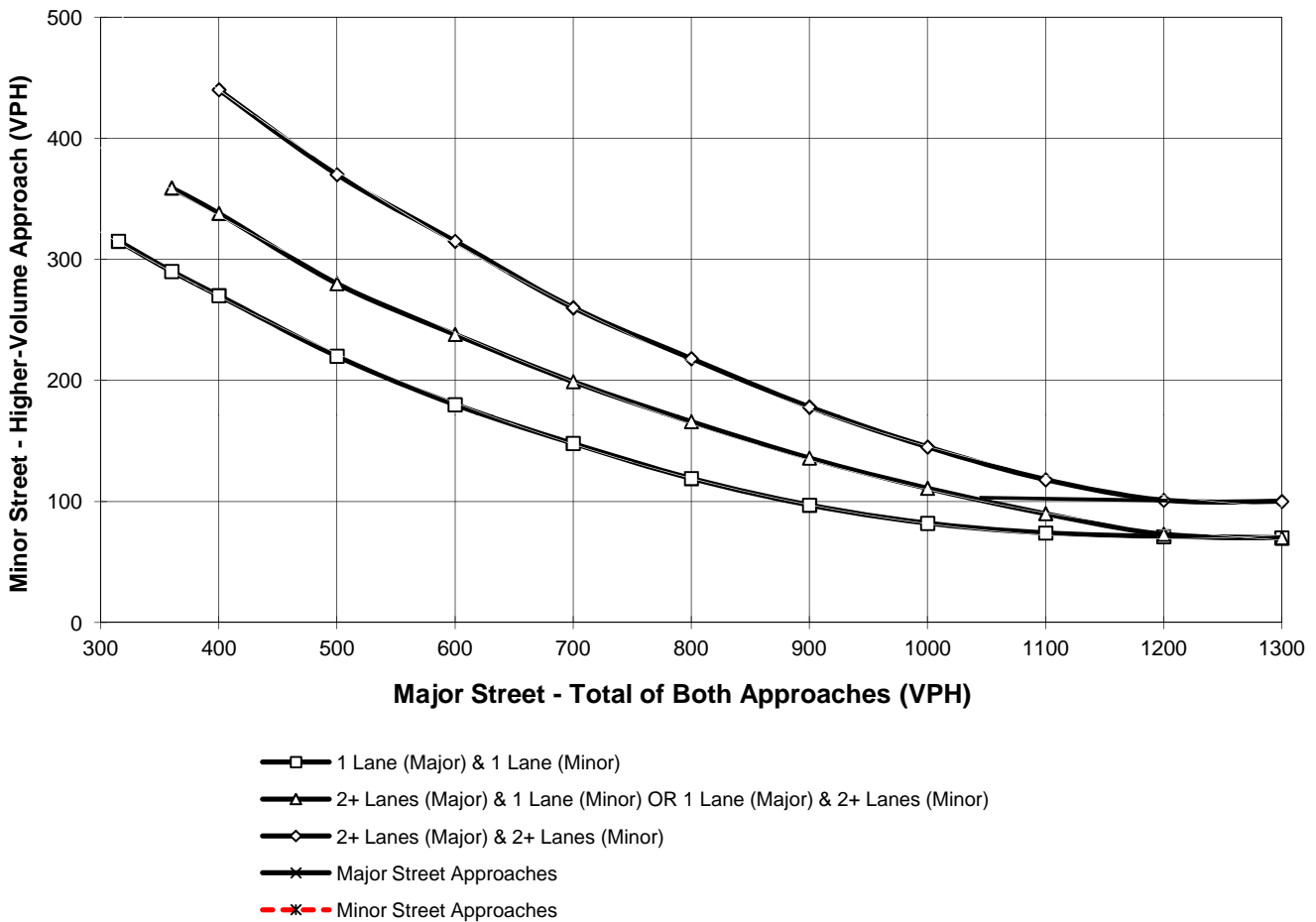
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **123**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **33**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

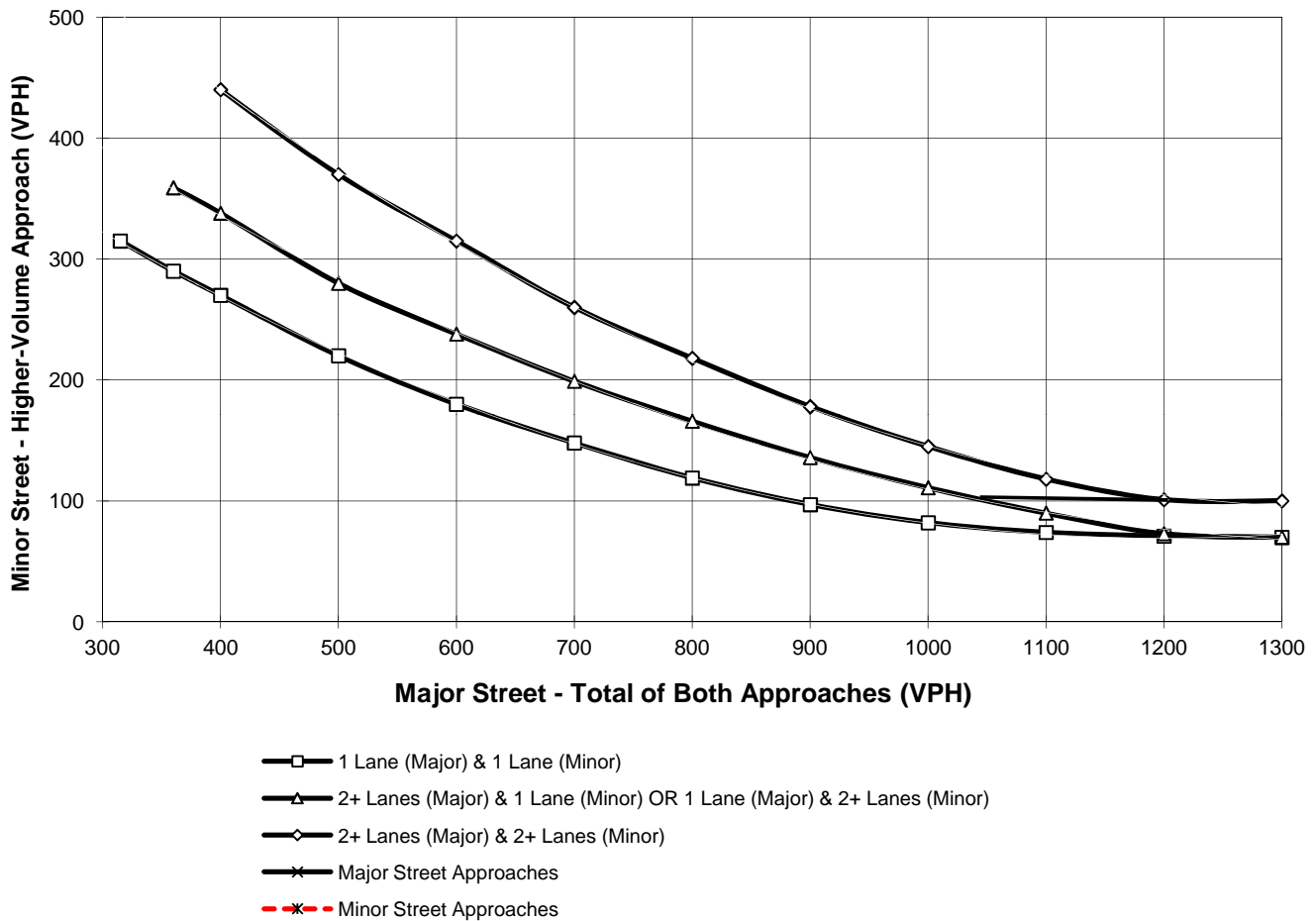
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **114**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **37**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

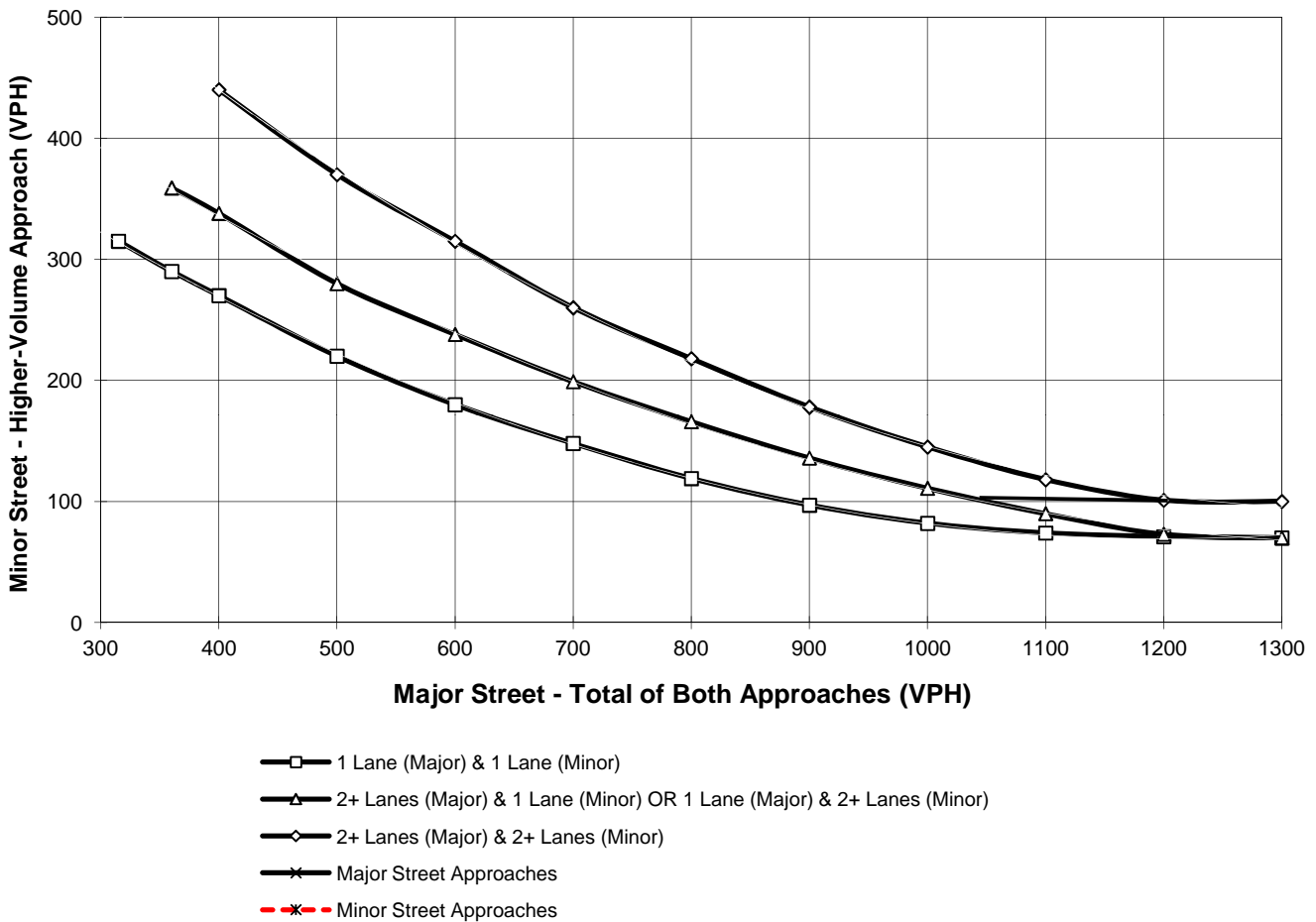
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **96**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **2**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

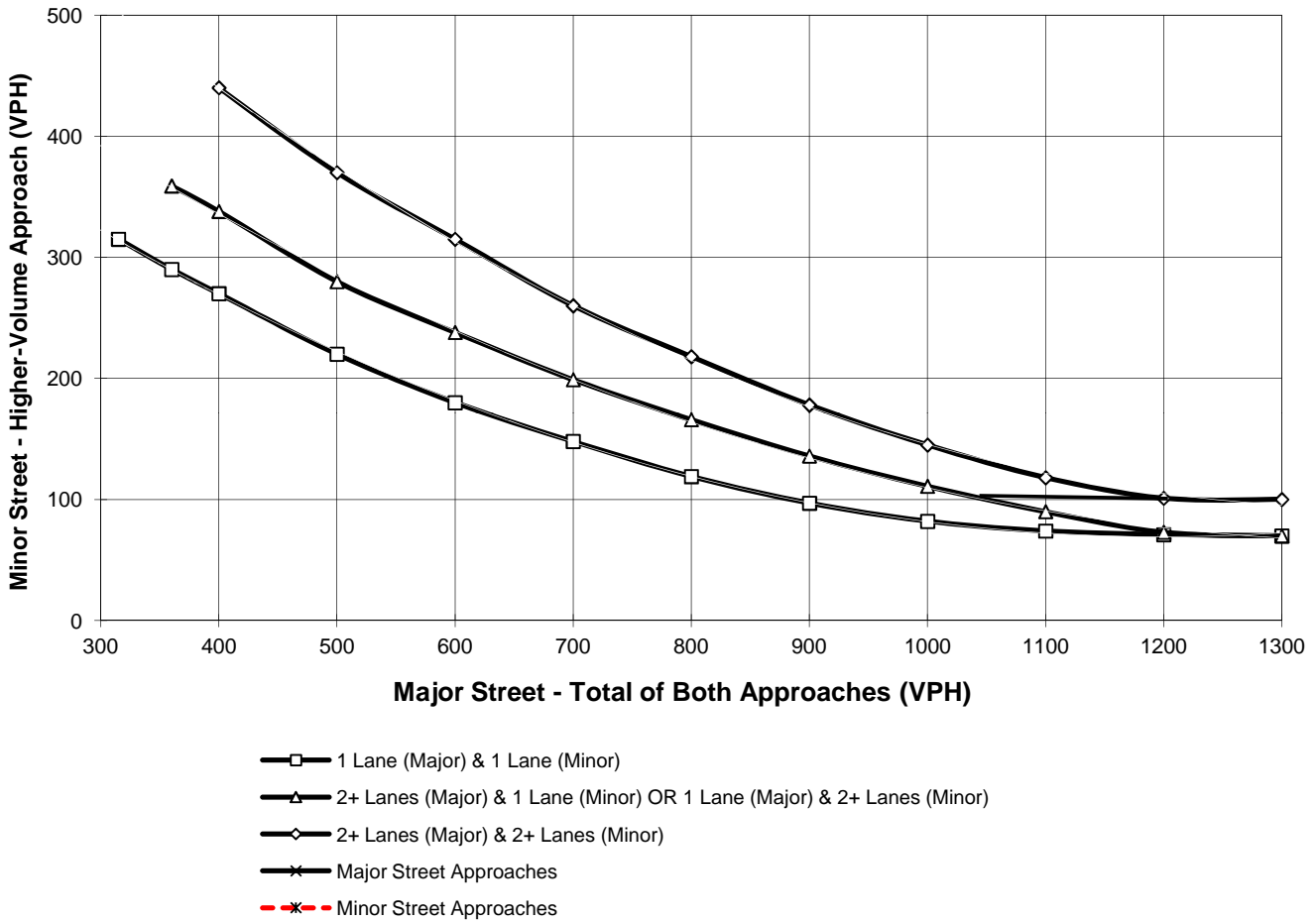
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **108**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **4**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

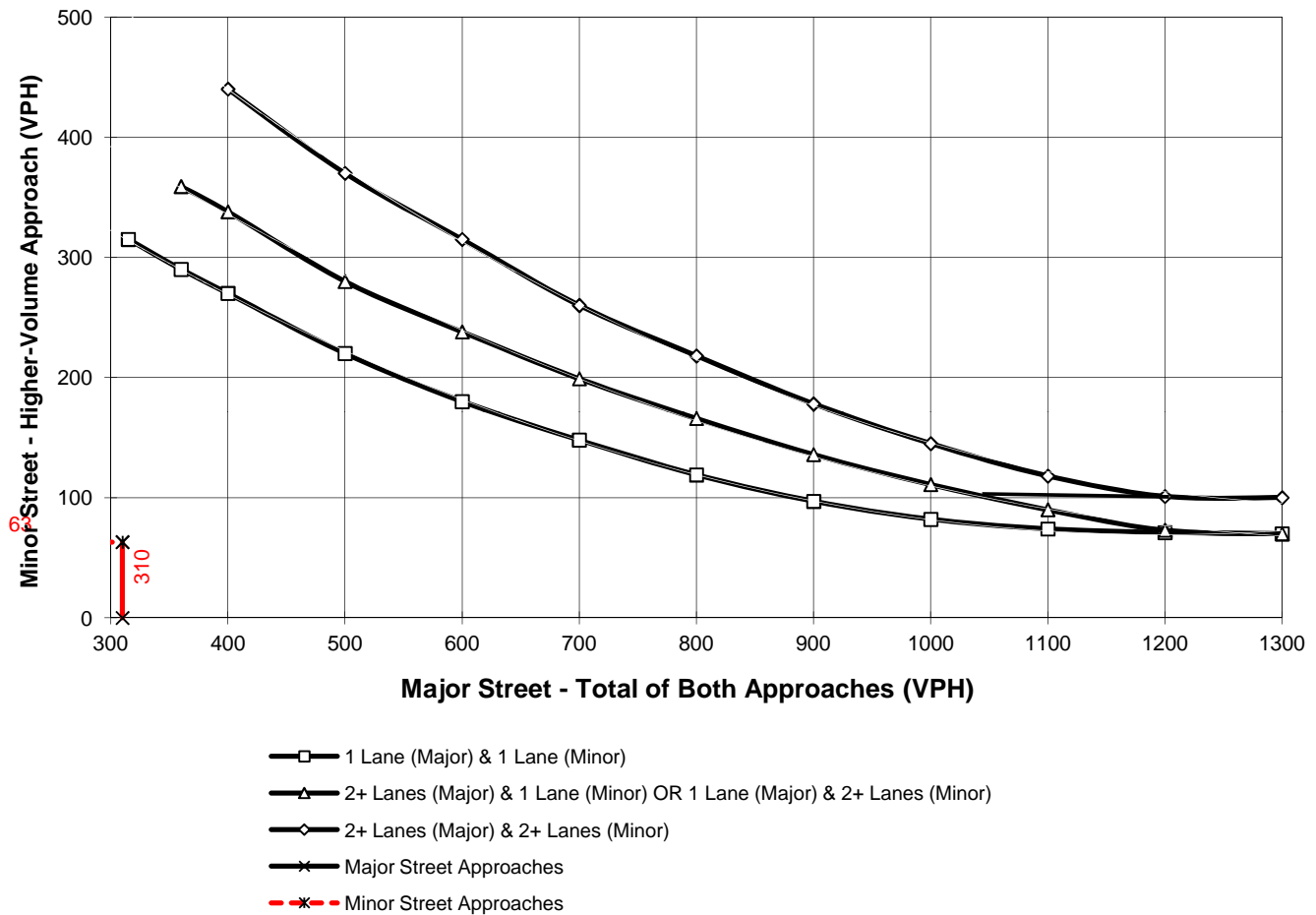
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **310**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **63**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

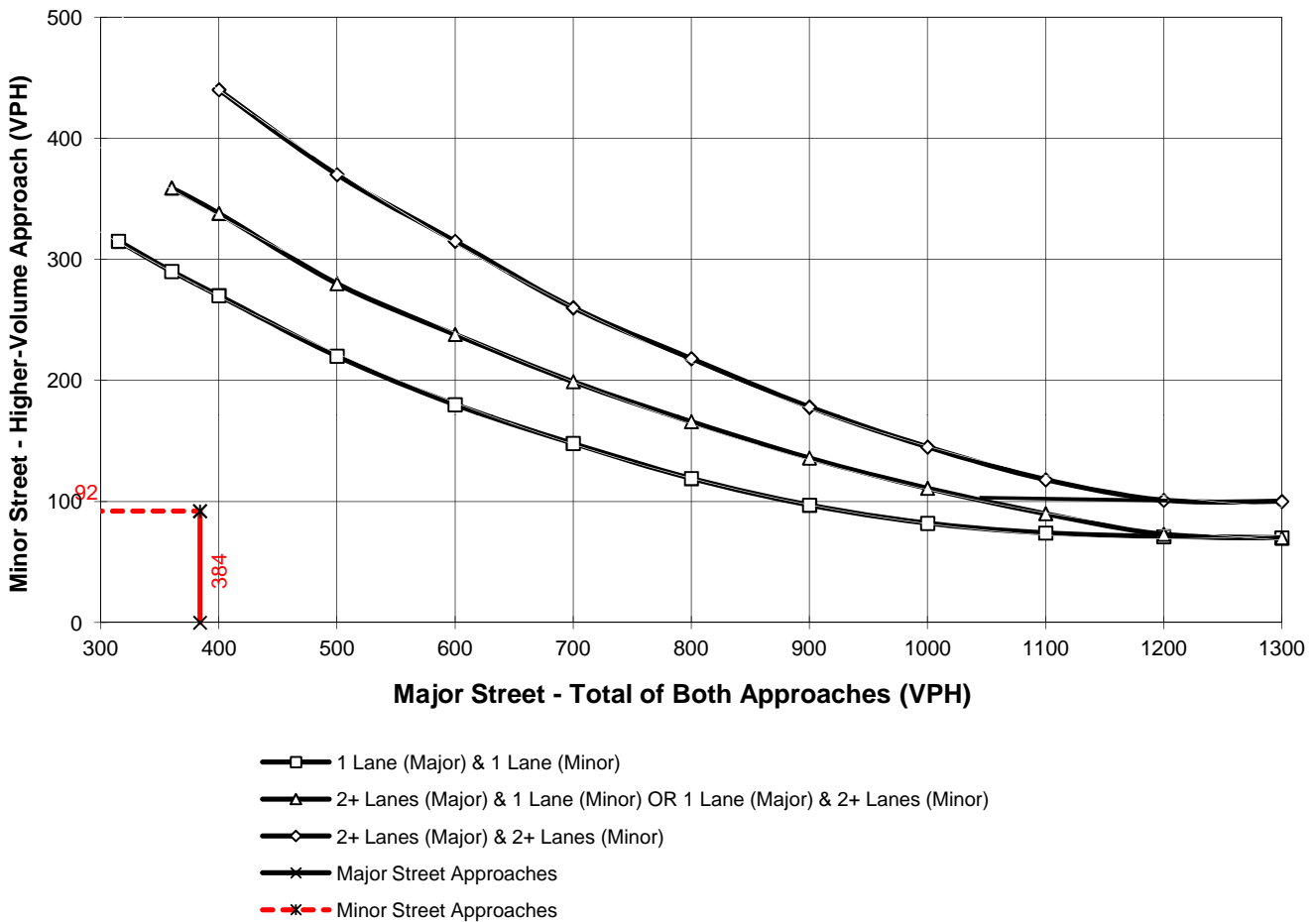
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **384**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **92**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Existing plus Project Conditions

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

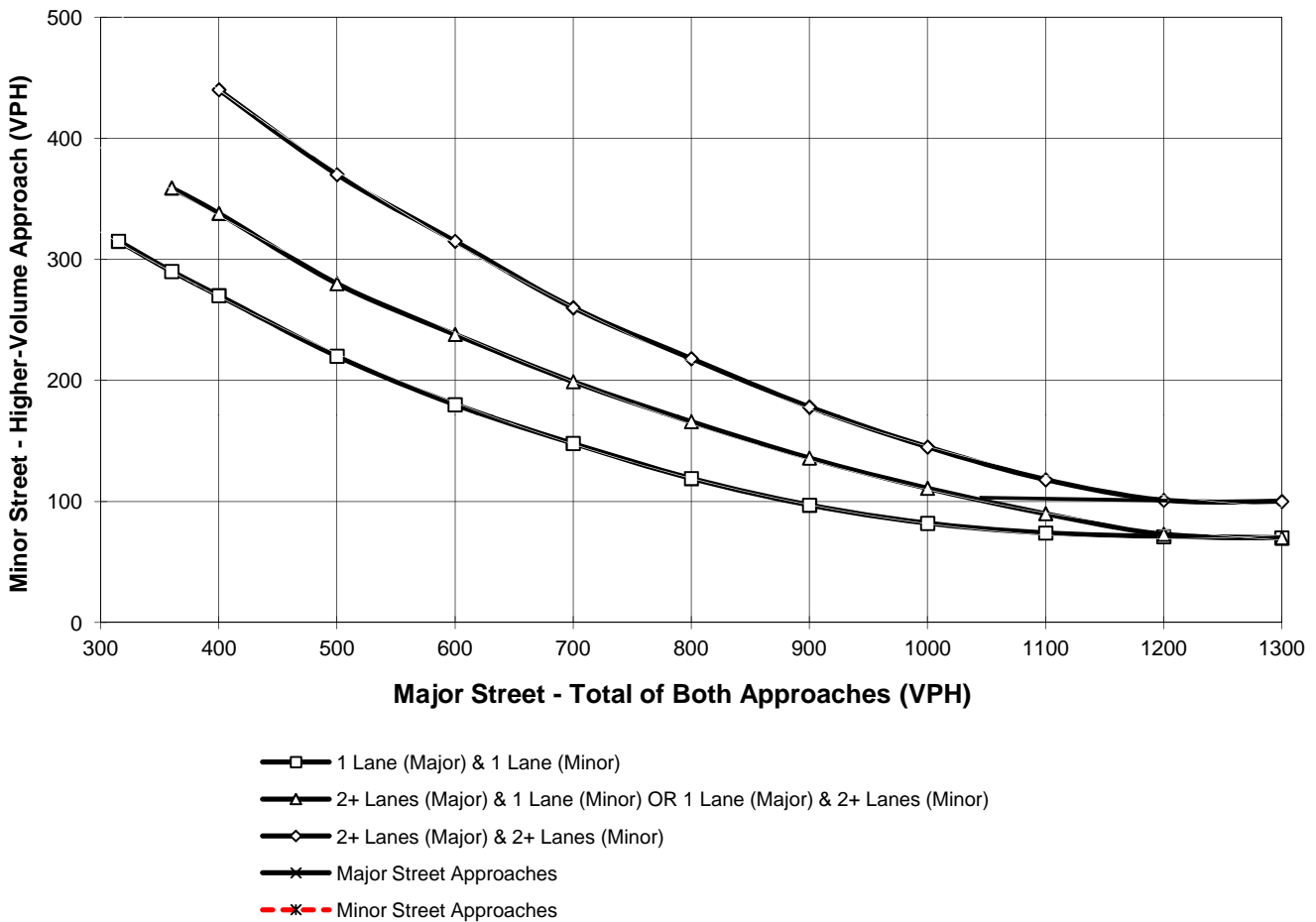
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **152**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Madison Street**

High Volume Approach (VPH) = **66**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

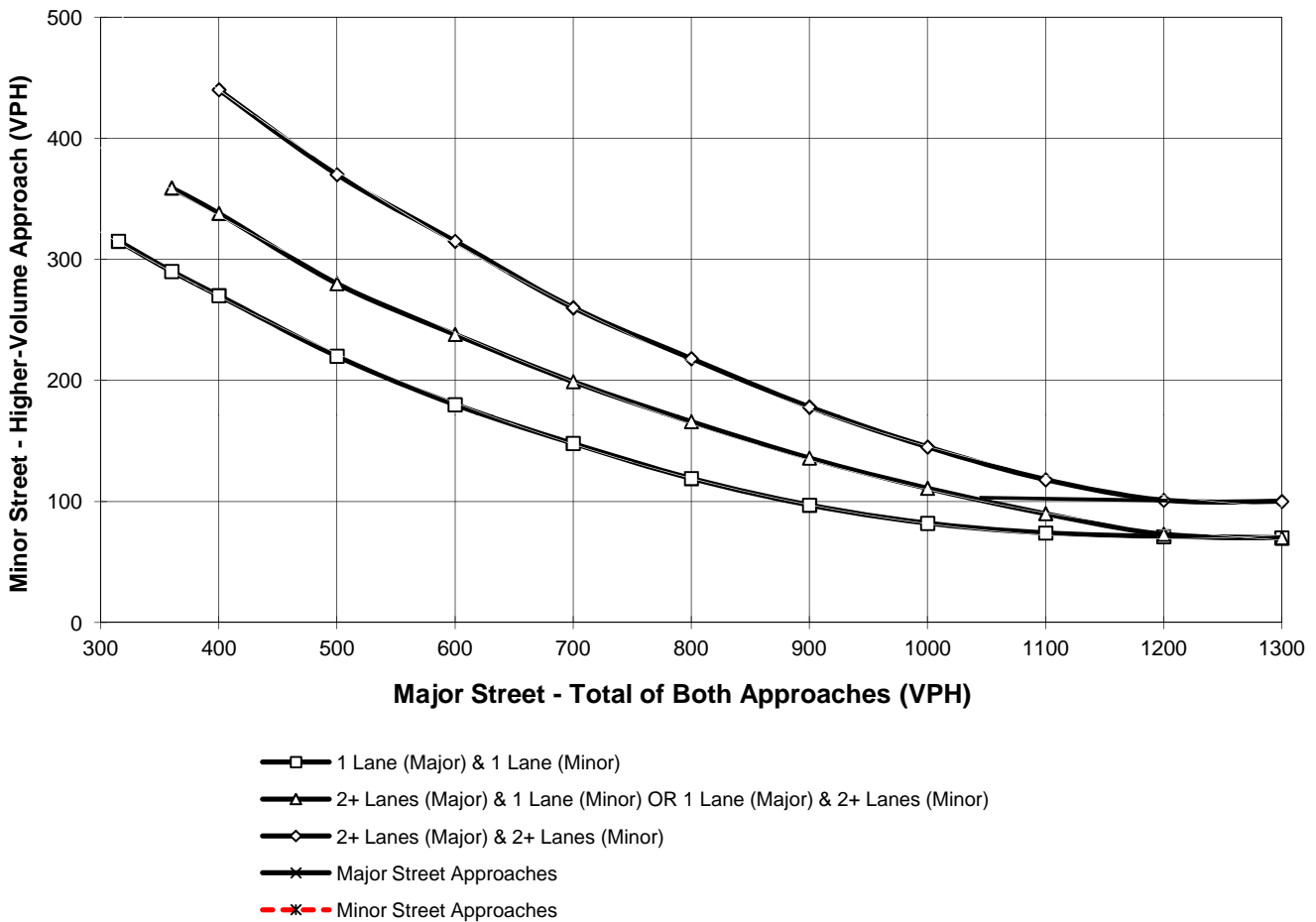
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **187**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **118**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

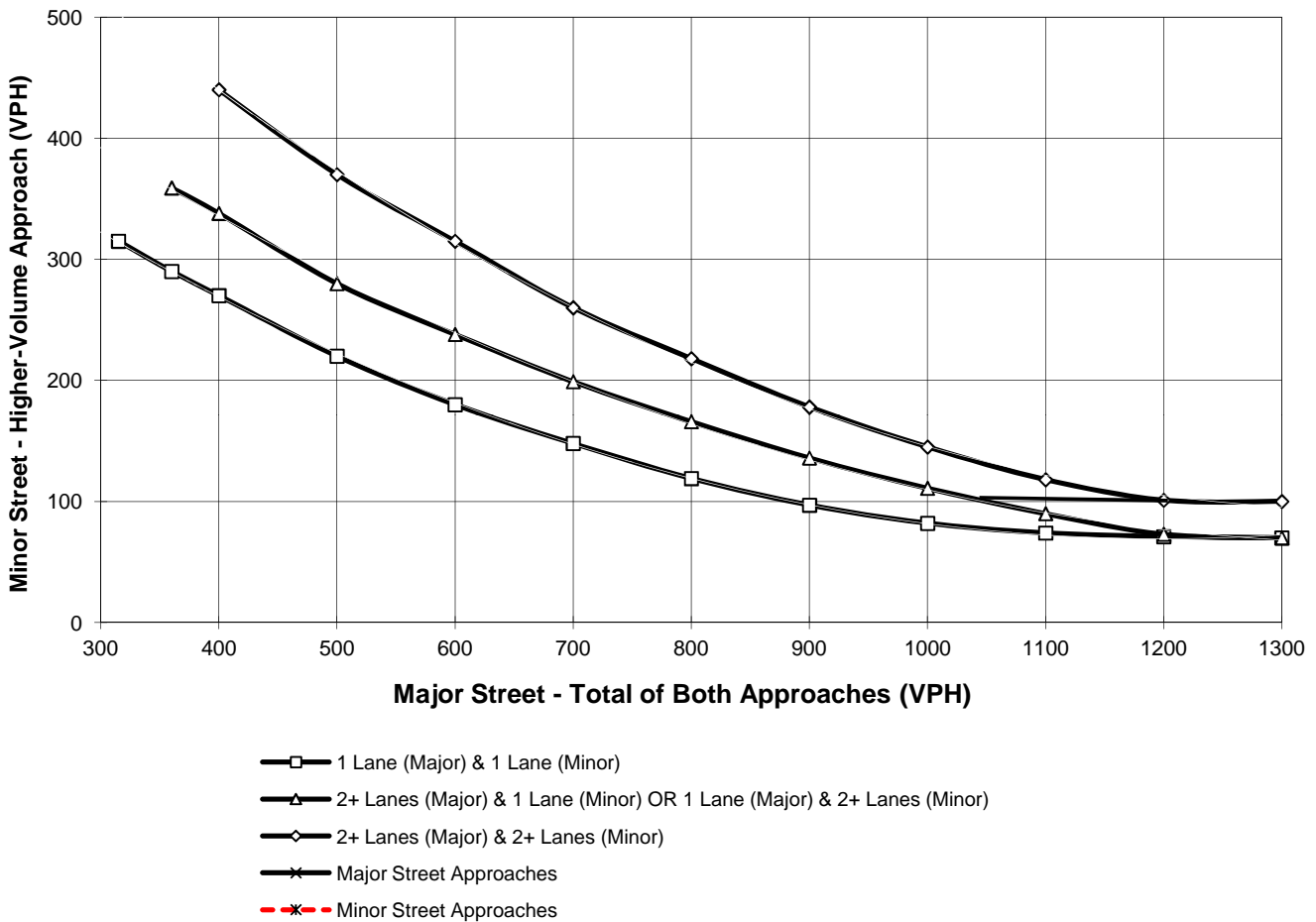
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **209**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **95**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

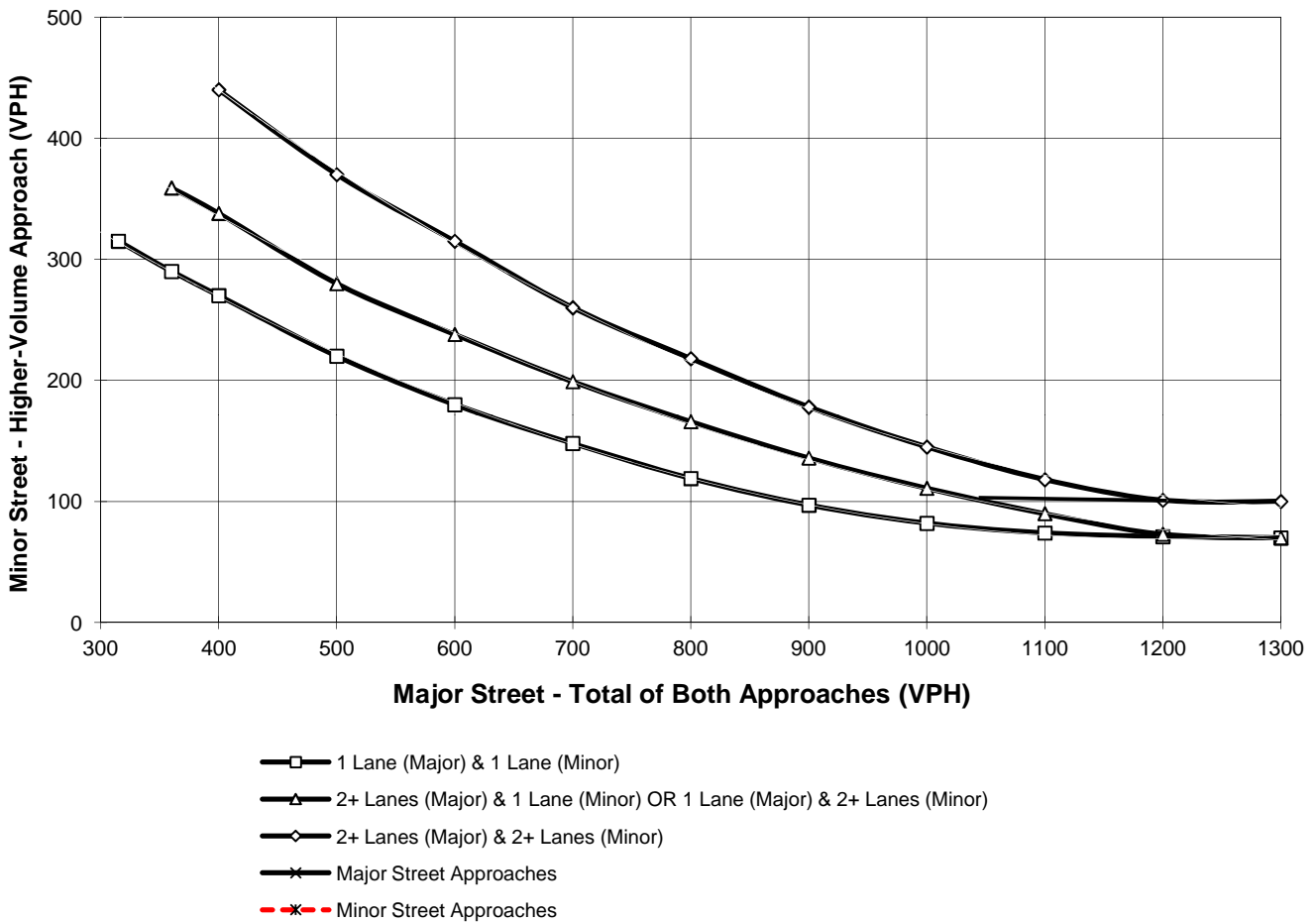
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **252**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **186**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

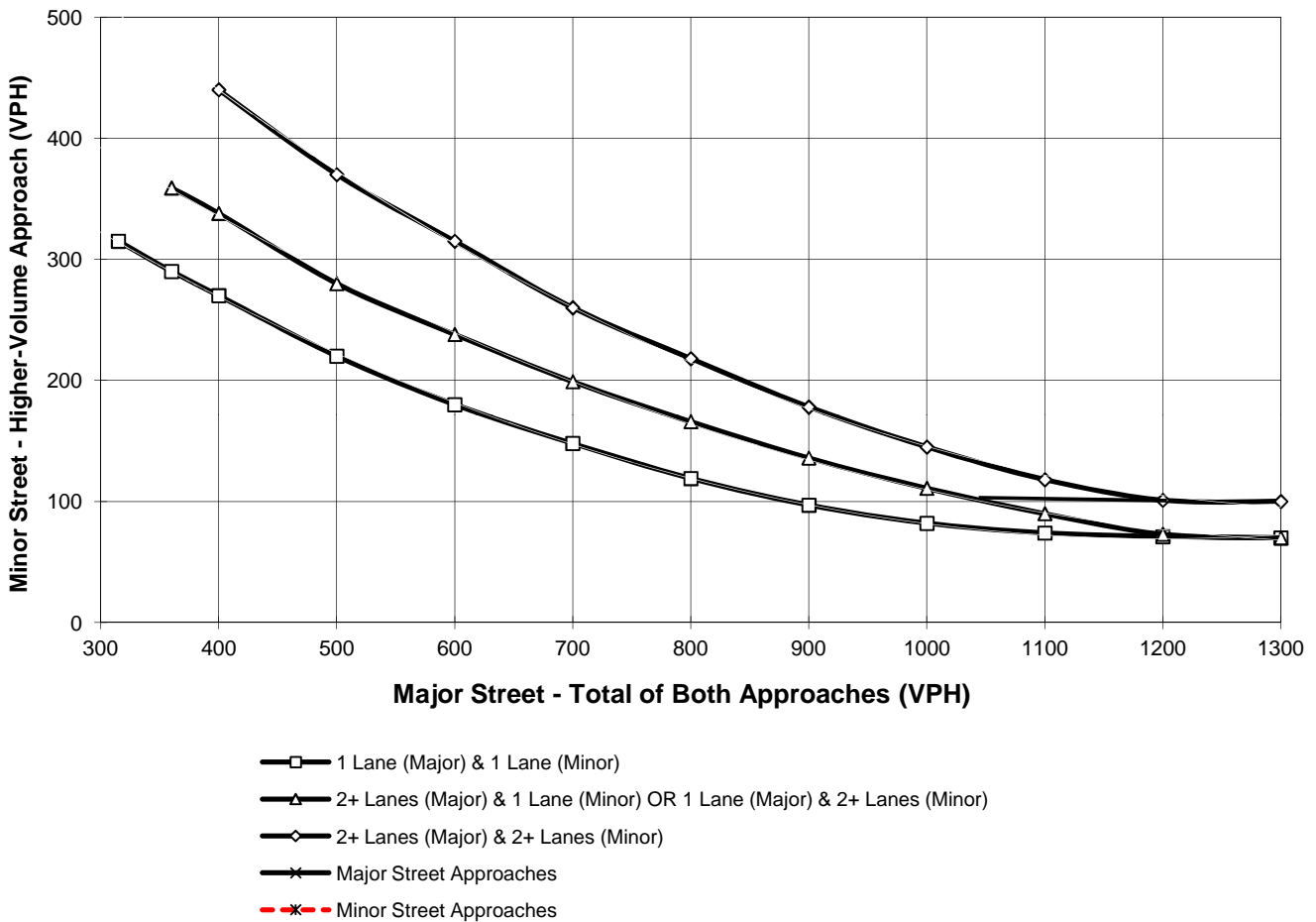
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **170**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Monroe Street**

High Volume Approach (VPH) = **61**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

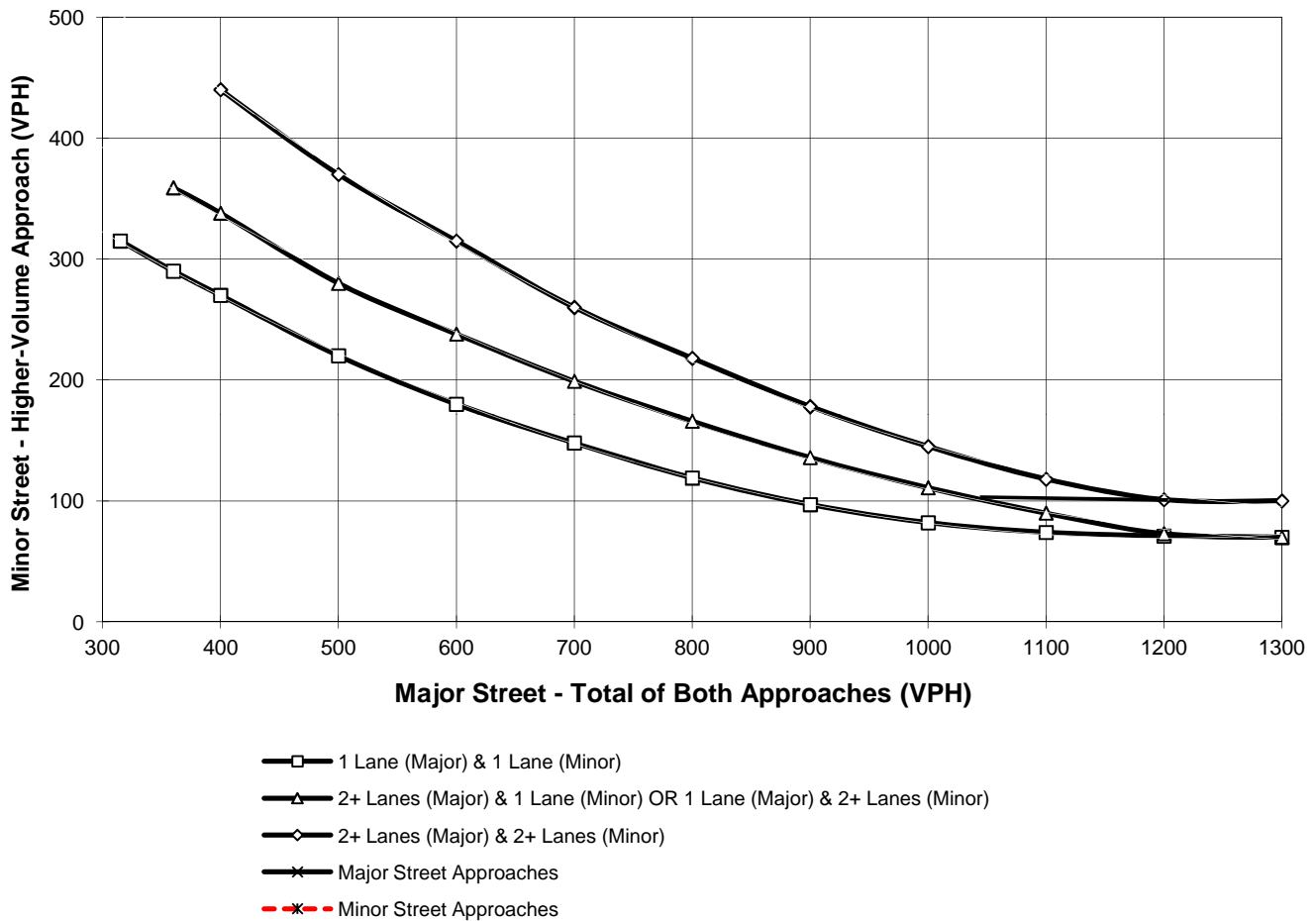
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **185**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **115**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

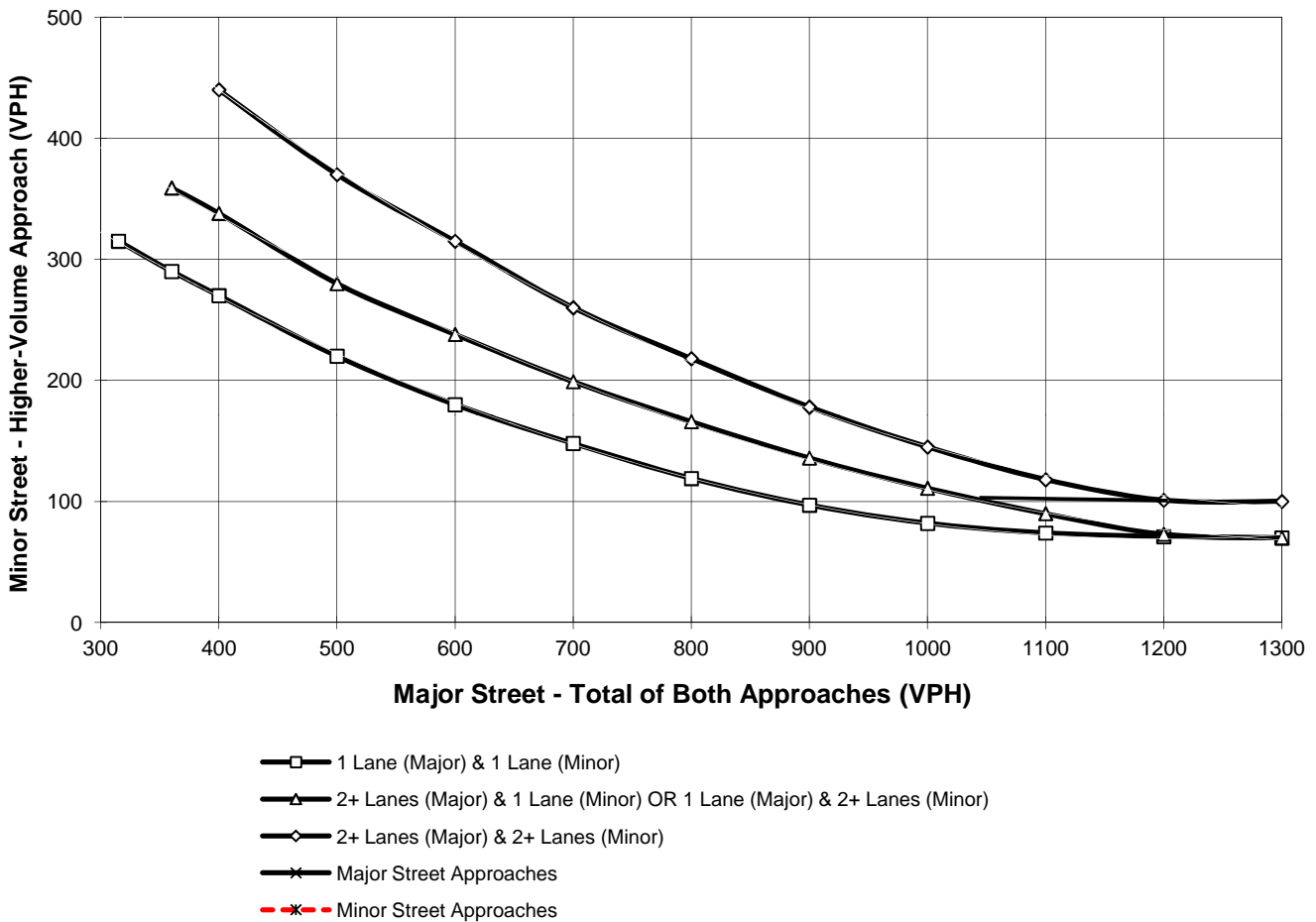
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **88**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **22**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

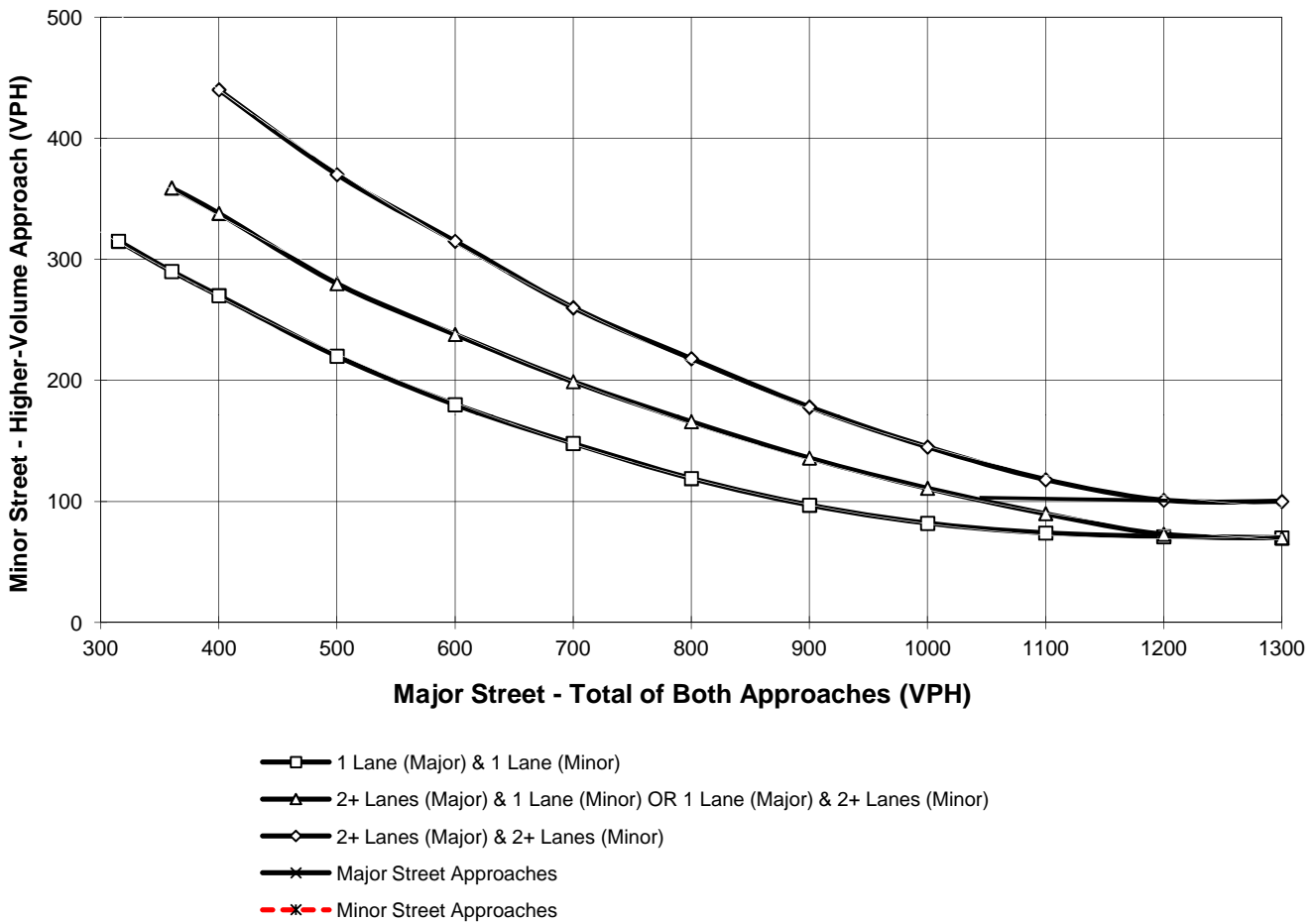
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **126**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **15**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

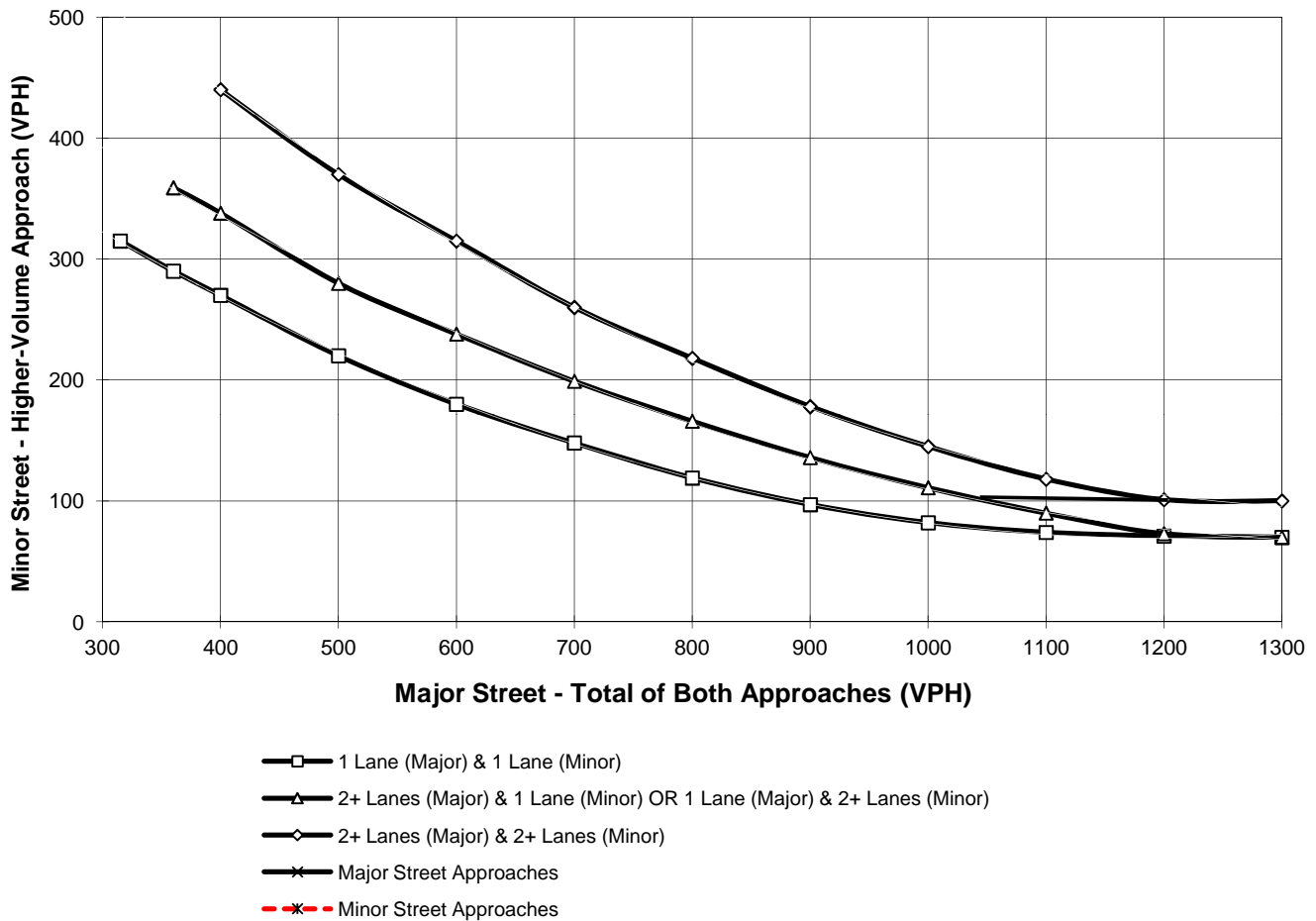
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **139**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **60**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

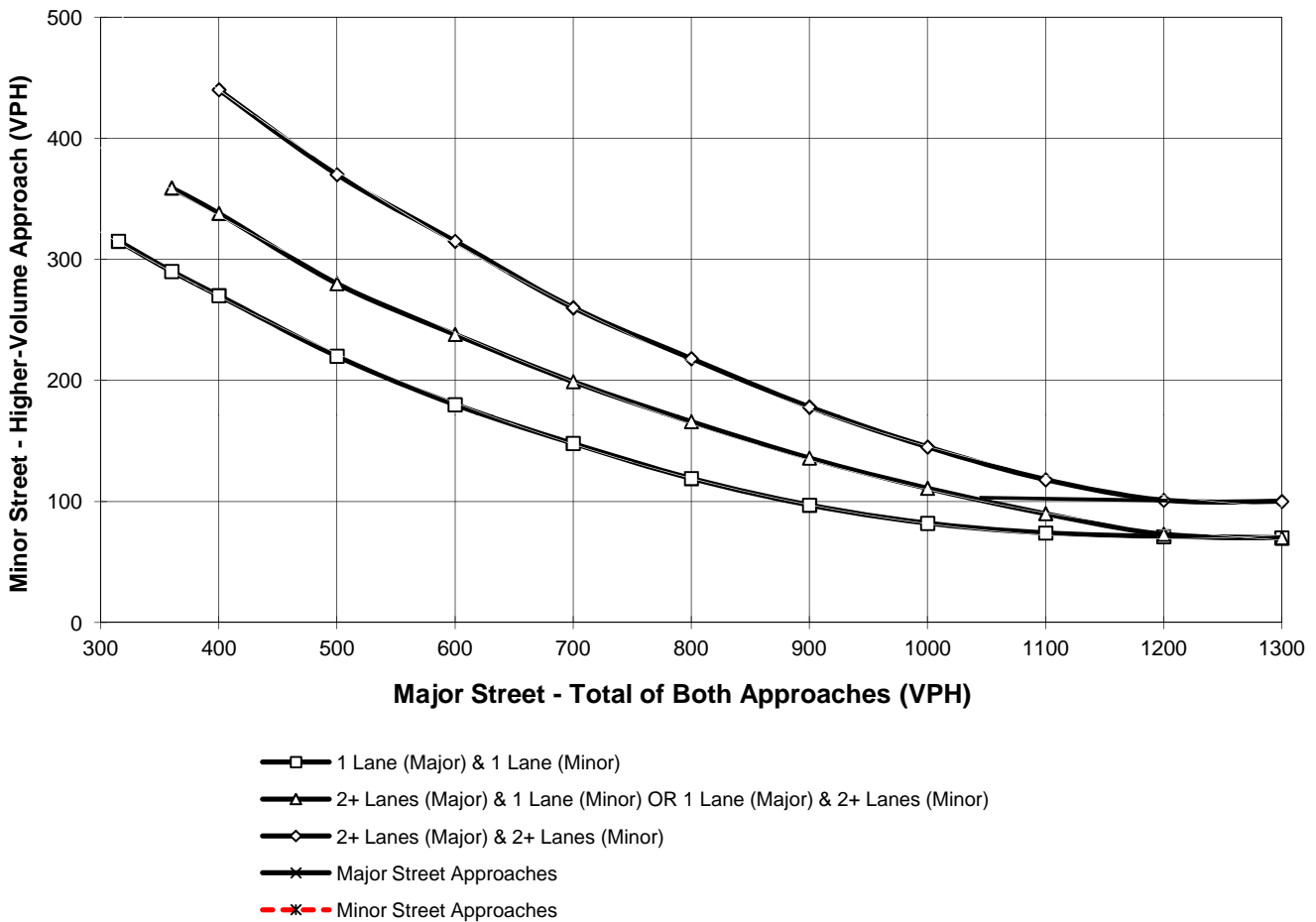
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **147**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **54**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

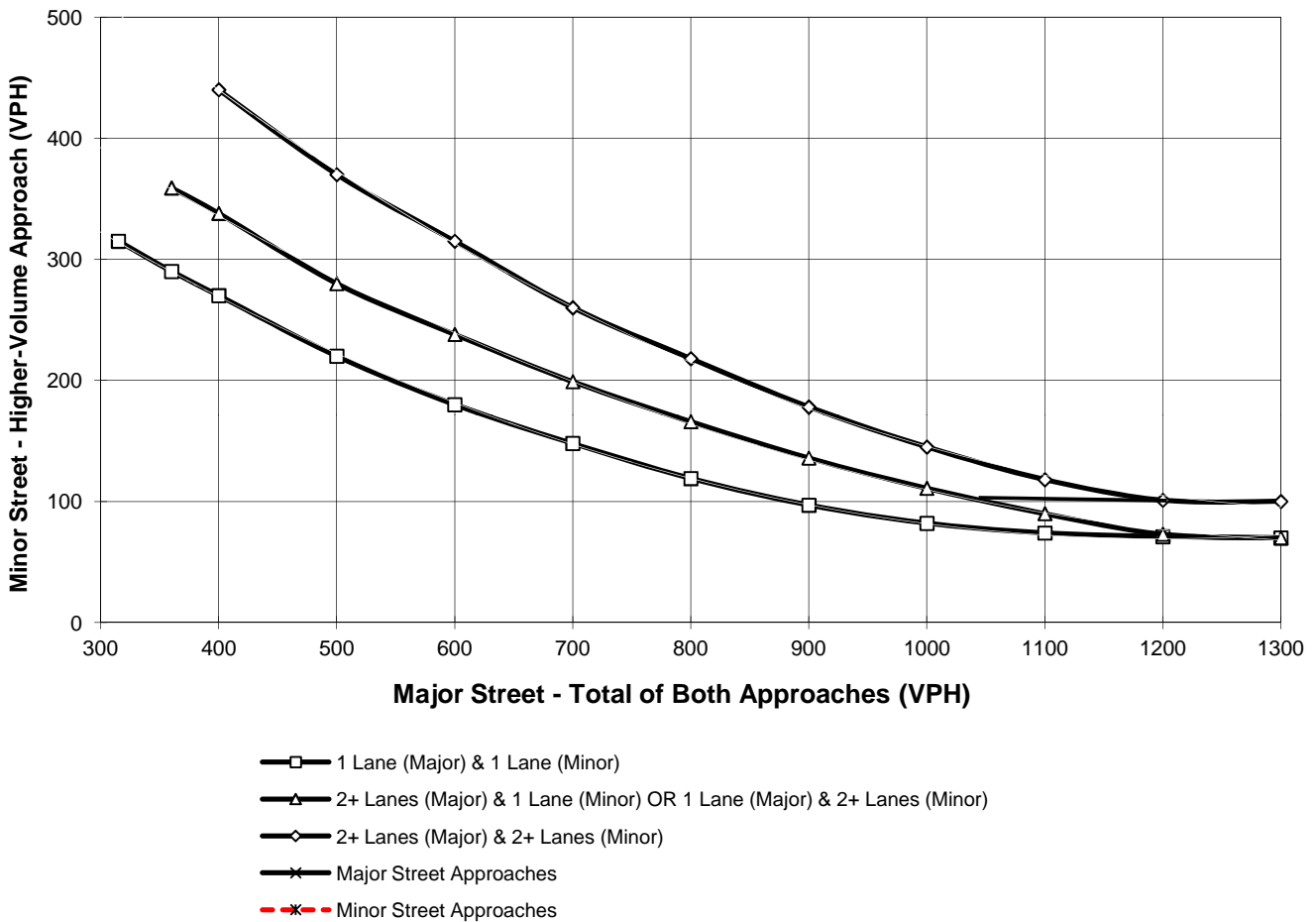
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **100**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **23**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

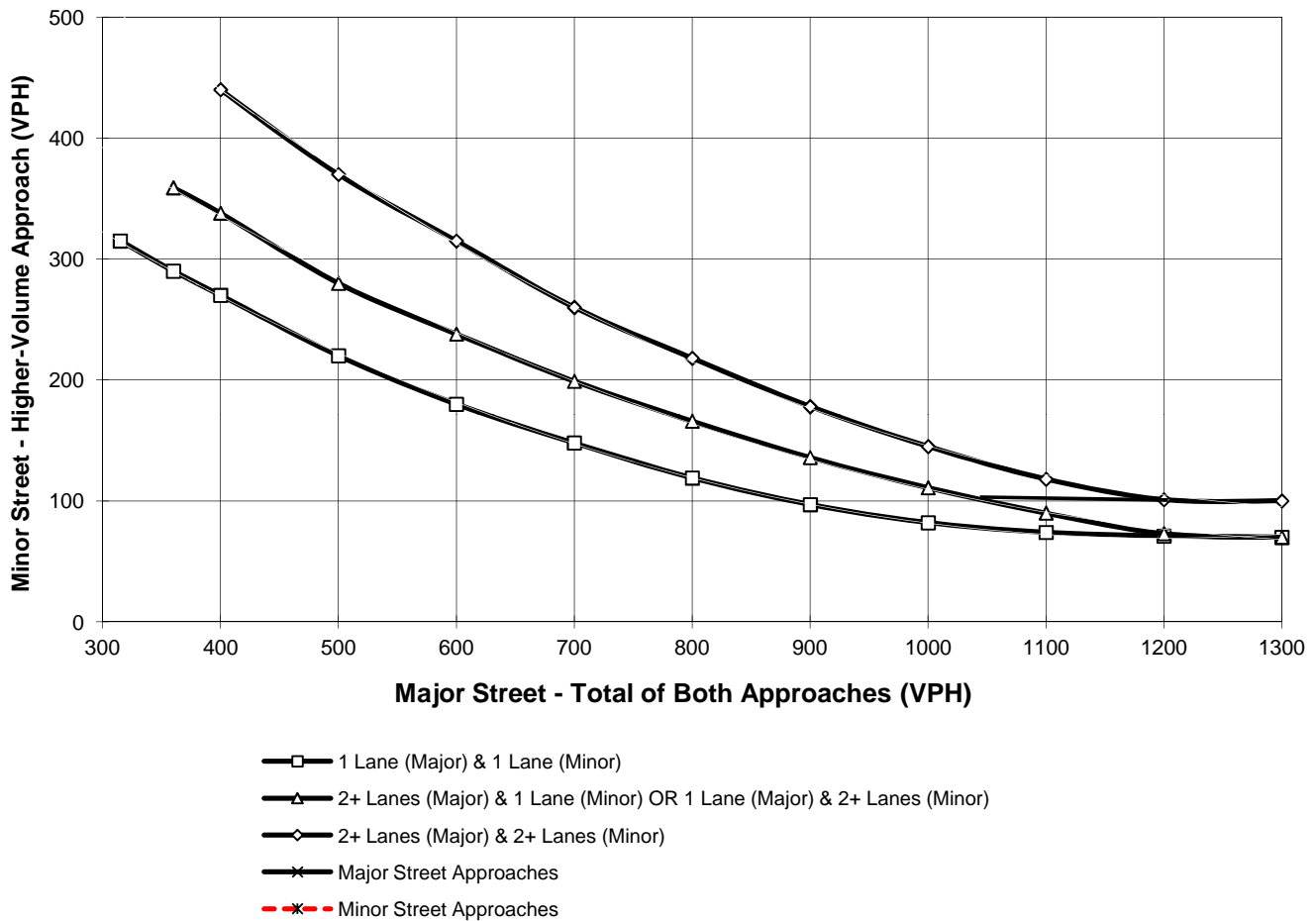
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **122**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **16**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

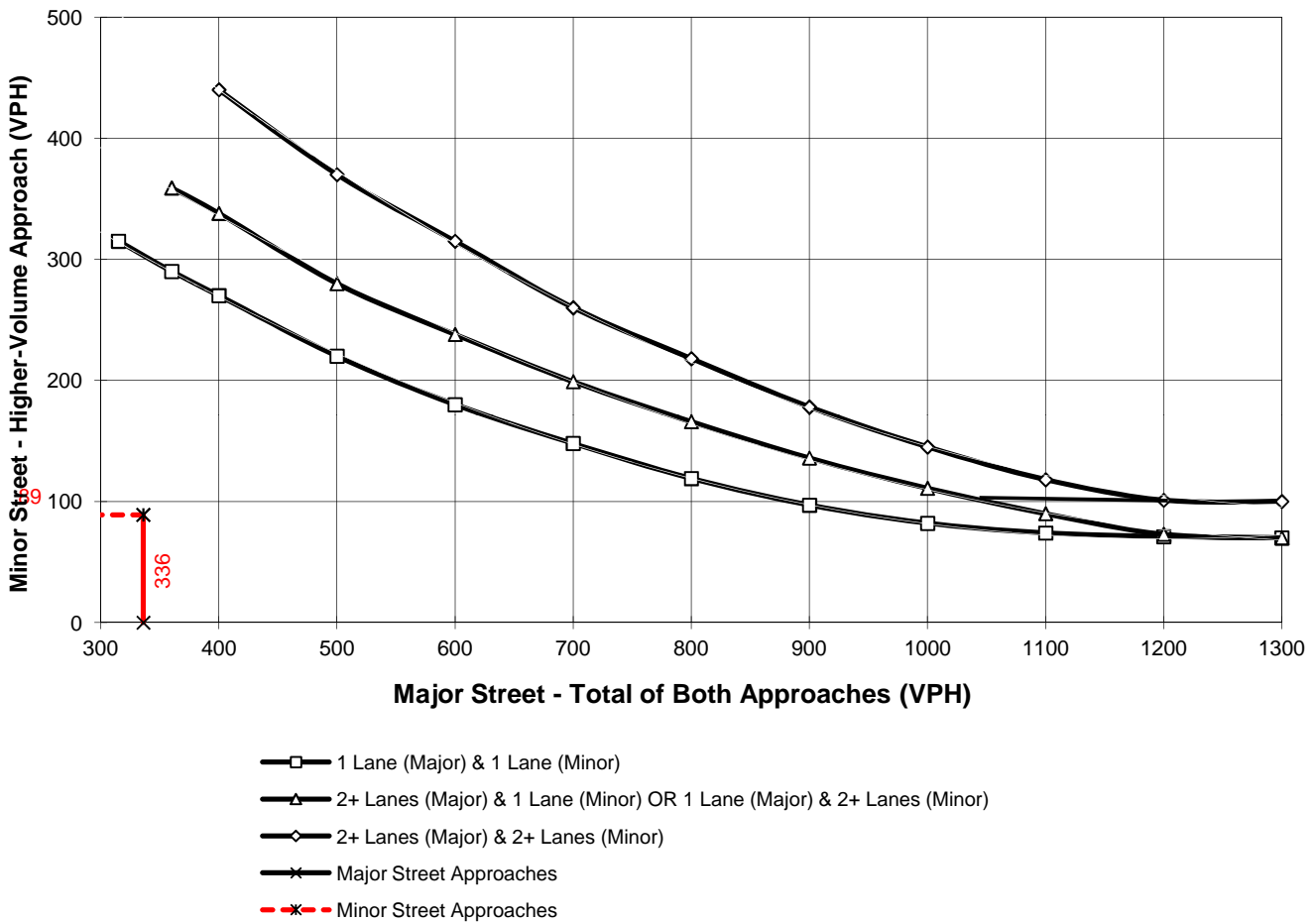
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **336**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **89**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

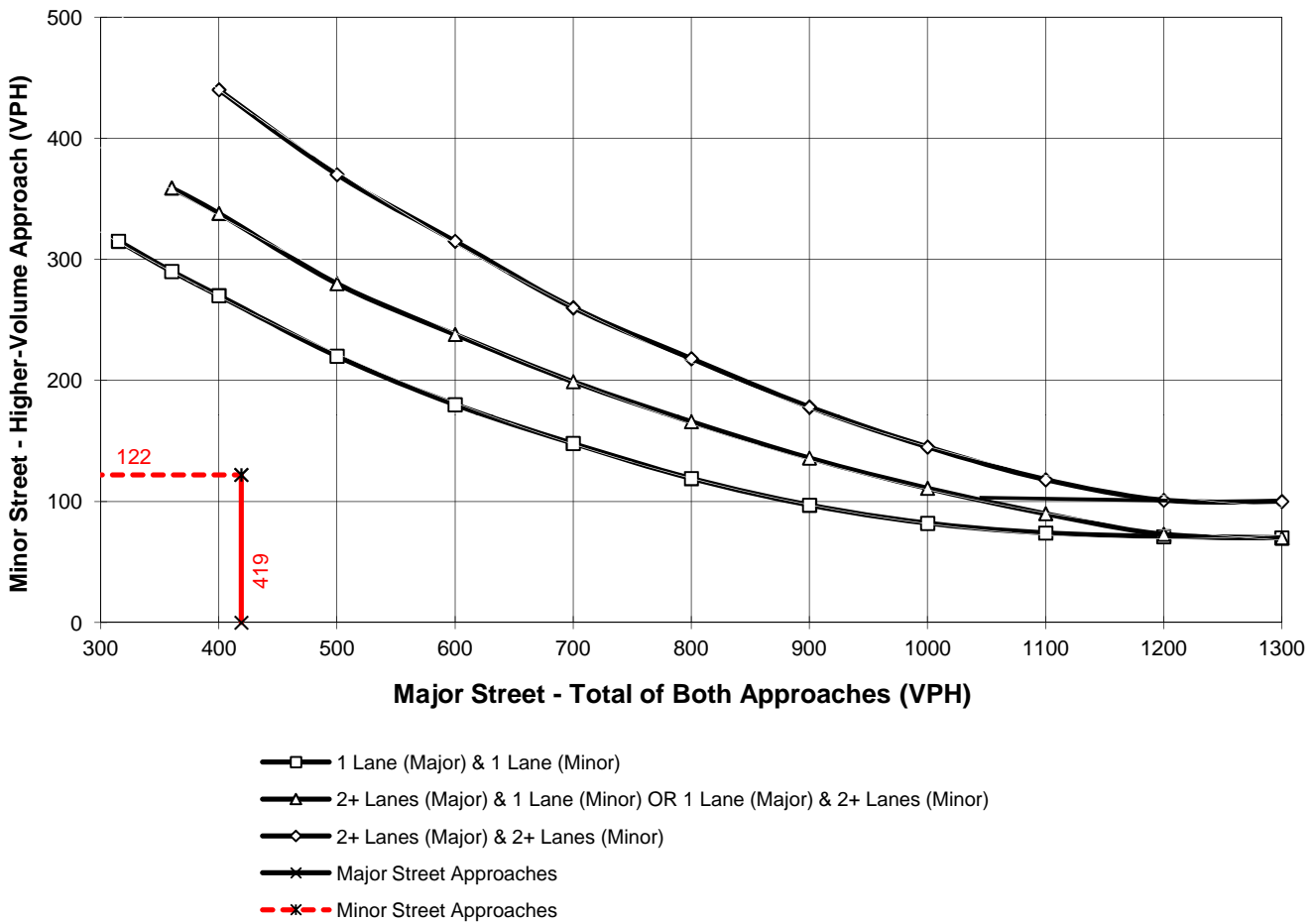
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **419**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **122**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>60th Avenue (EW)</u>				CHK _____	DATE _____
Minor Street: <u>Driveway 1 (NS)</u>				Critical Approach Speed (Major) _____	<u>55</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>1,521</u>	vpd	Minor Street Future ADT =	<u>770</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 1,521	1 770	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 1,521	1 770	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	27%				
	<u>B</u>				
	18%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>Driveway 2 (NS)</u>				CHK _____	DATE _____
Minor Street: <u>61st Avenue (EW)</u>				Critical Approach Speed (Major) _____	<u>40</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>329</u>	vpd	Minor Street Future ADT =	<u>191</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 329	1 191	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 329	1 191	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	4%				
	<u>B</u>				
	3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



EAP (2016) Conditions

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

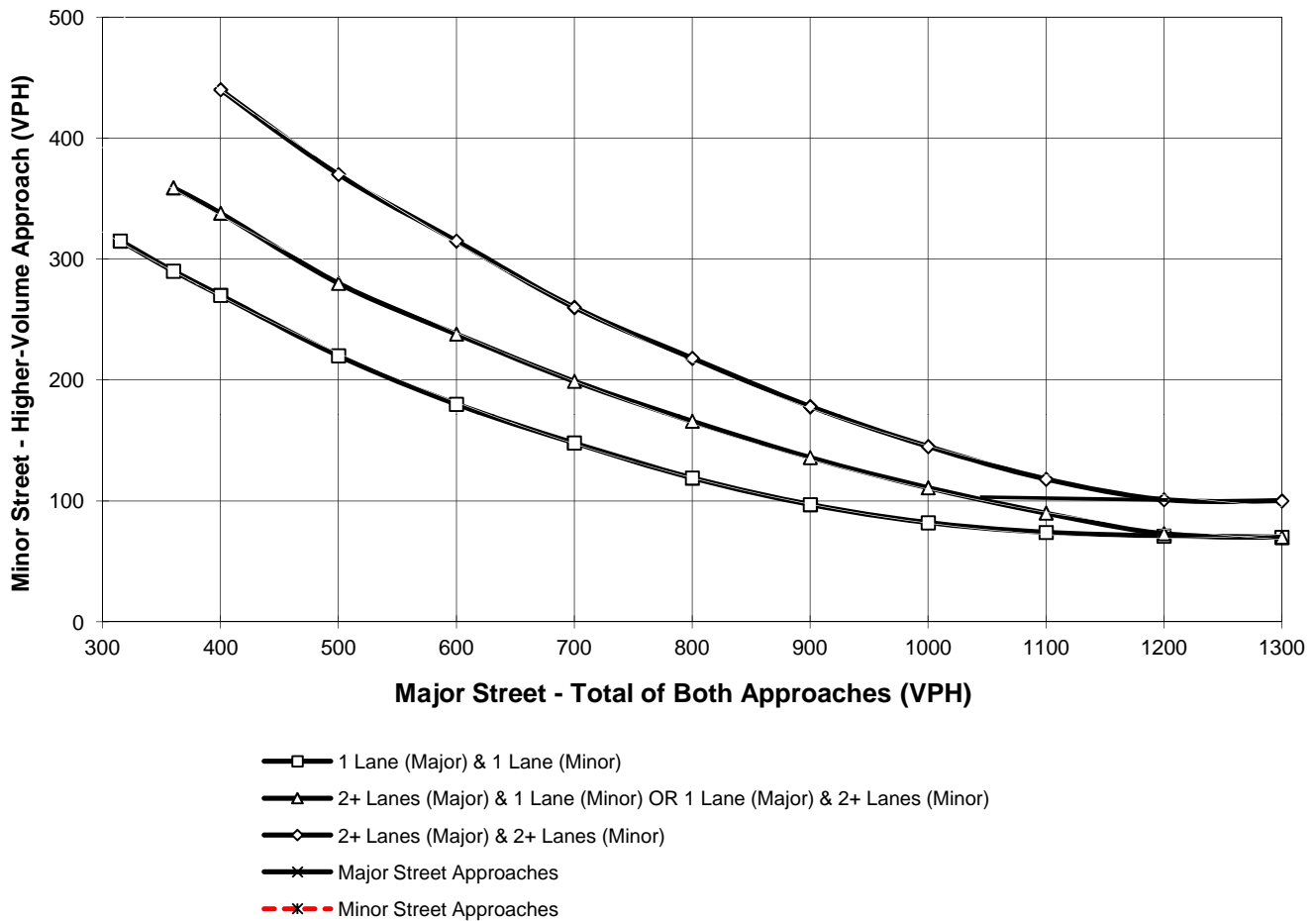
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **160**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Madison Street**

High Volume Approach (VPH) = **70**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

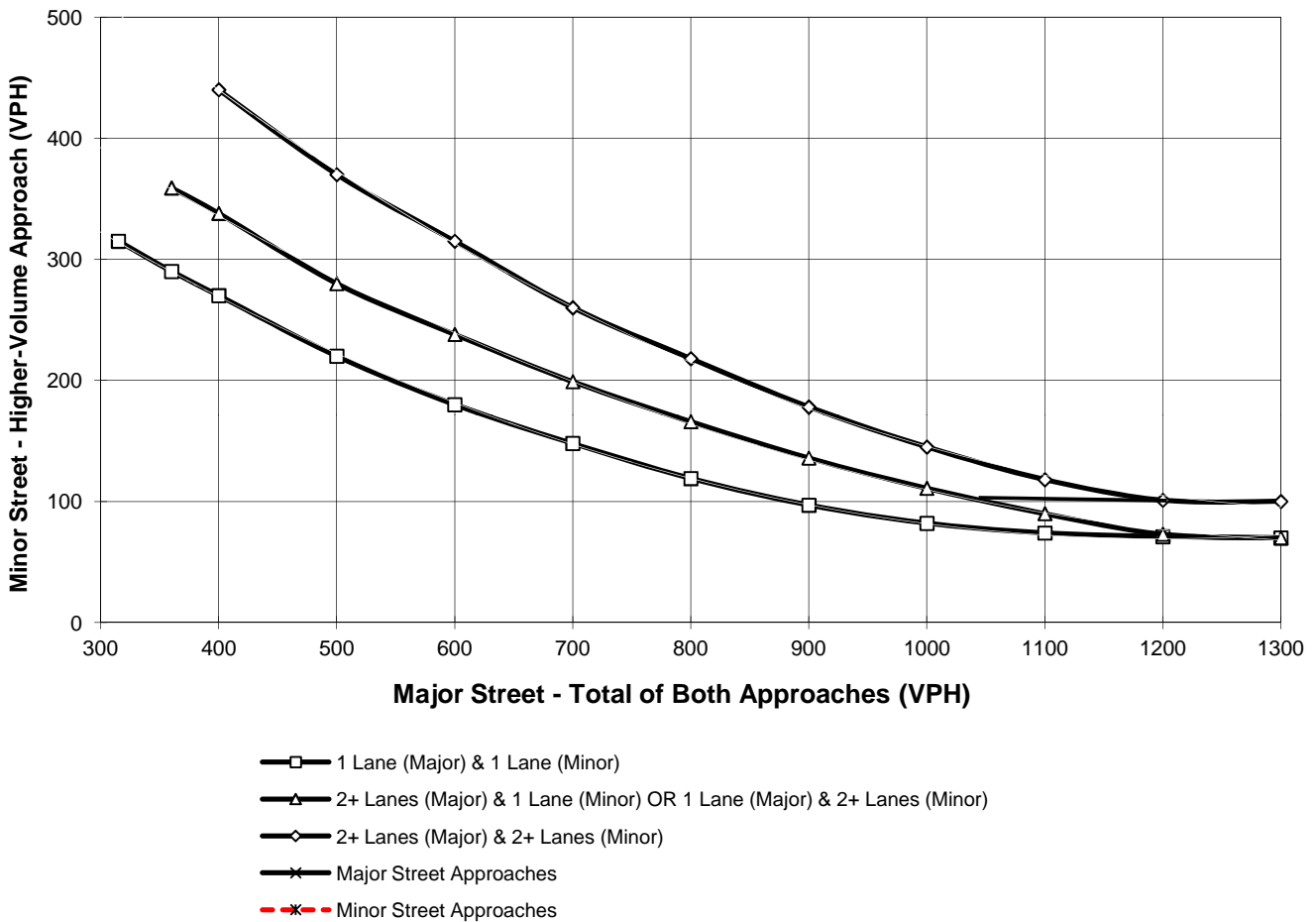
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **197**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **124**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

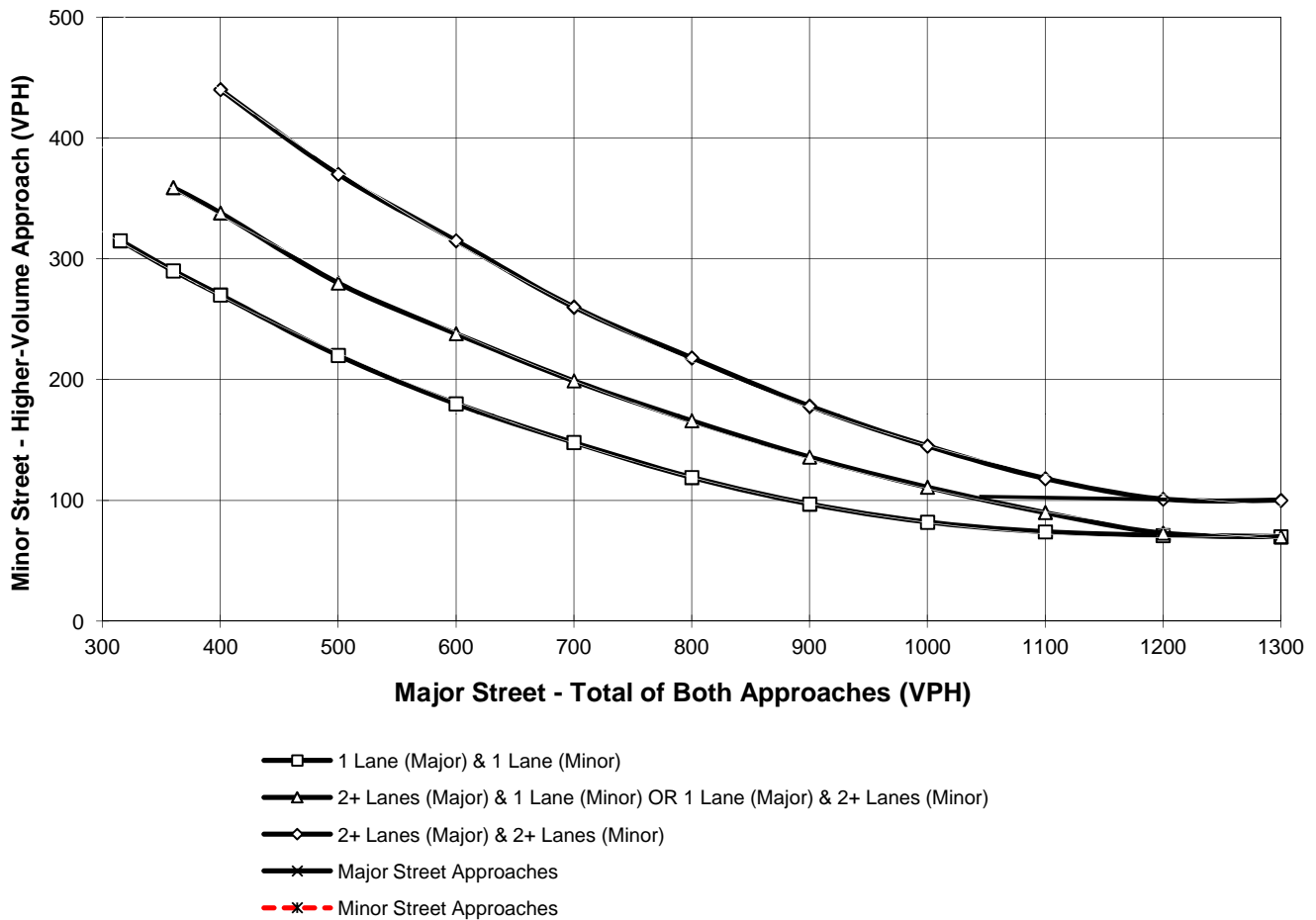
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **218**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **101**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

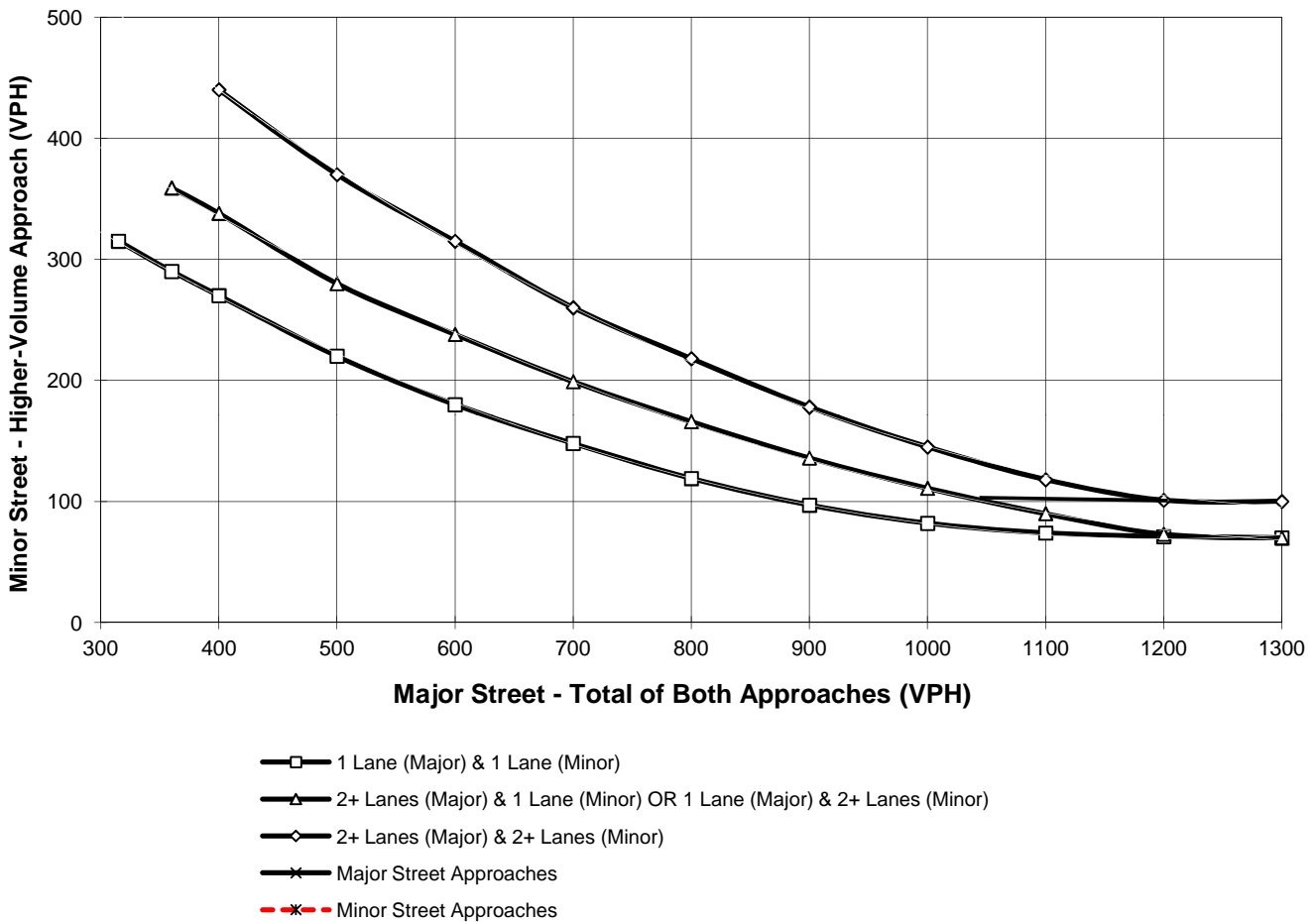
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **262**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **195**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

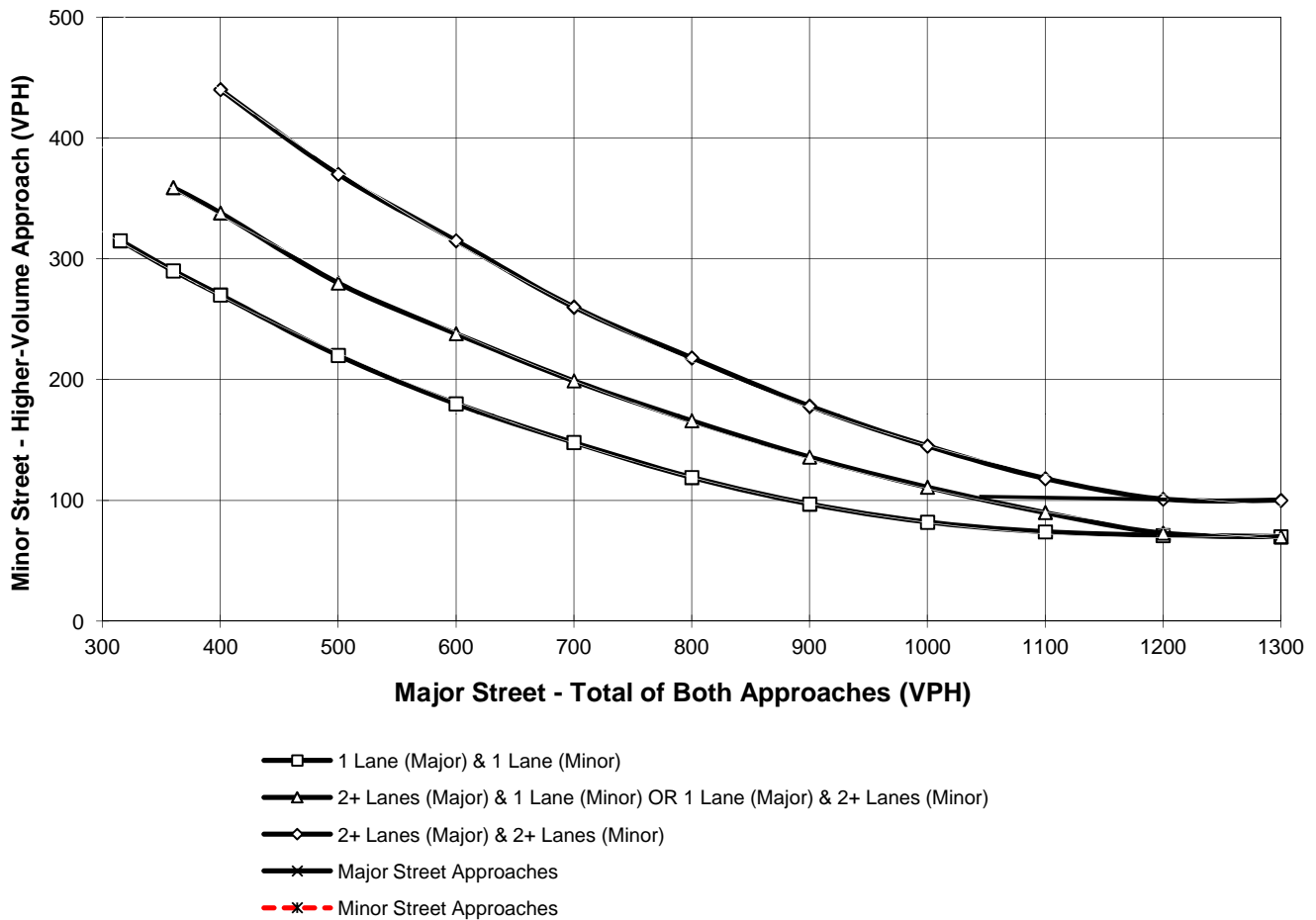
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **175**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Monroe Street**

High Volume Approach (VPH) = **63**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

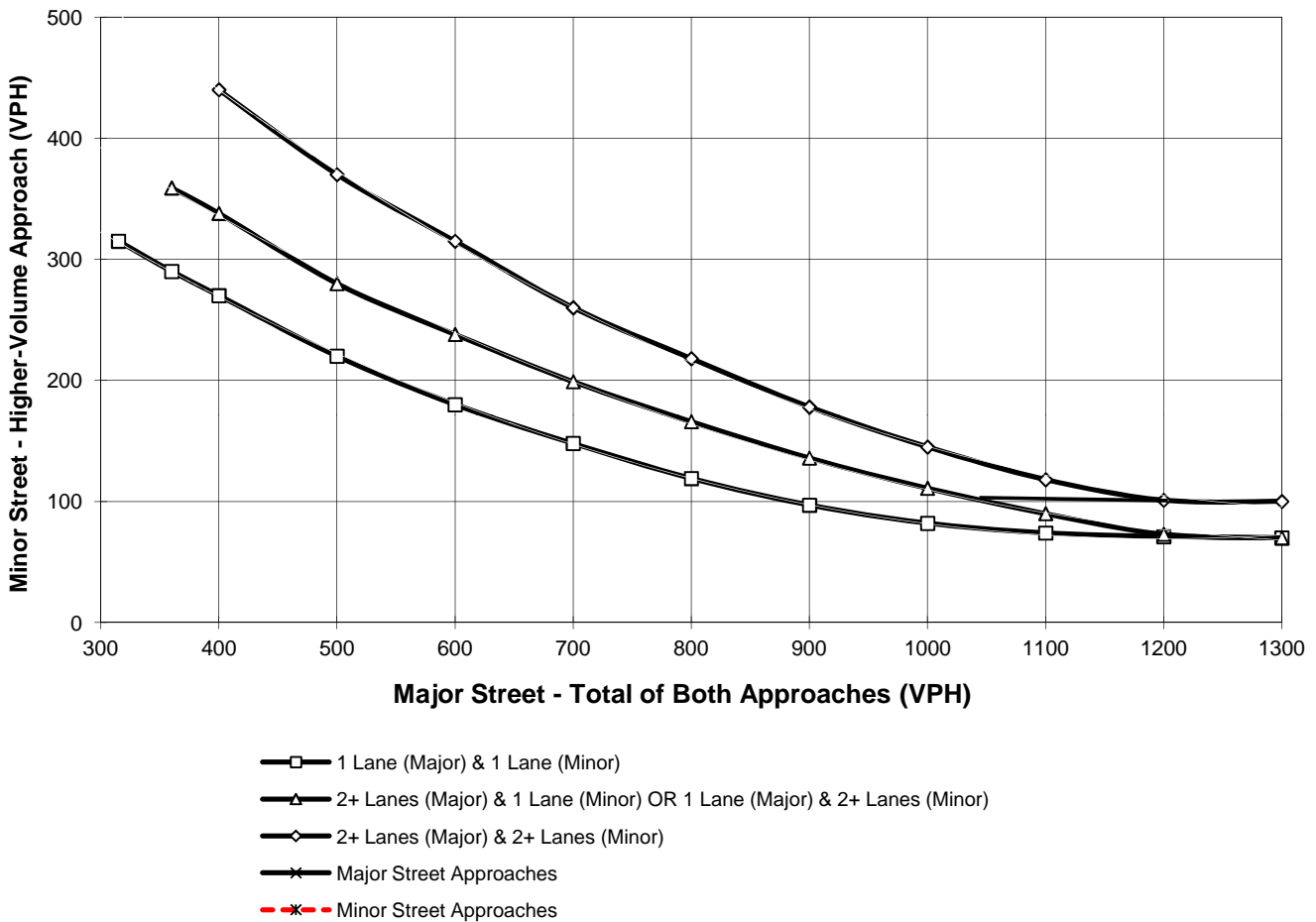
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **192**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **120**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

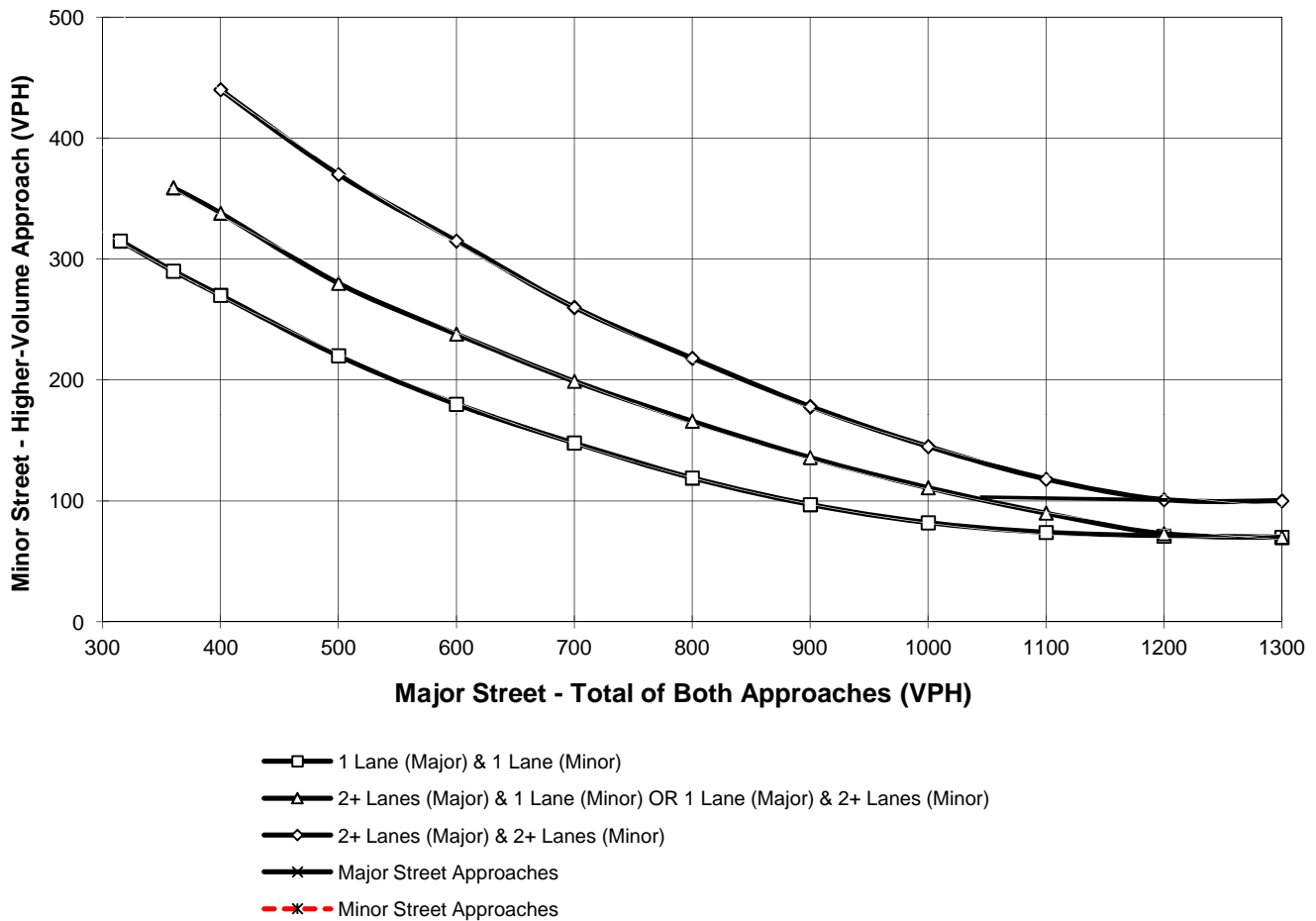
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **93**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **22**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

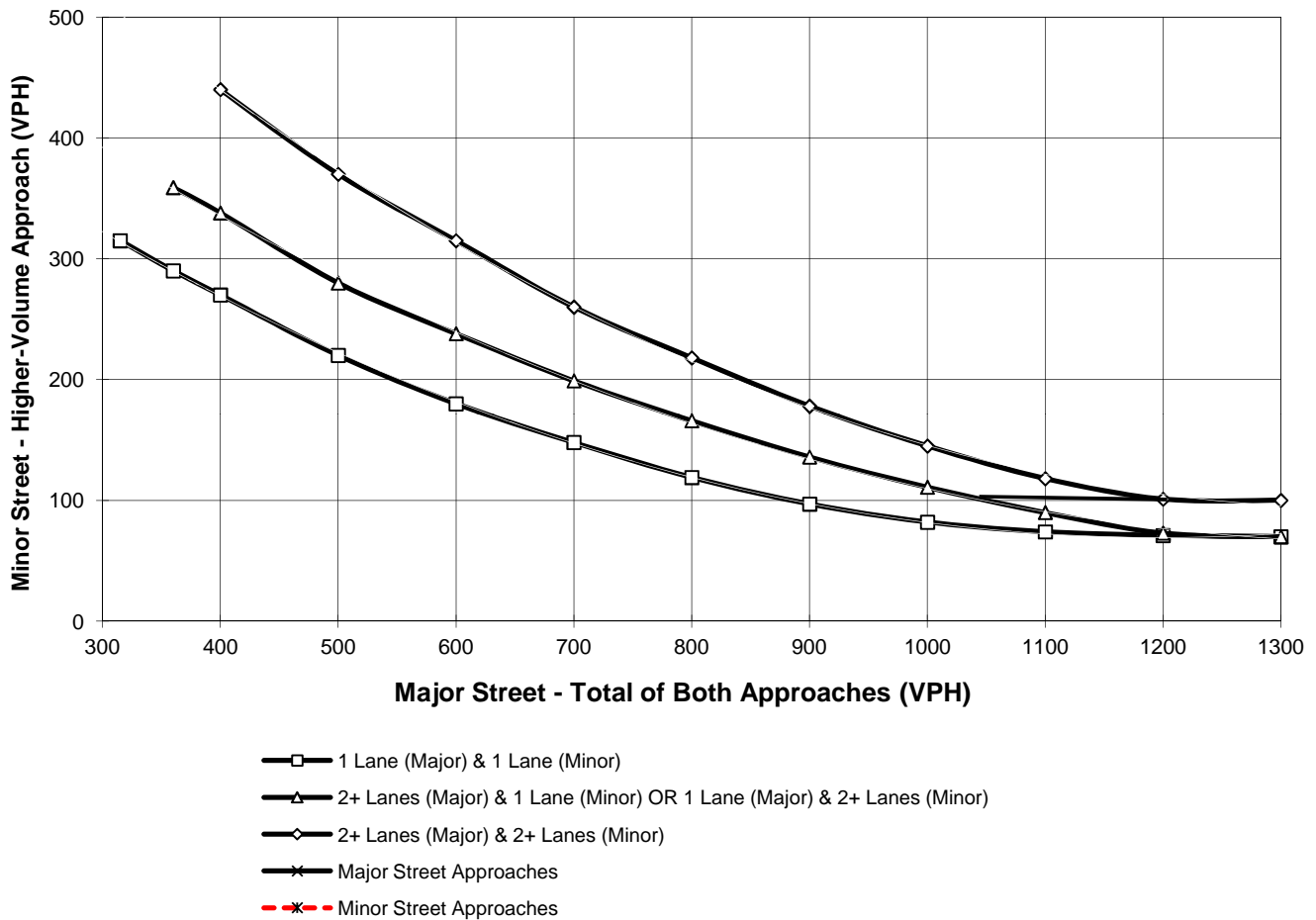
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **133**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **15**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

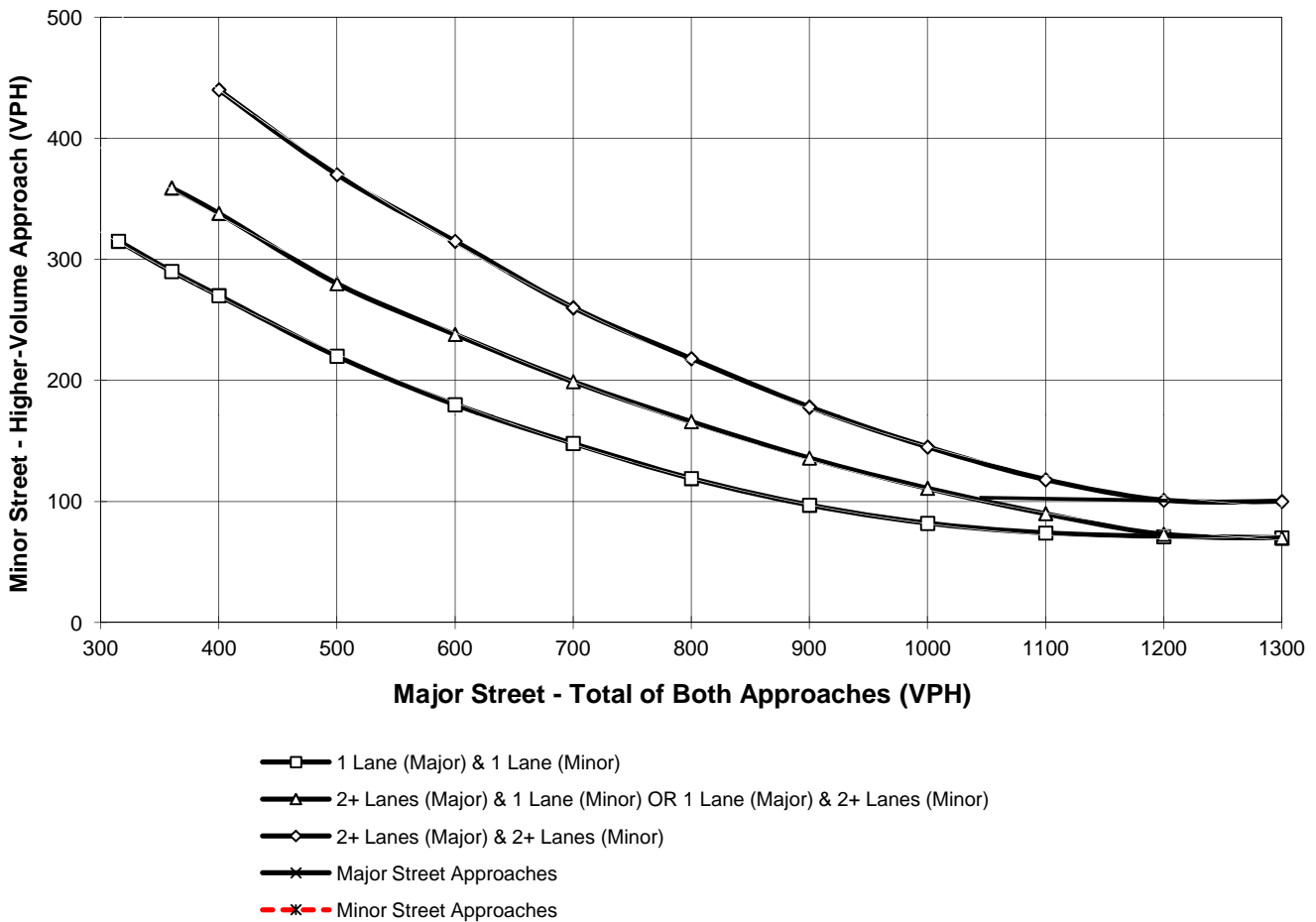
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **147**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **61**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

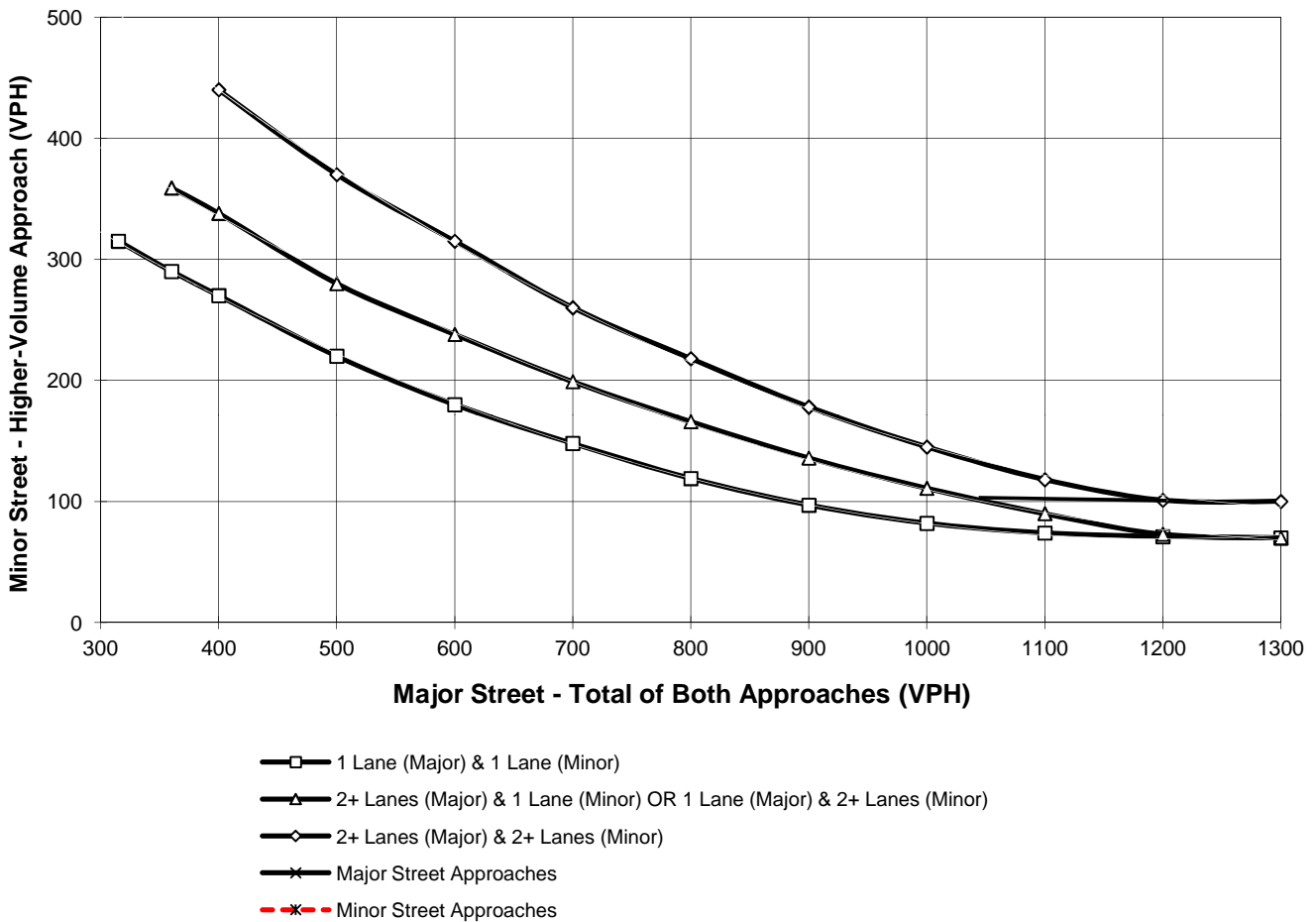
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **154**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **55**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

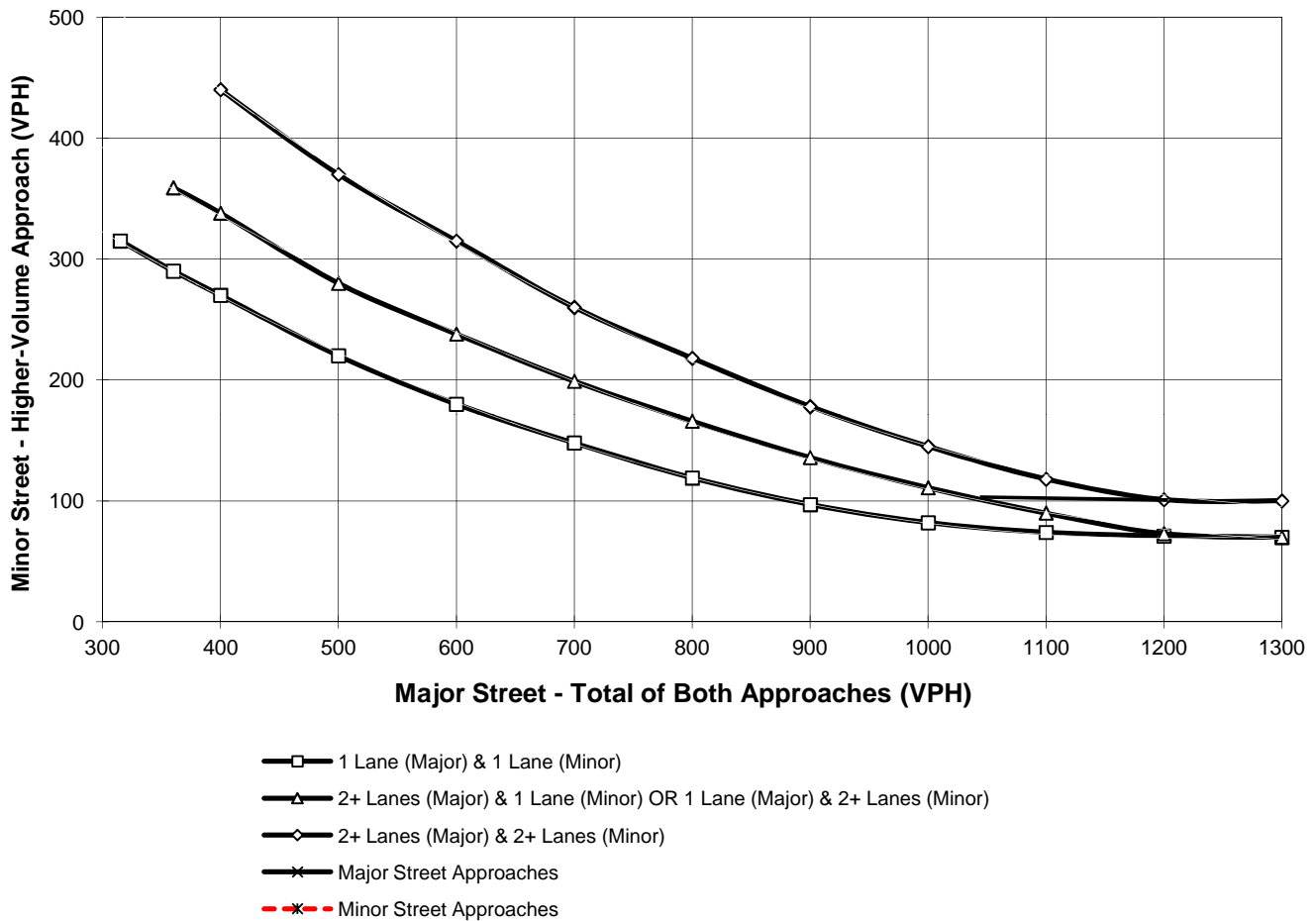
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **106**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **23**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

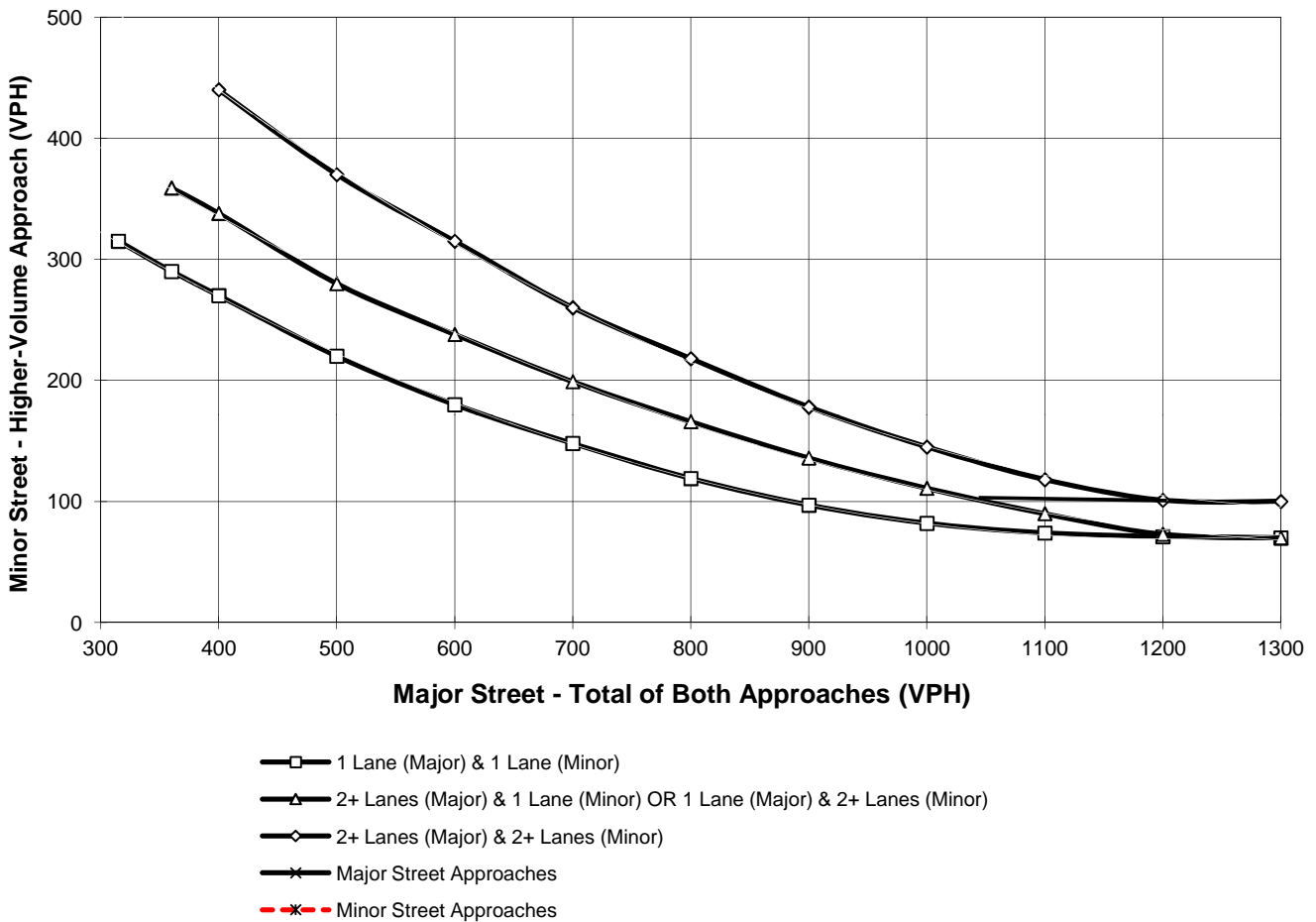
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **128**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **16**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday AM Peak Hour**

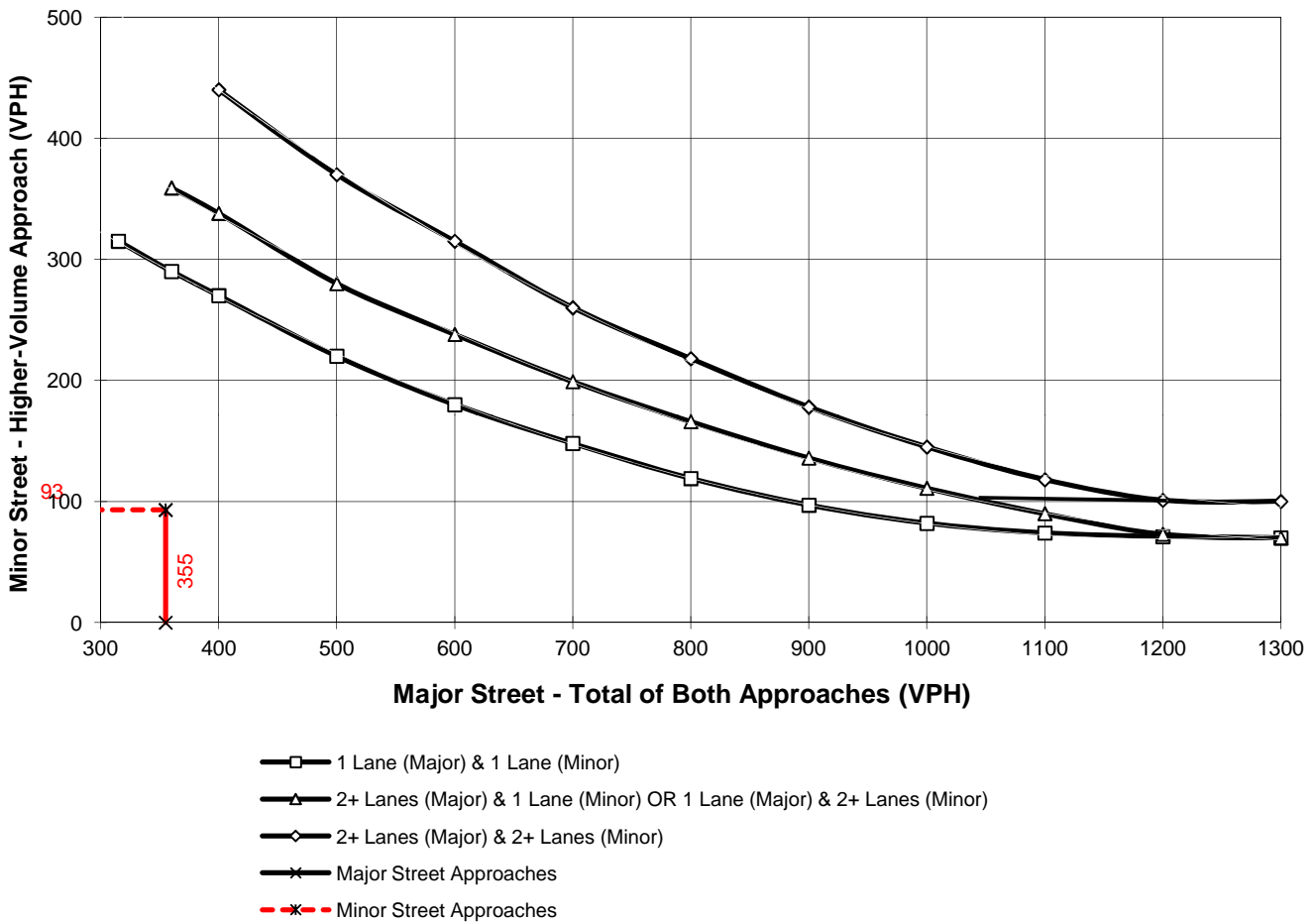
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **355**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **93**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2016) Conditions - Weekday PM Peak Hour**

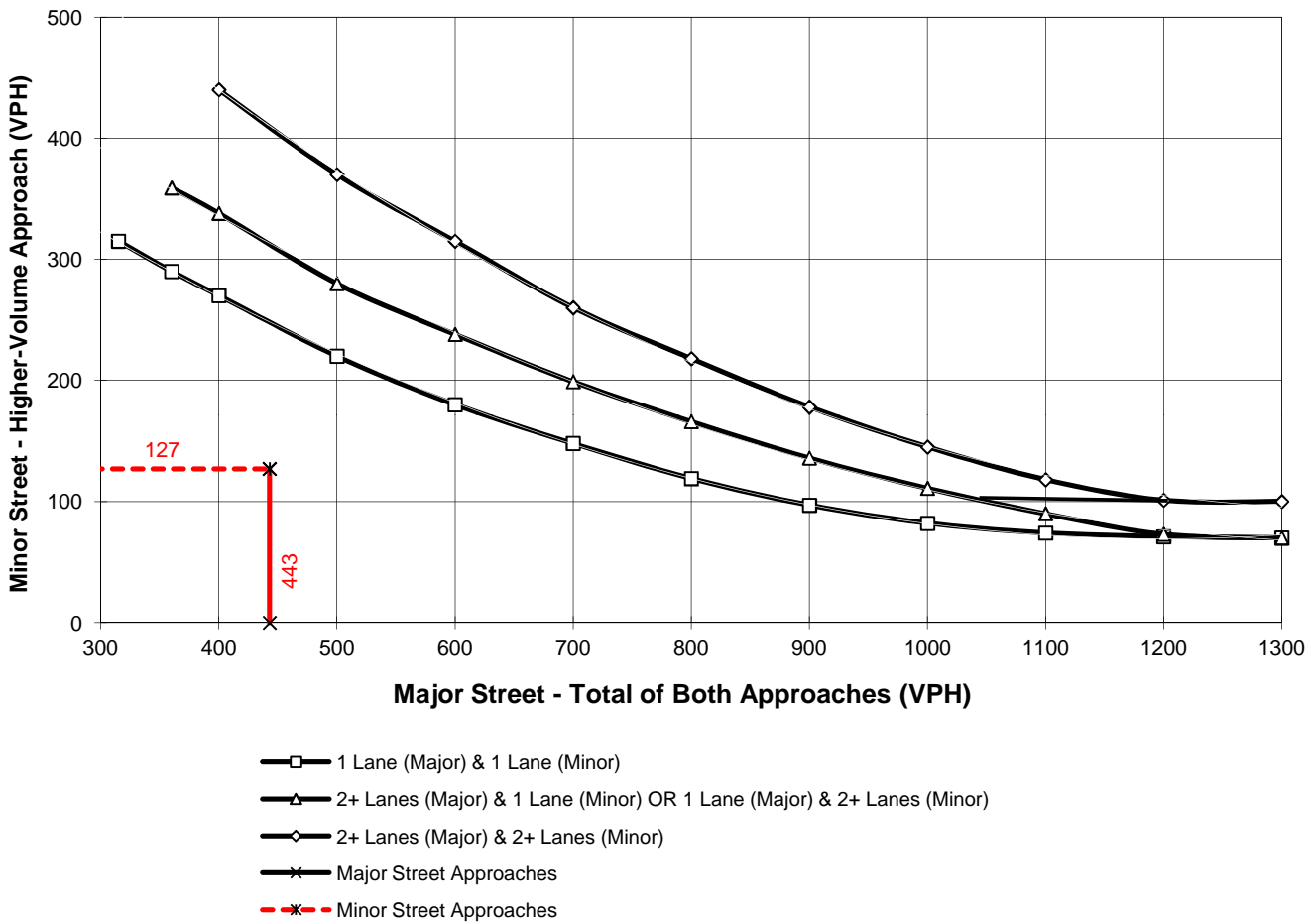
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **443**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **127**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

EAPC (2016) Conditions

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

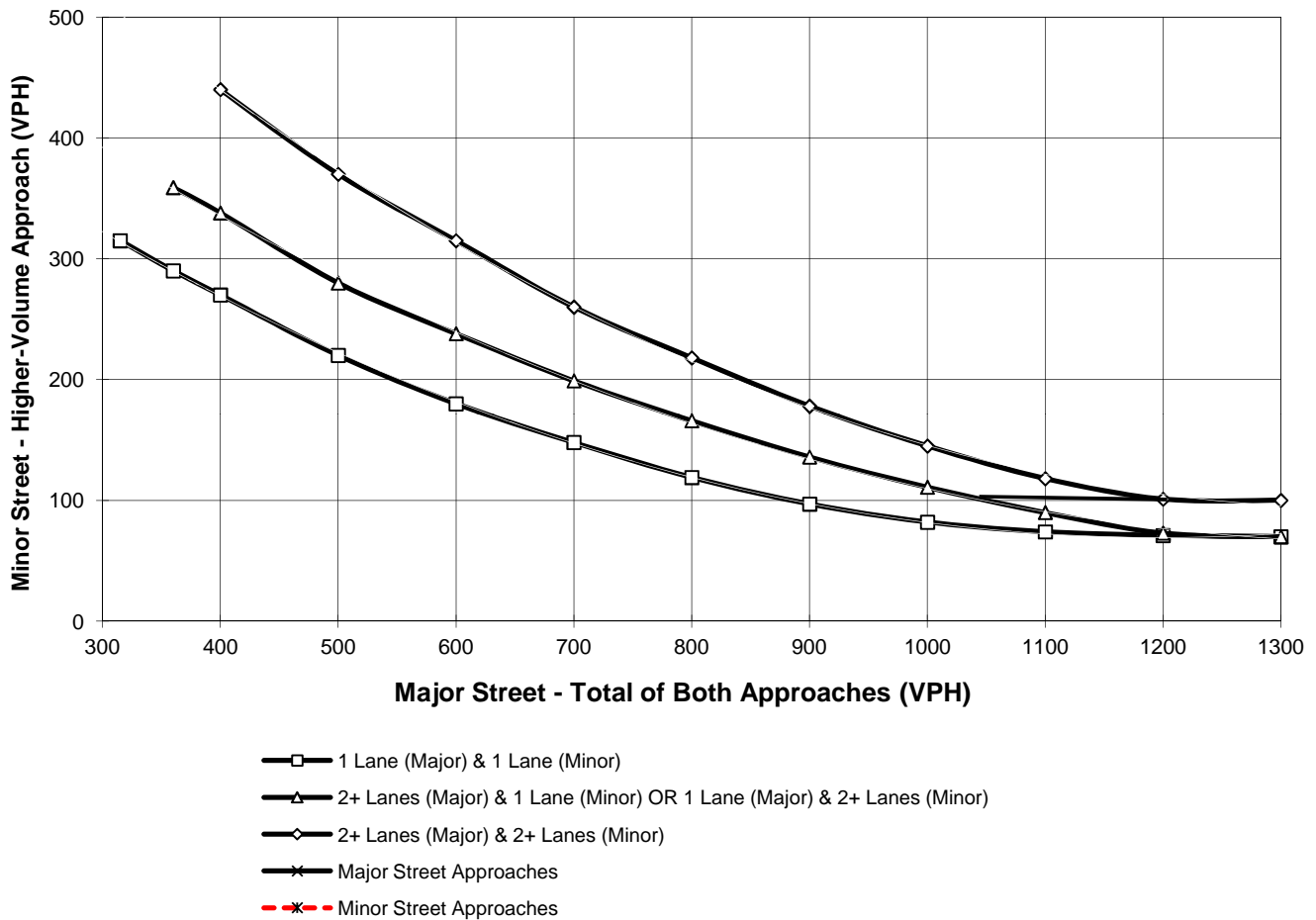
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **167**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Madison Street**

High Volume Approach (VPH) = **72**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

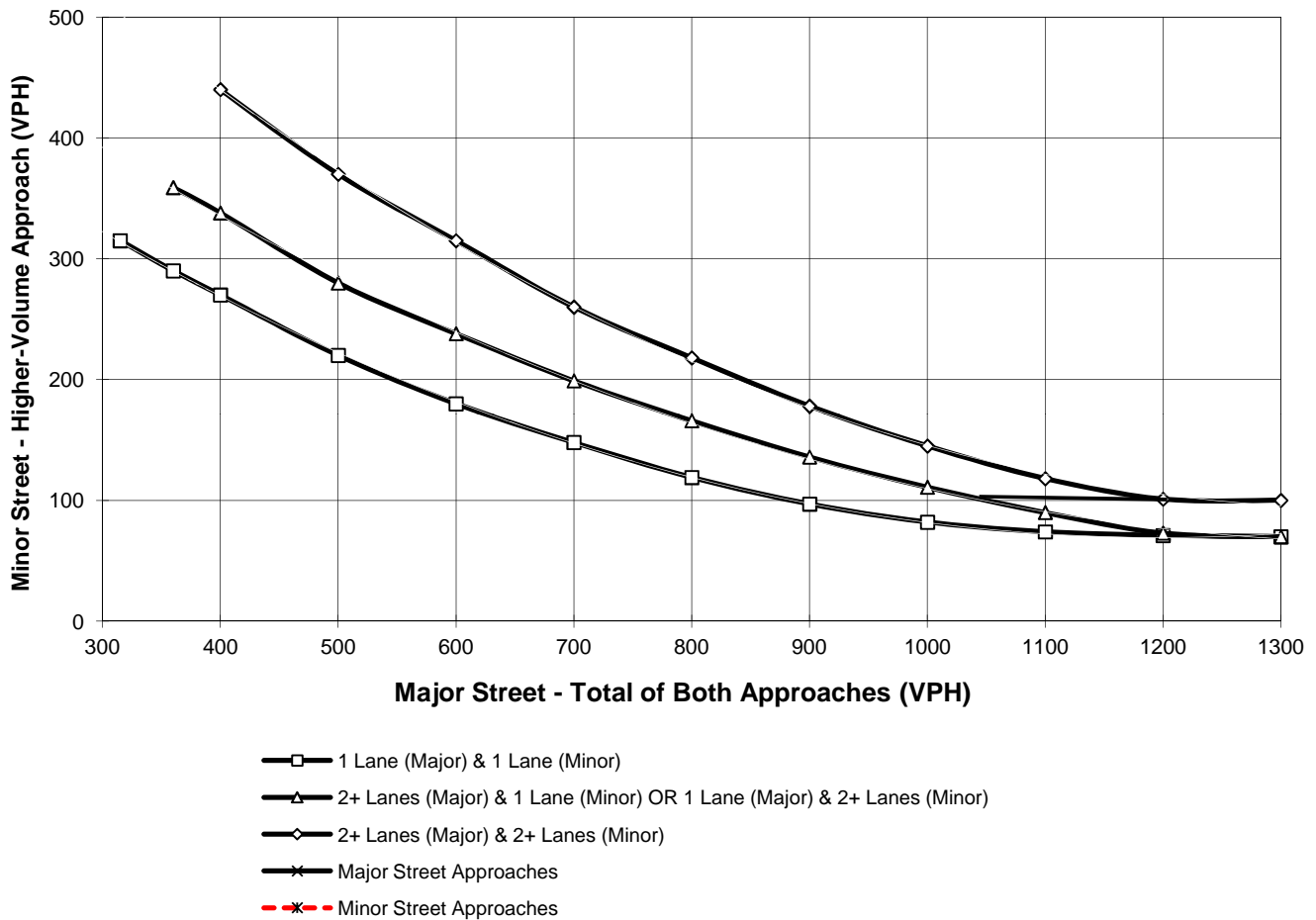
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **205**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **128**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

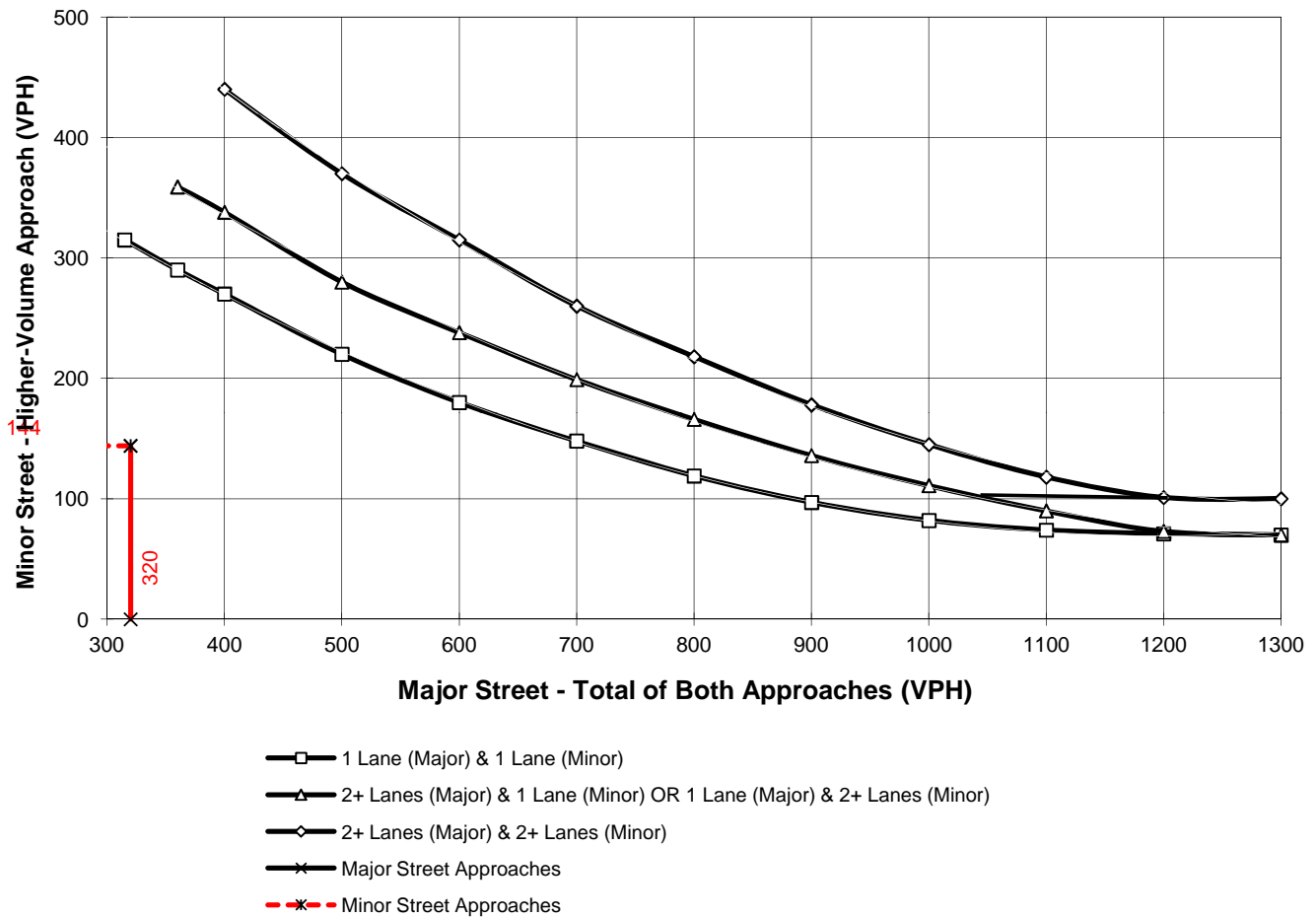
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **320**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **144**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

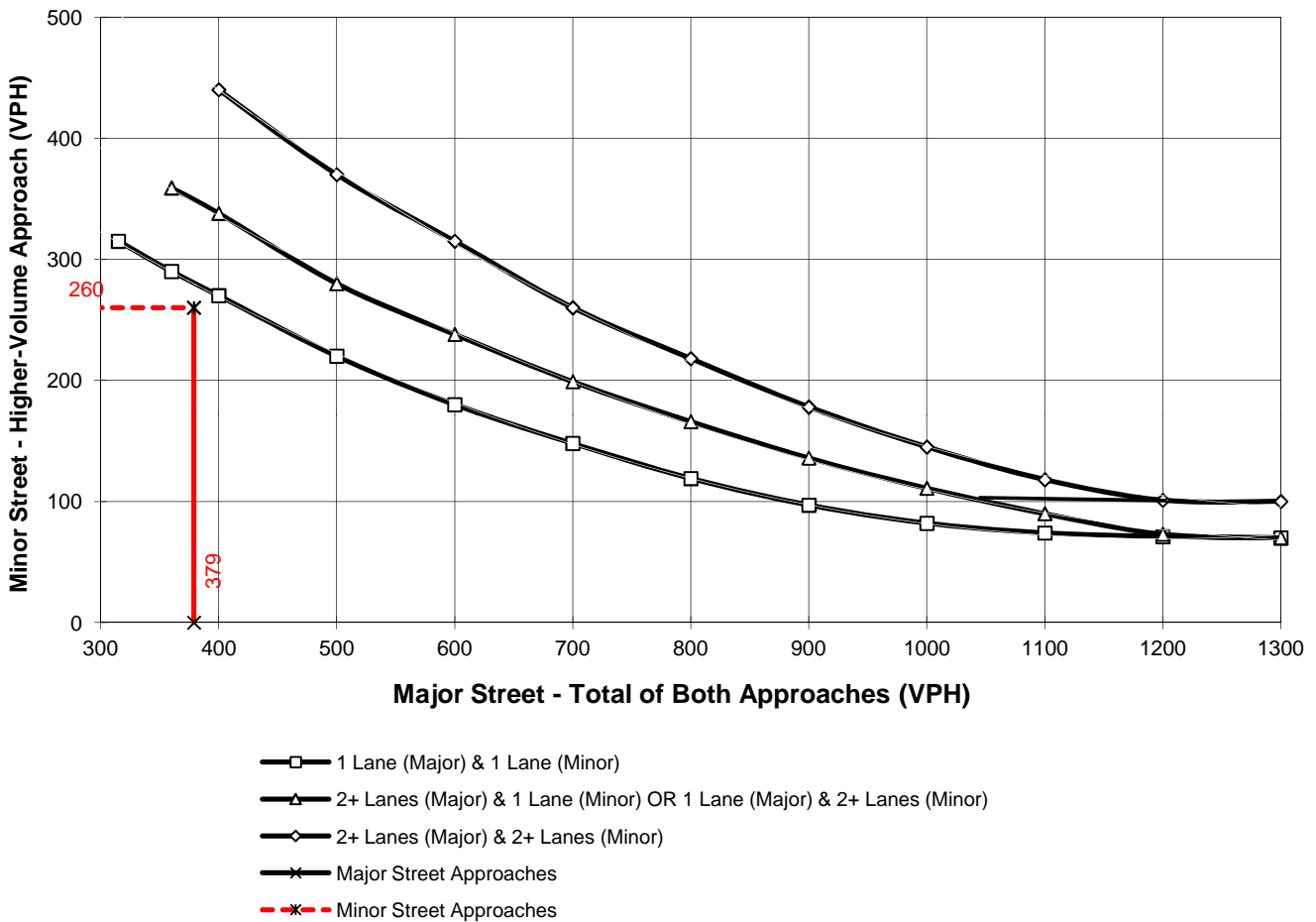
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **379**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **260**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

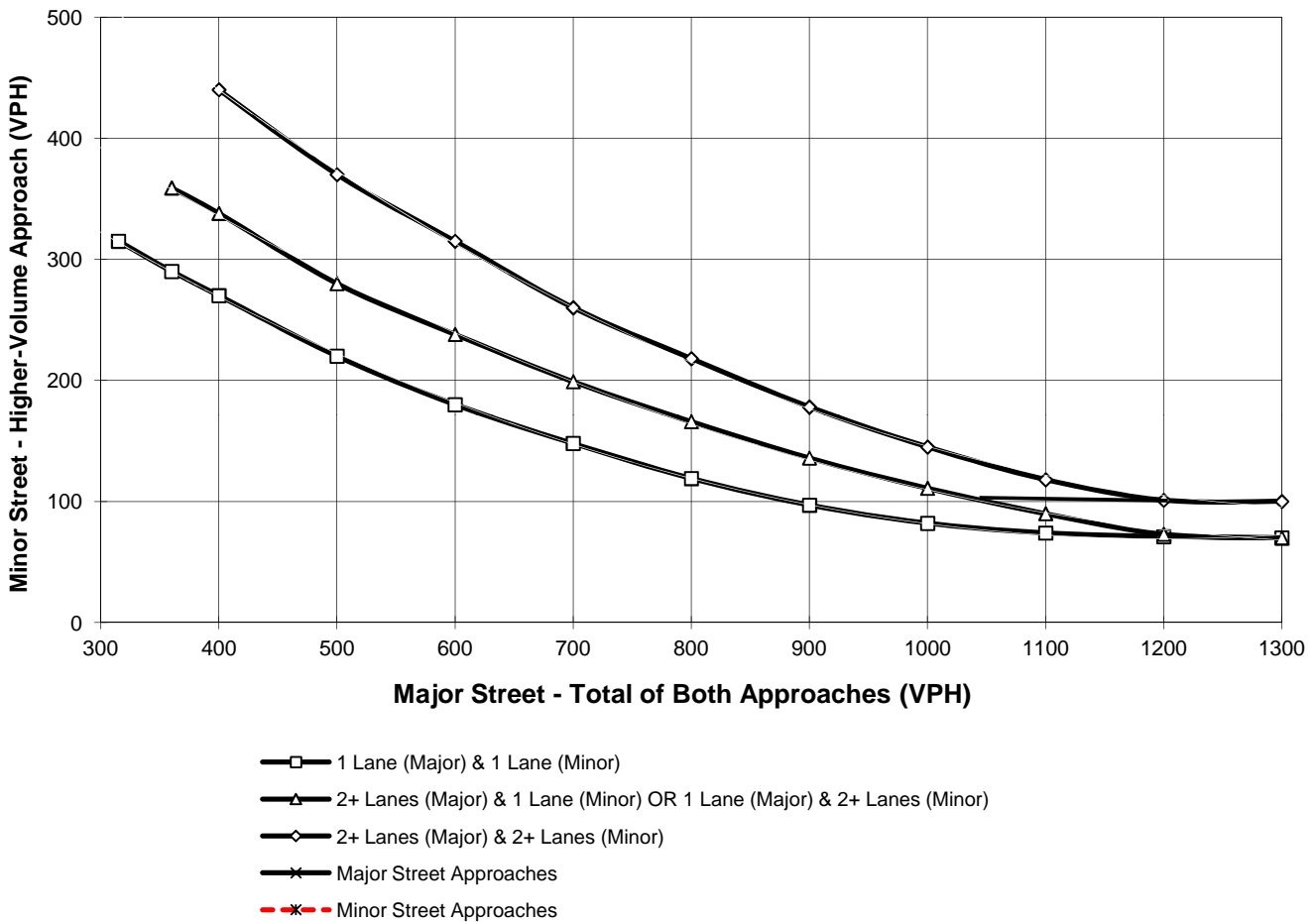
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **205**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **111**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

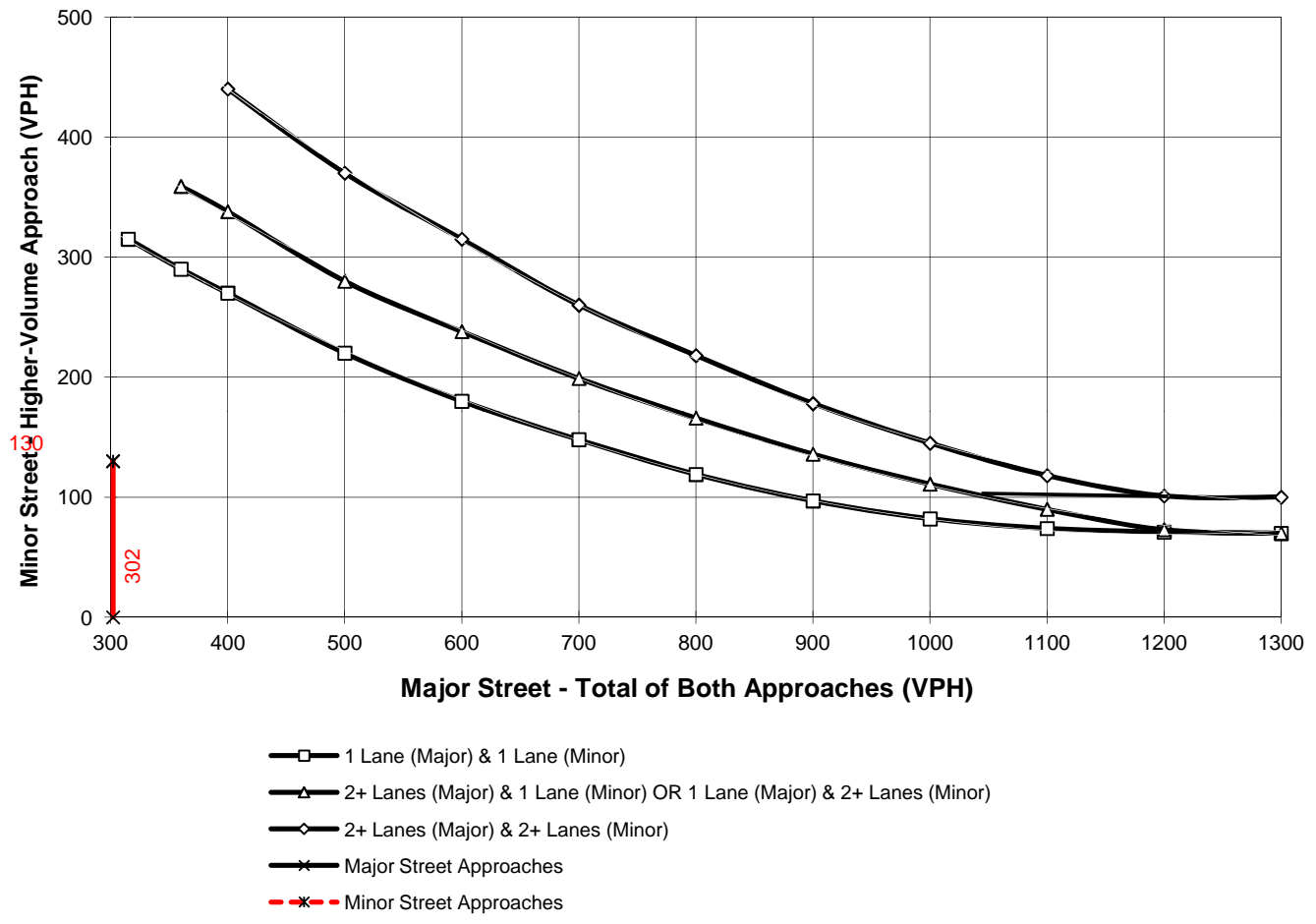
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **302**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **130**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

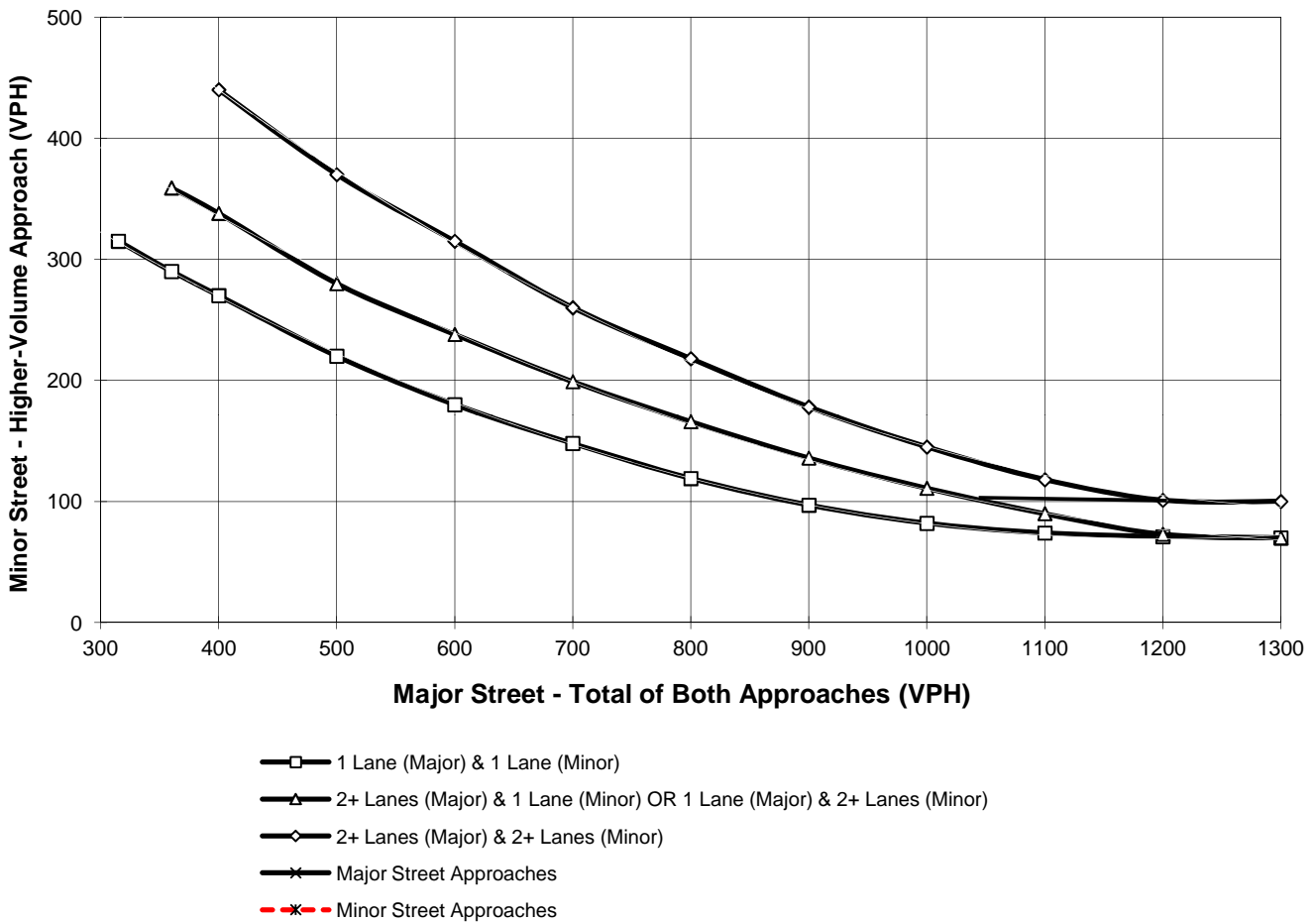
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **111**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **68**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

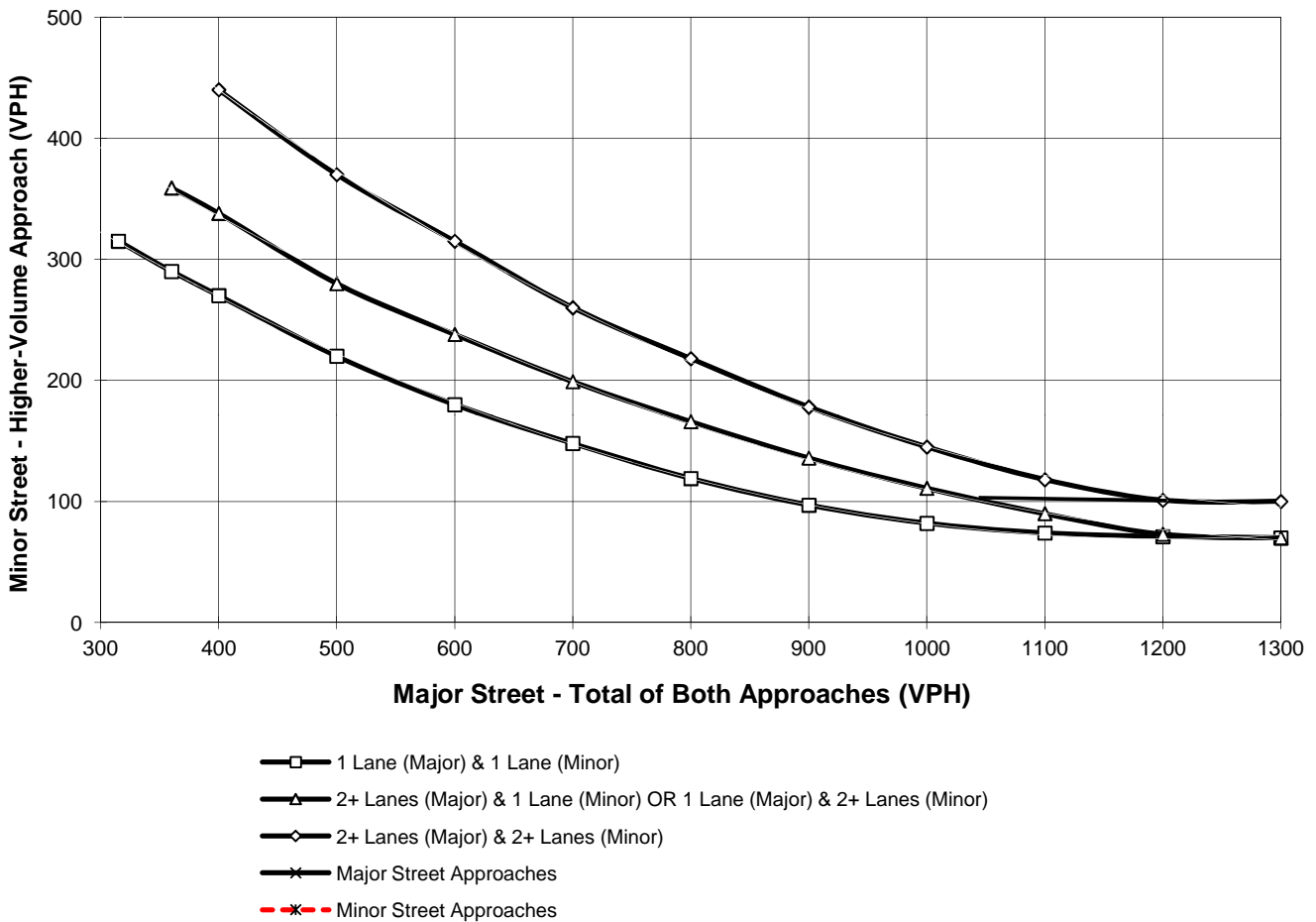
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **193**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **46**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

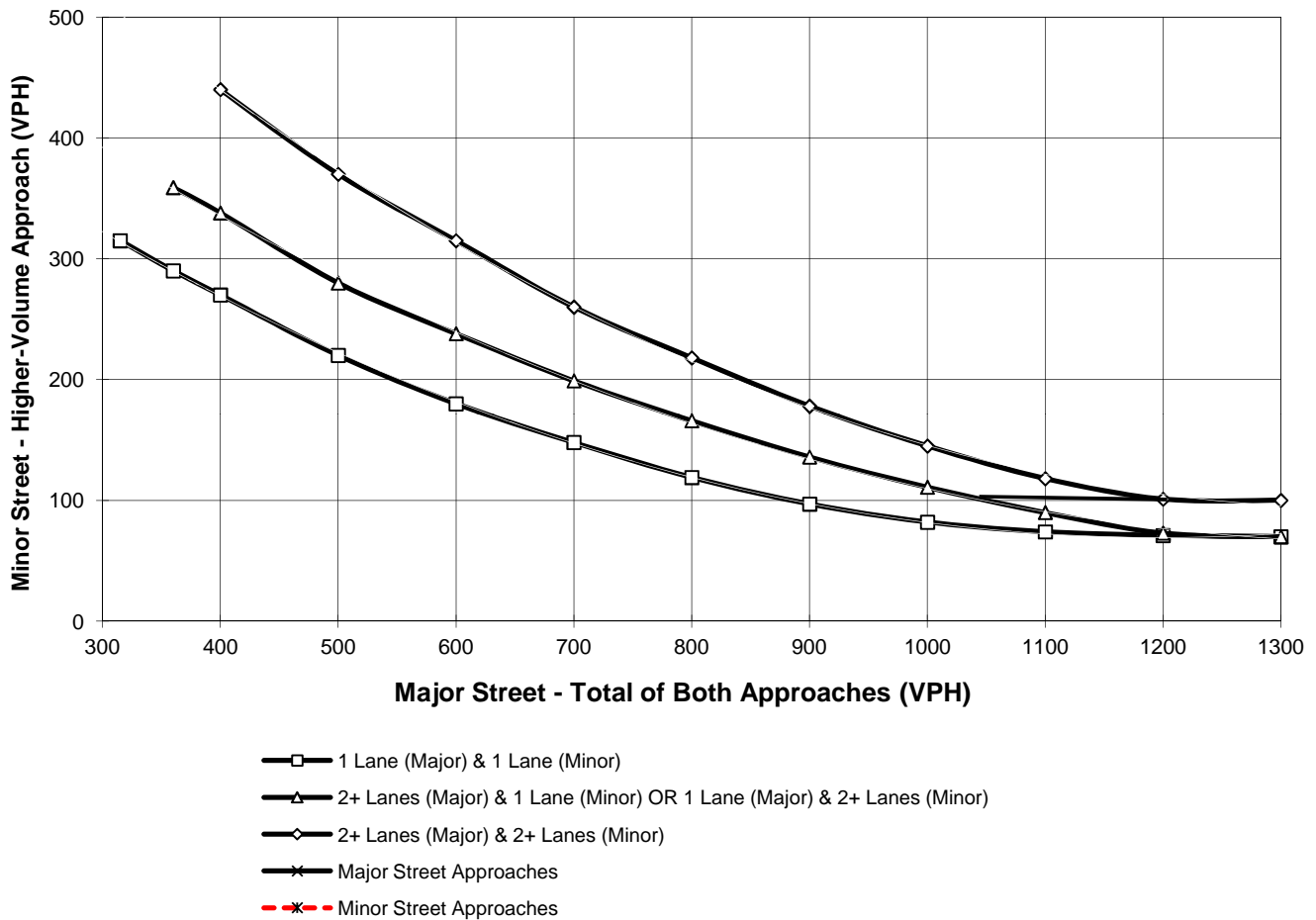
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **161**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **68**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

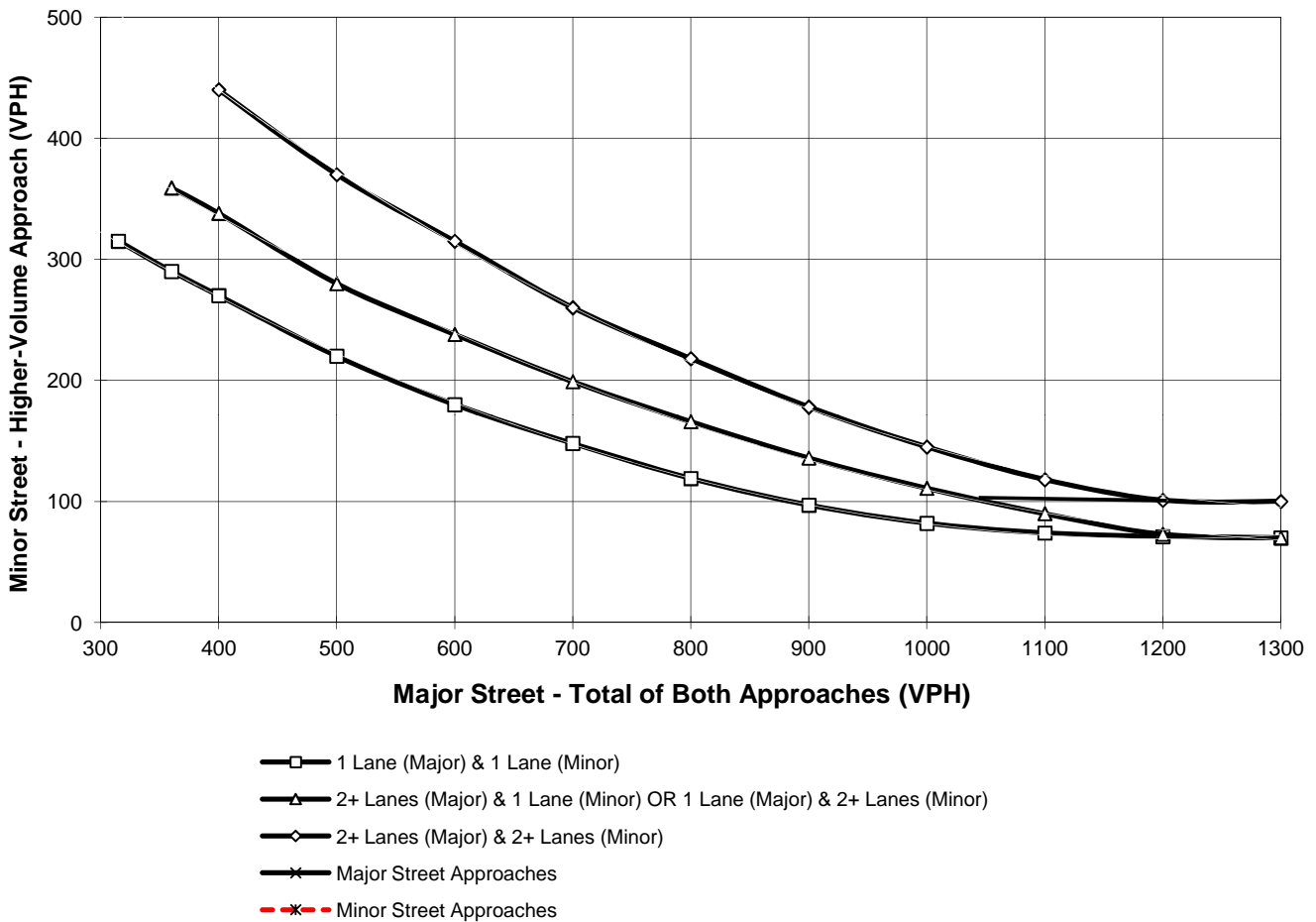
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **170**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **64**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

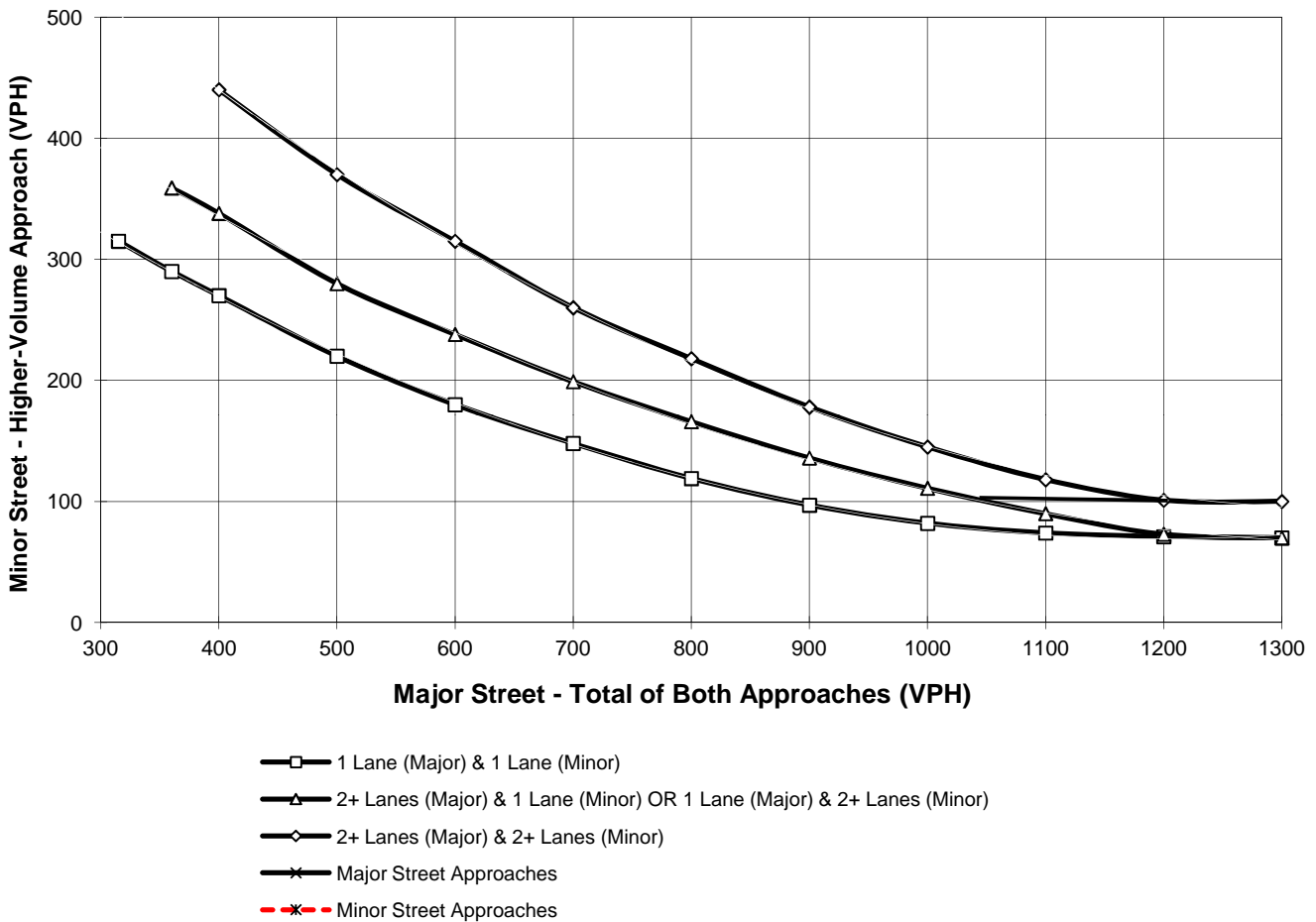
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **110**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **46**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

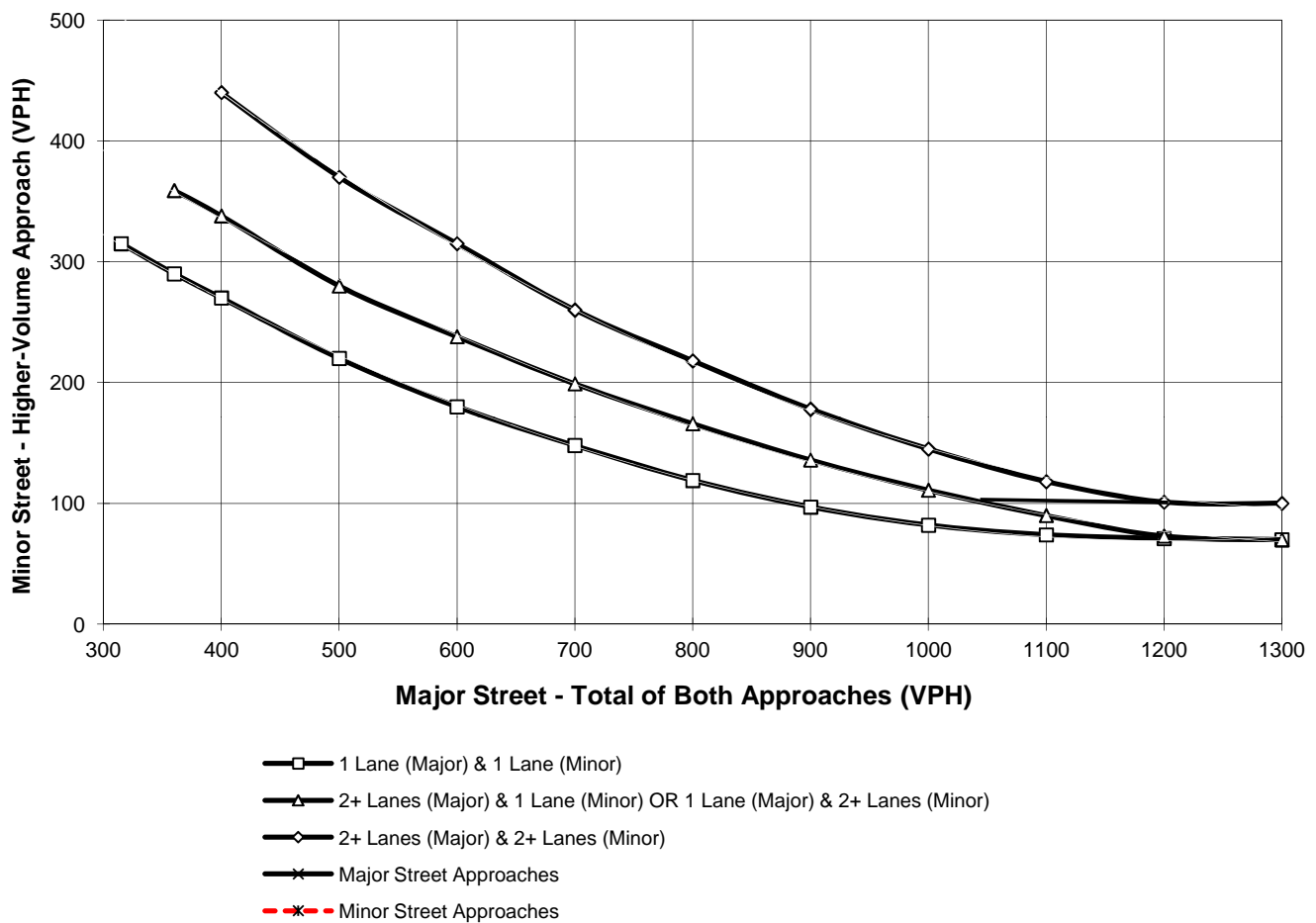
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **135**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **68**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday AM Peak Hour**

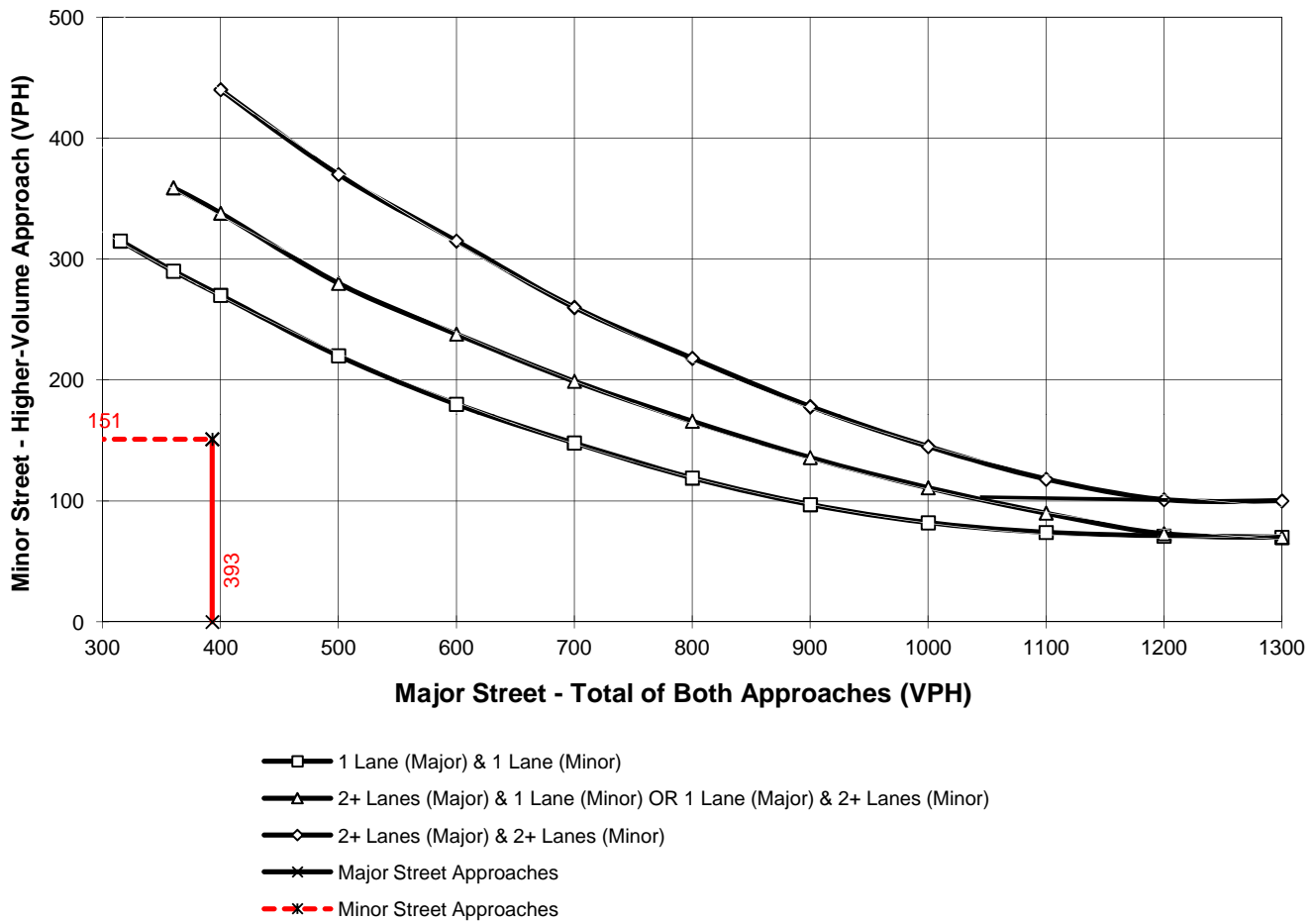
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **393**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **151**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EACP (2016) Conditions - Weekday PM Peak Hour**

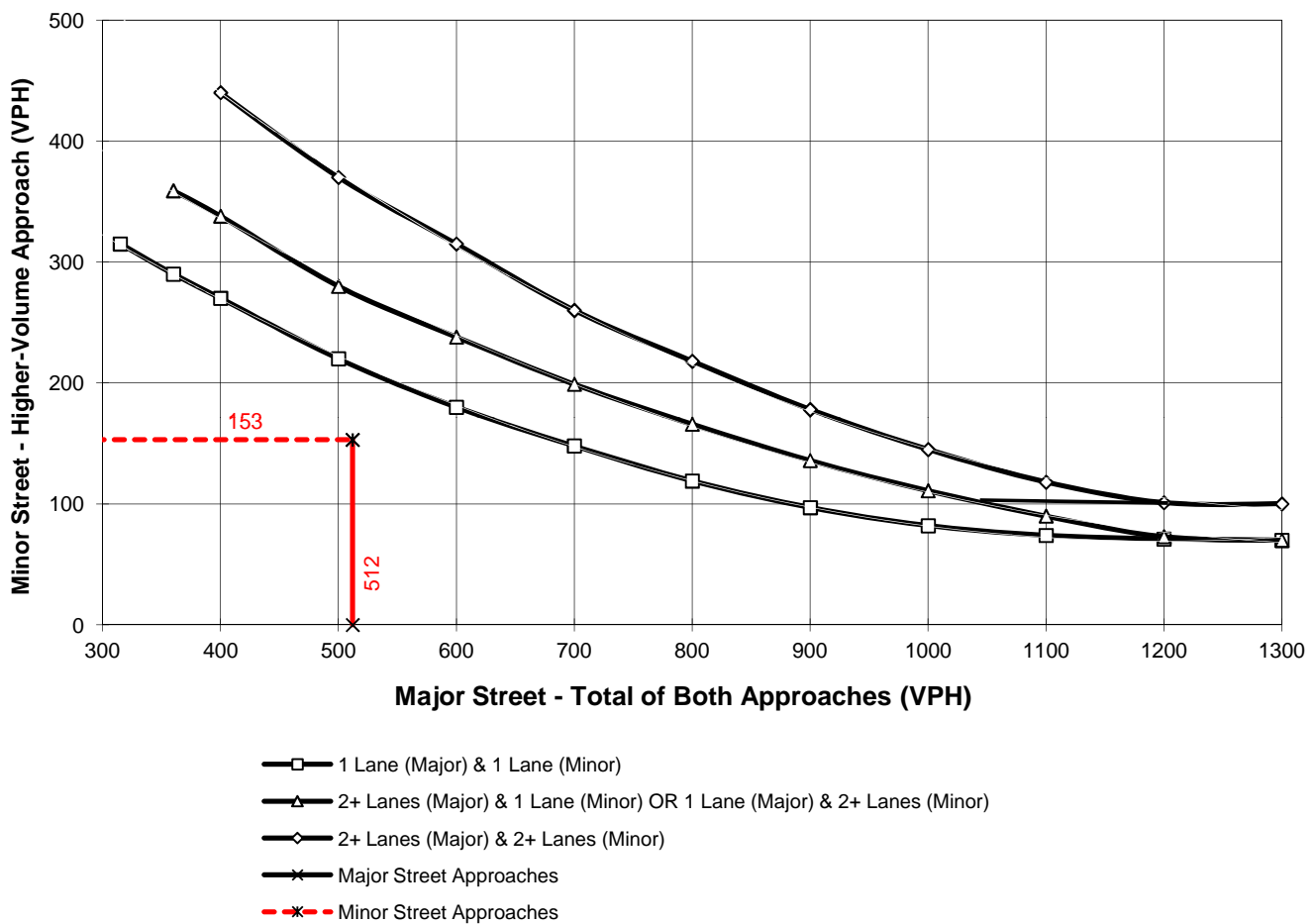
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **512**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **153**
 Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2016 With Project
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>Monroe St. (NS)</u>				CHK _____	DATE _____
Minor Street: <u>61st Avenue - TAZ 6 Dwy. (EW)</u>				Critical Approach Speed (Major) _____	<u>55</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>1,843</u>	vpd	Minor Street Future ADT =	<u>584</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 1,843	1 584	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 1,843	1 584	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u> 33%	<u>B</u> 22%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2016 With Project
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>60th Avenue (EW)</u>				CHK _____	DATE _____
Minor Street: <u>Driveway 1 (NS)</u>				Critical Approach Speed (Major) _____	<u>55</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>1,739</u>	vpd	Minor Street Future ADT =	<u>770</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 1,739	1 770	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 1,739	1 770	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	31%				
	<u>B</u>				
	21%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2016 With Project
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>61st Avenue (EW)</u>				CHK _____	DATE _____
Minor Street: <u>Driveway 2 (NS)</u>				Critical Approach Speed (Major) _____	<u>40</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>1,189</u>	vpd	Minor Street Future ADT =	<u>329</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>
RURAL (R)					

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
<u>Satisfied</u>	<u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 1,189	1 329				
2 +	1	8,000	5,600	2,400	1,680
2 +	2 +	9,600	6,720	2,400	1,680
1	2 +	9,600	6,720	3,200	2,240
		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
<u>Satisfied</u>	<u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 1,189	1 329	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
<u>Satisfied</u>	<u>Not Satisfied</u>	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	14%				
	<u>B</u>				
	10%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Long Range (2035) Without Project Conditions

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

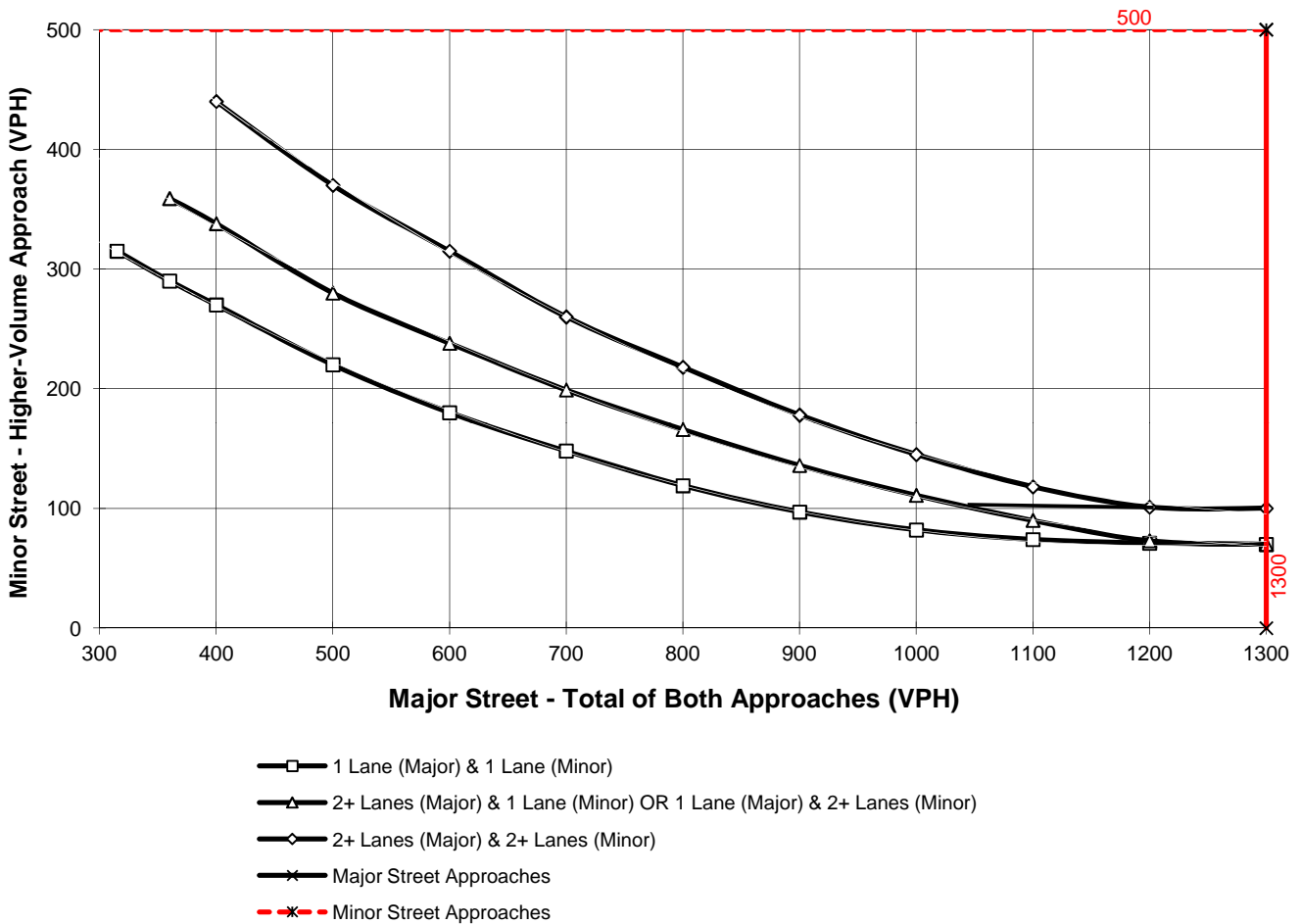
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **1,830**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **787**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

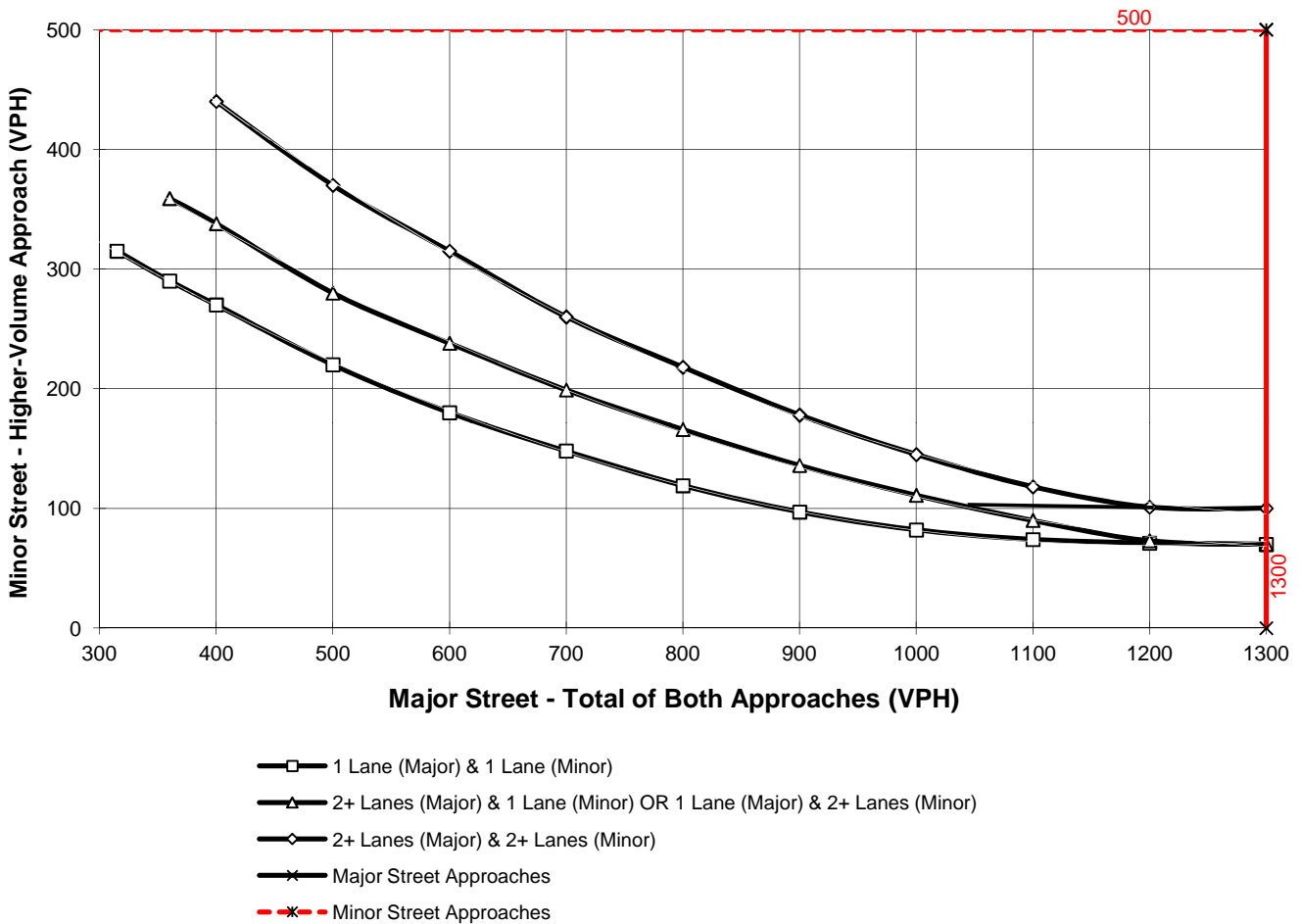
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **2,353**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Madison Street**

High Volume Approach (VPH) = **1,233**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

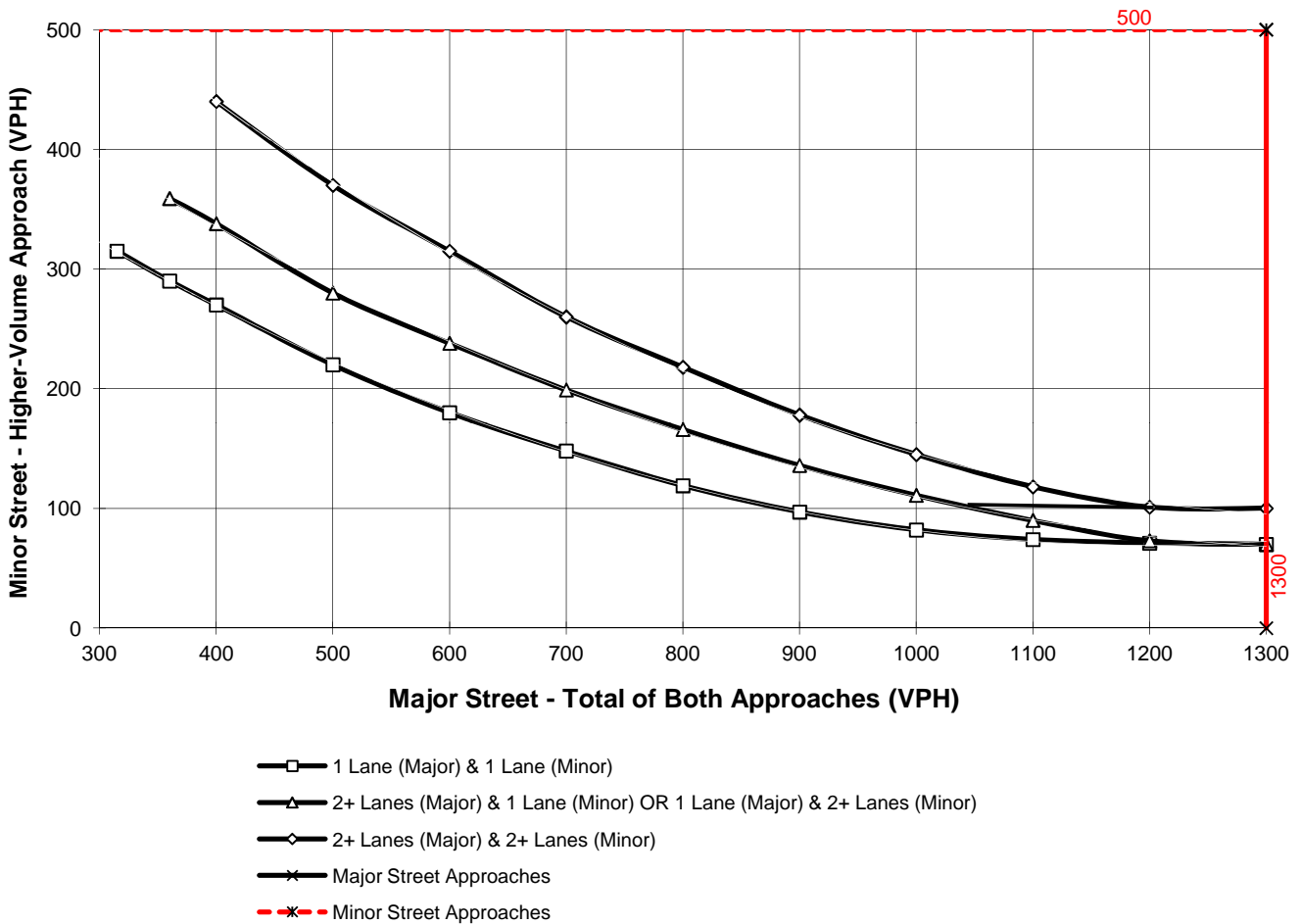
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **1,953**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **571**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

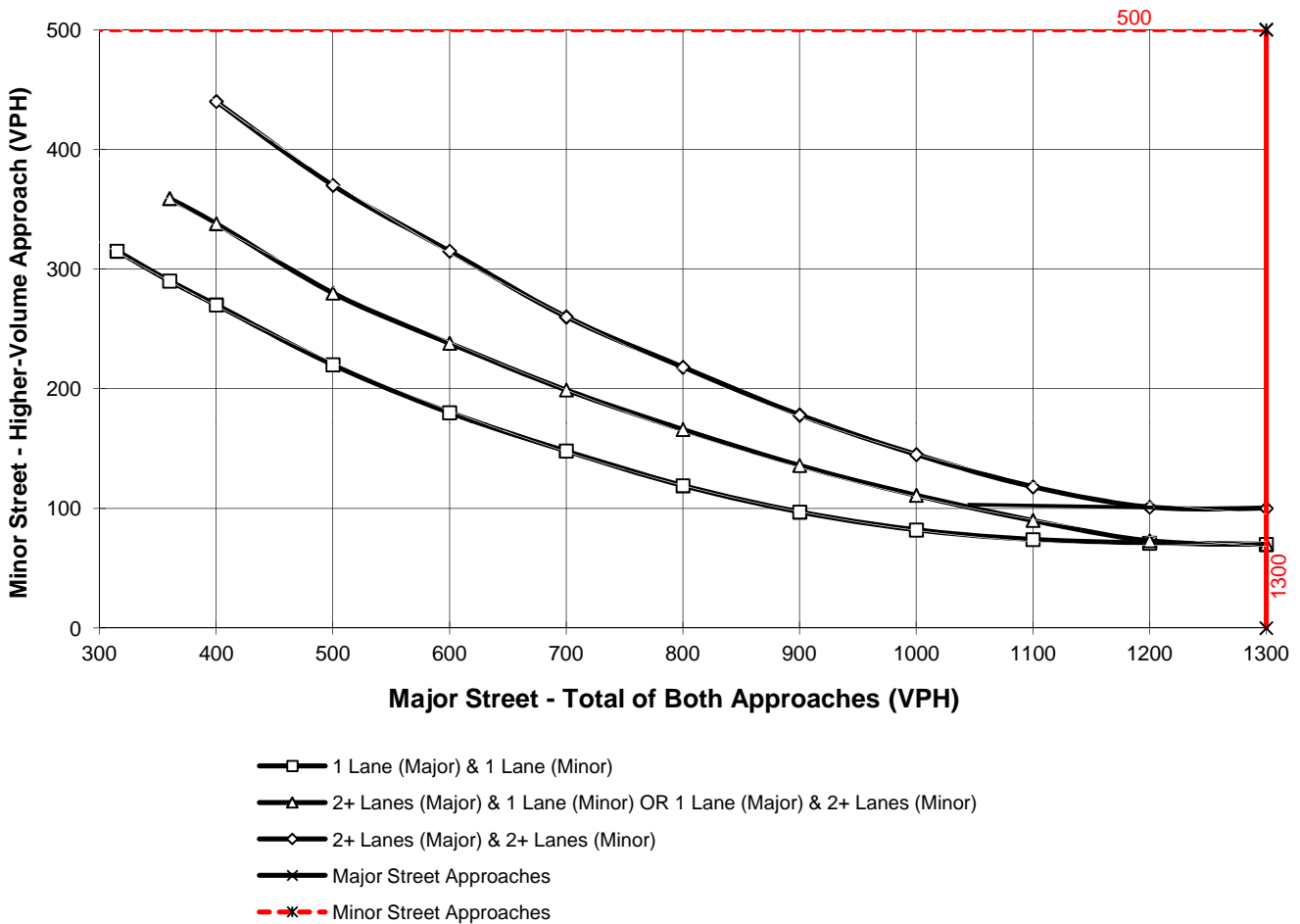
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **2,549**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **1,062**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

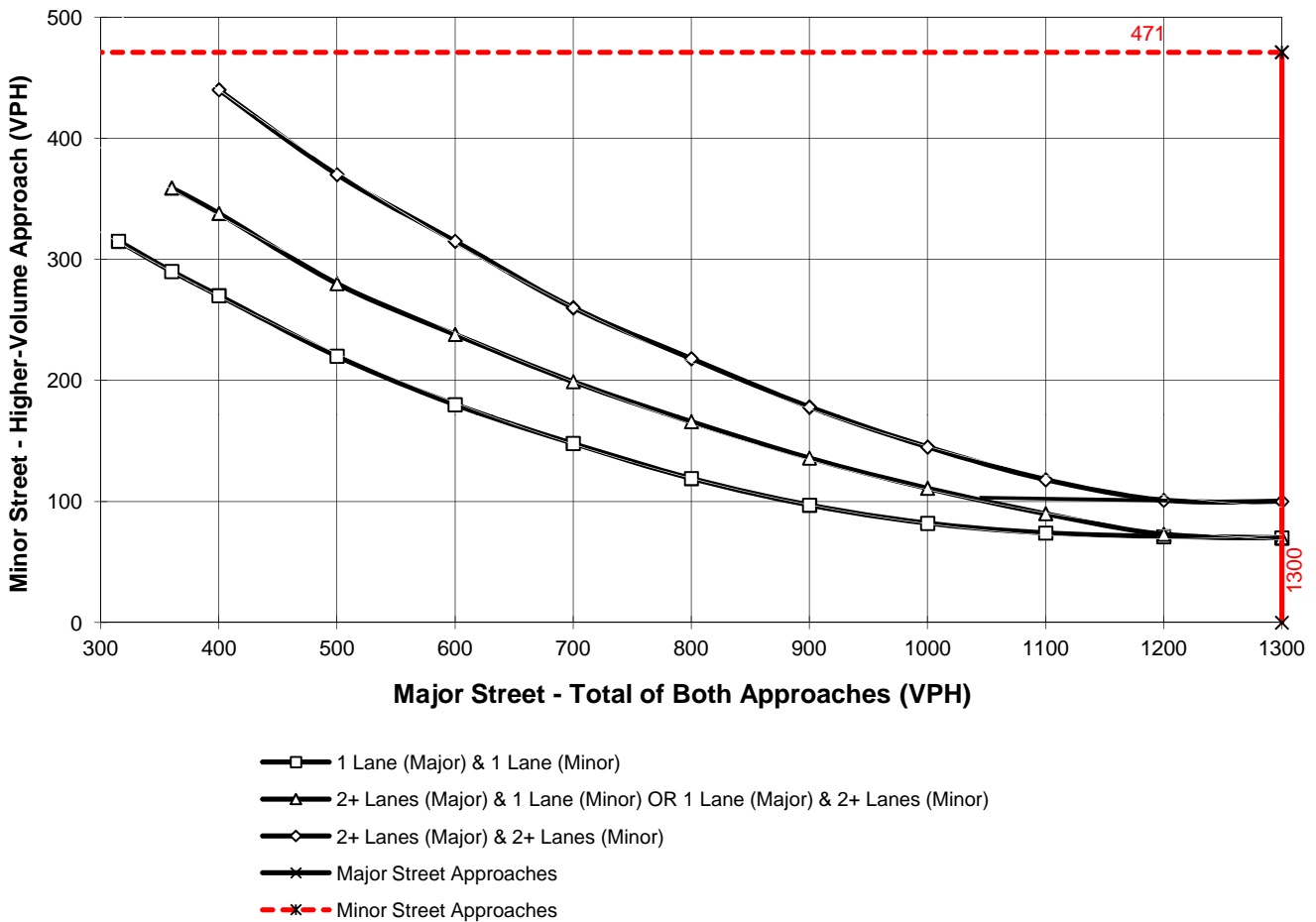
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **1,436**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **471**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

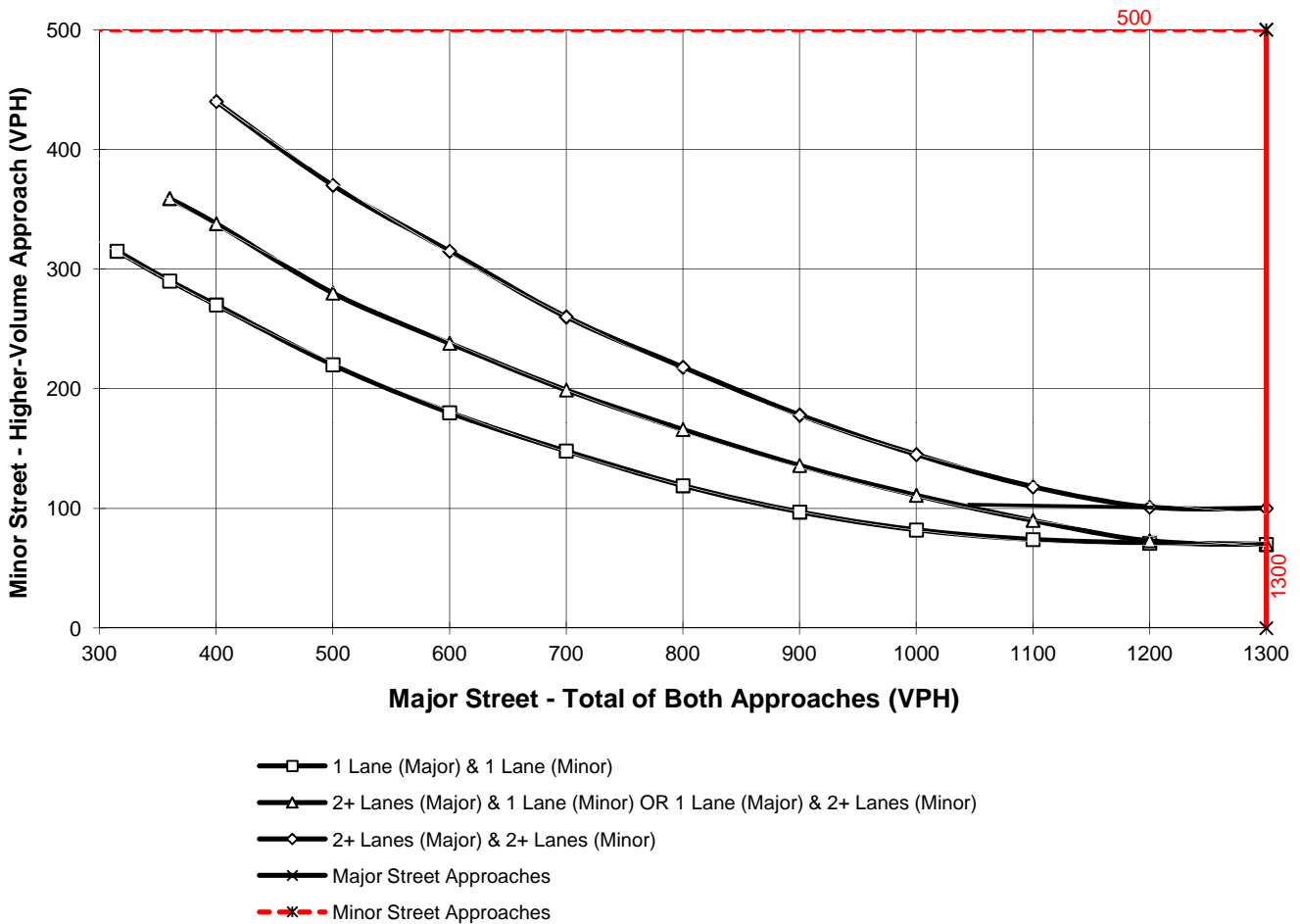
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **2,257**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **761**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

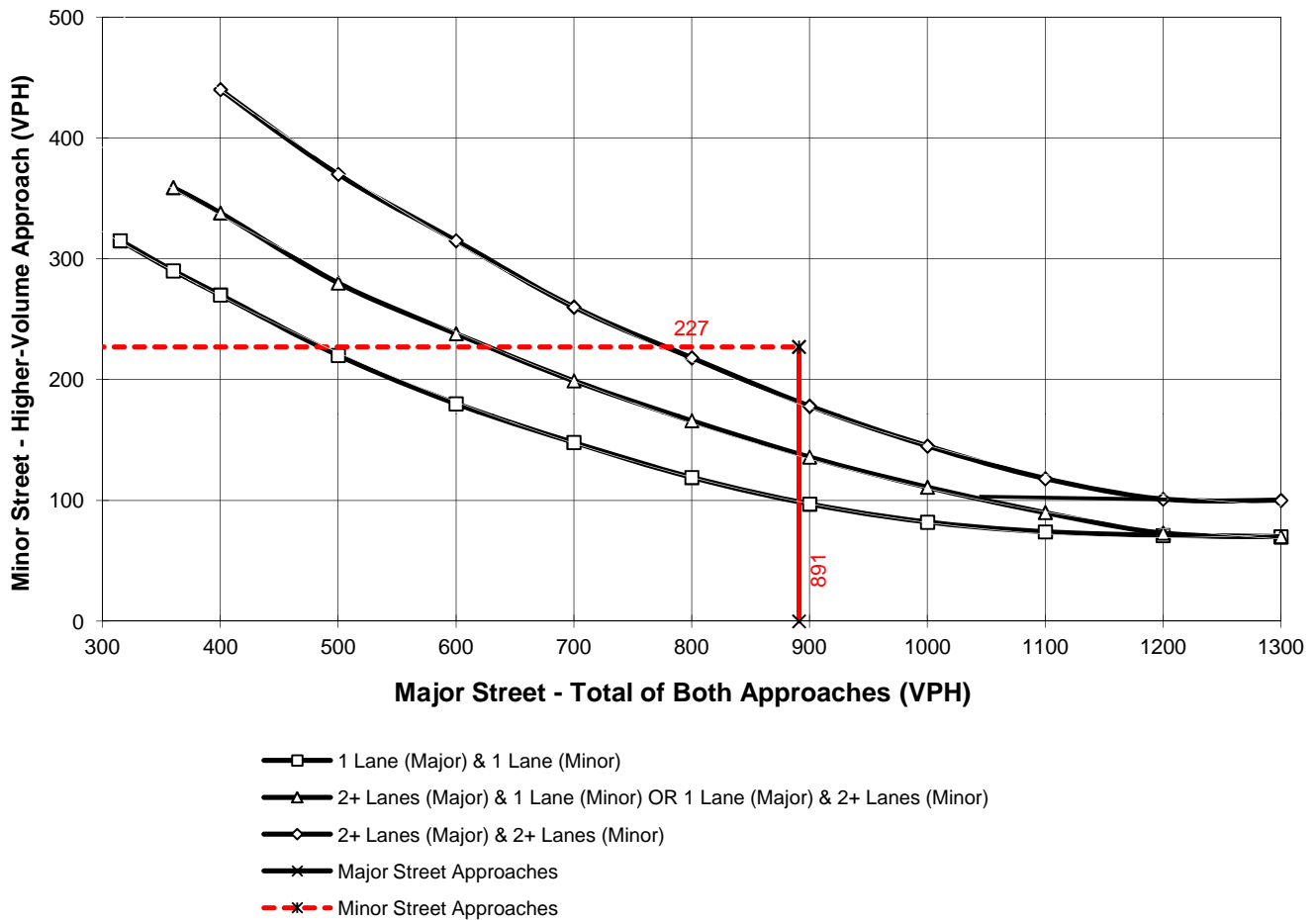
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **891**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **227**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

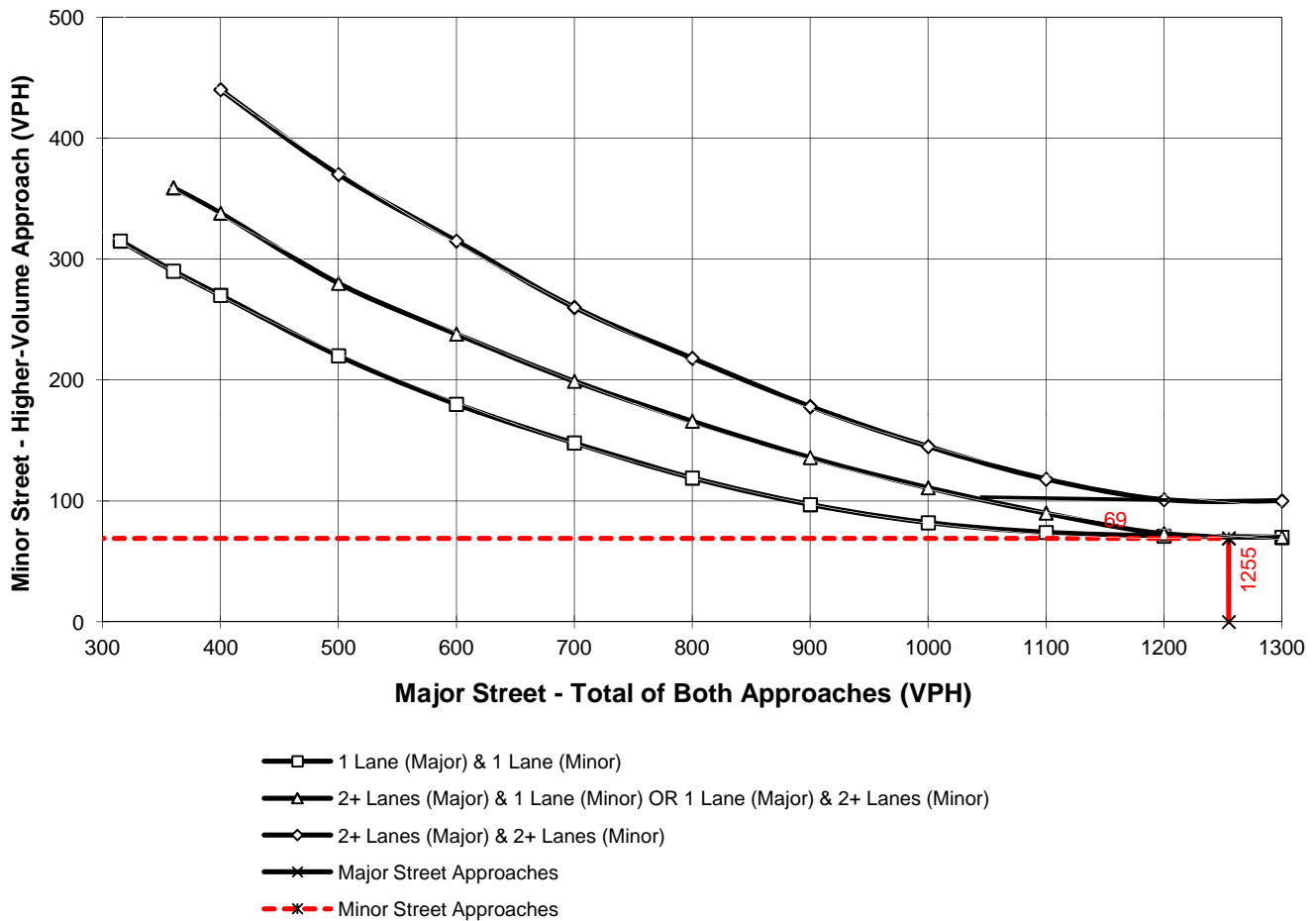
Major Street Name = **Monroe Street**

Total of Both Approaches (VPH) = **1,255**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **69**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

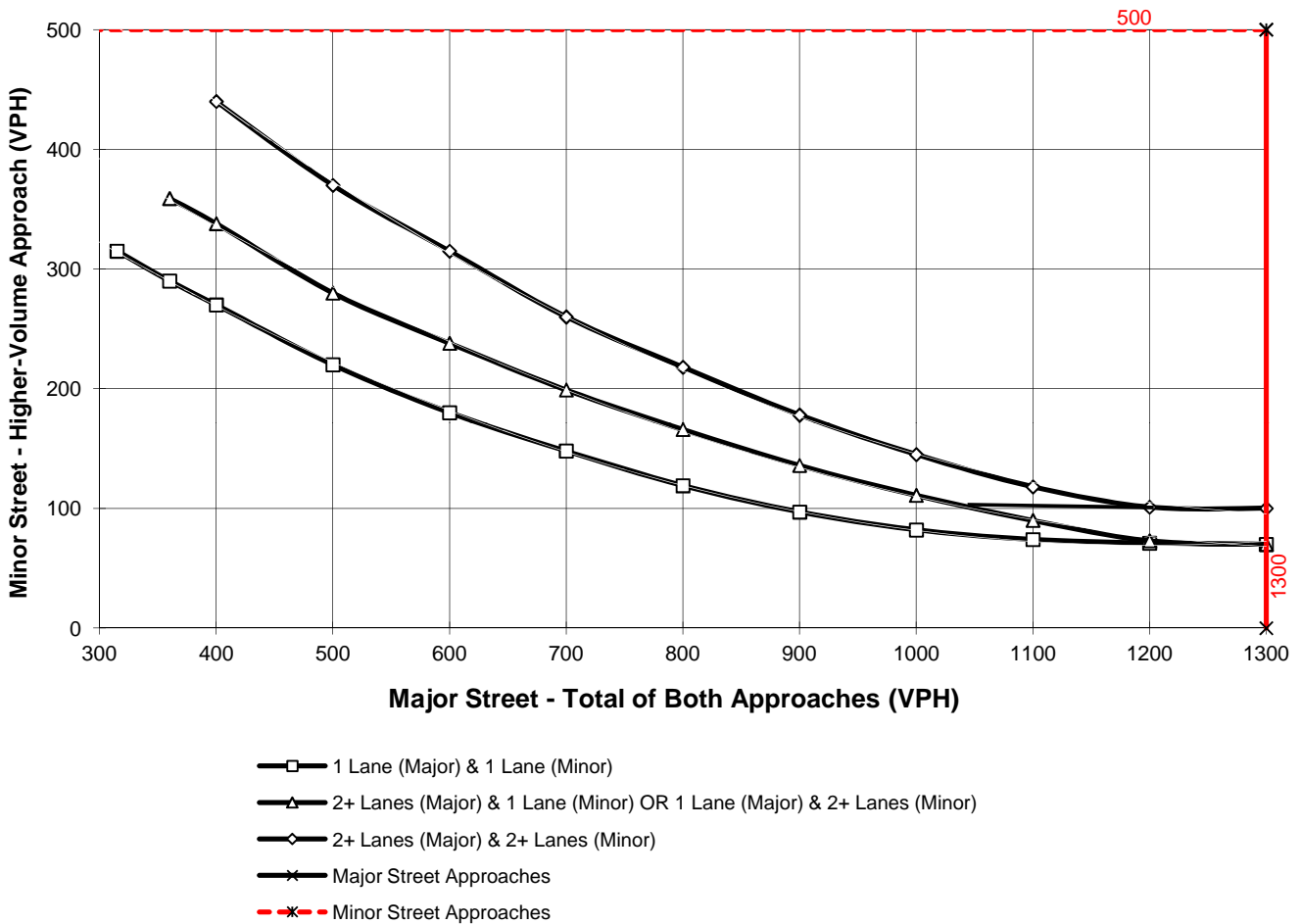
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **1,492**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Av.**

High Volume Approach (VPH) = **779**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

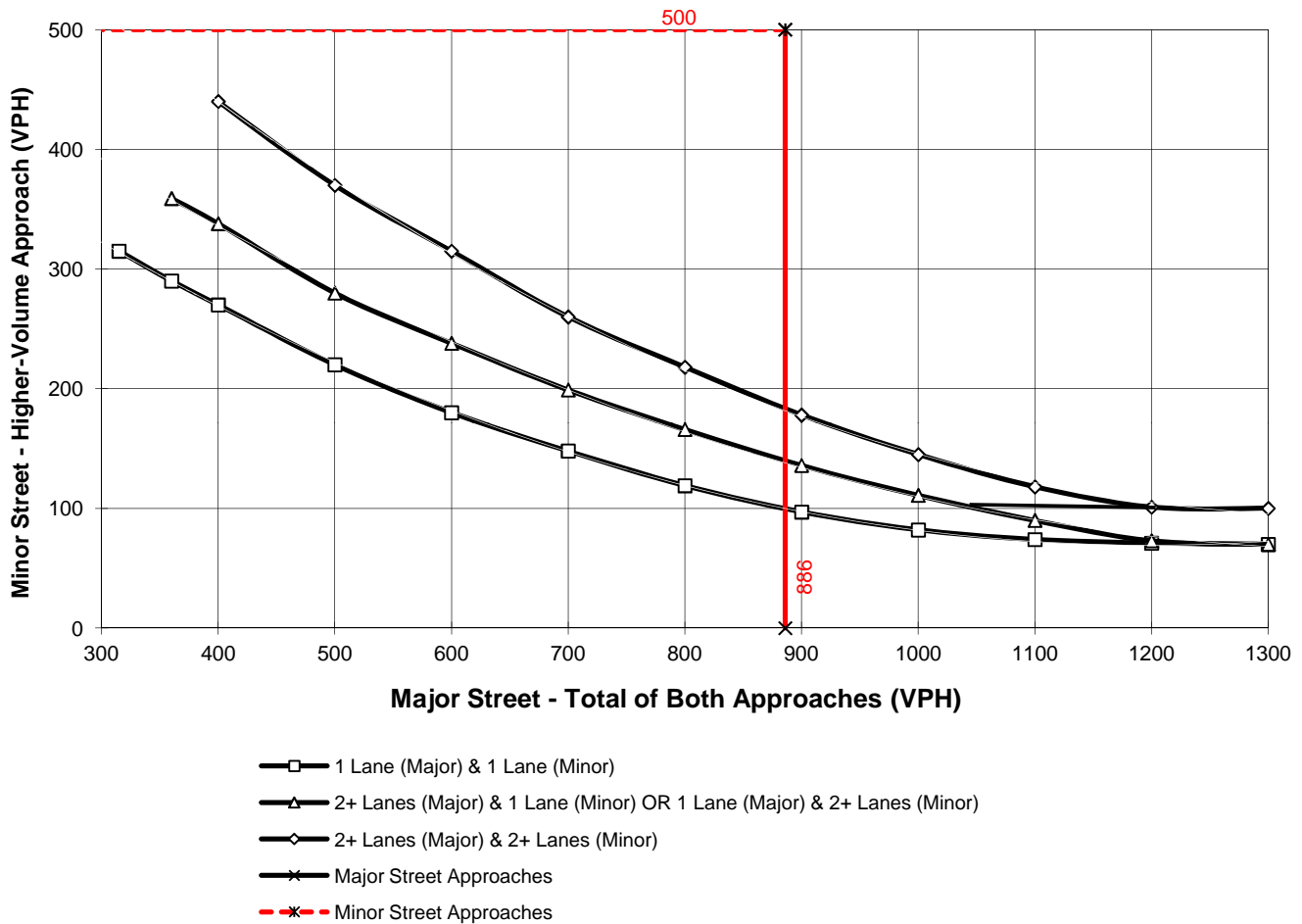
Major Street Name = **60th Av.**

Total of Both Approaches (VPH) = **886**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Jackson Street**

High Volume Approach (VPH) = **625**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

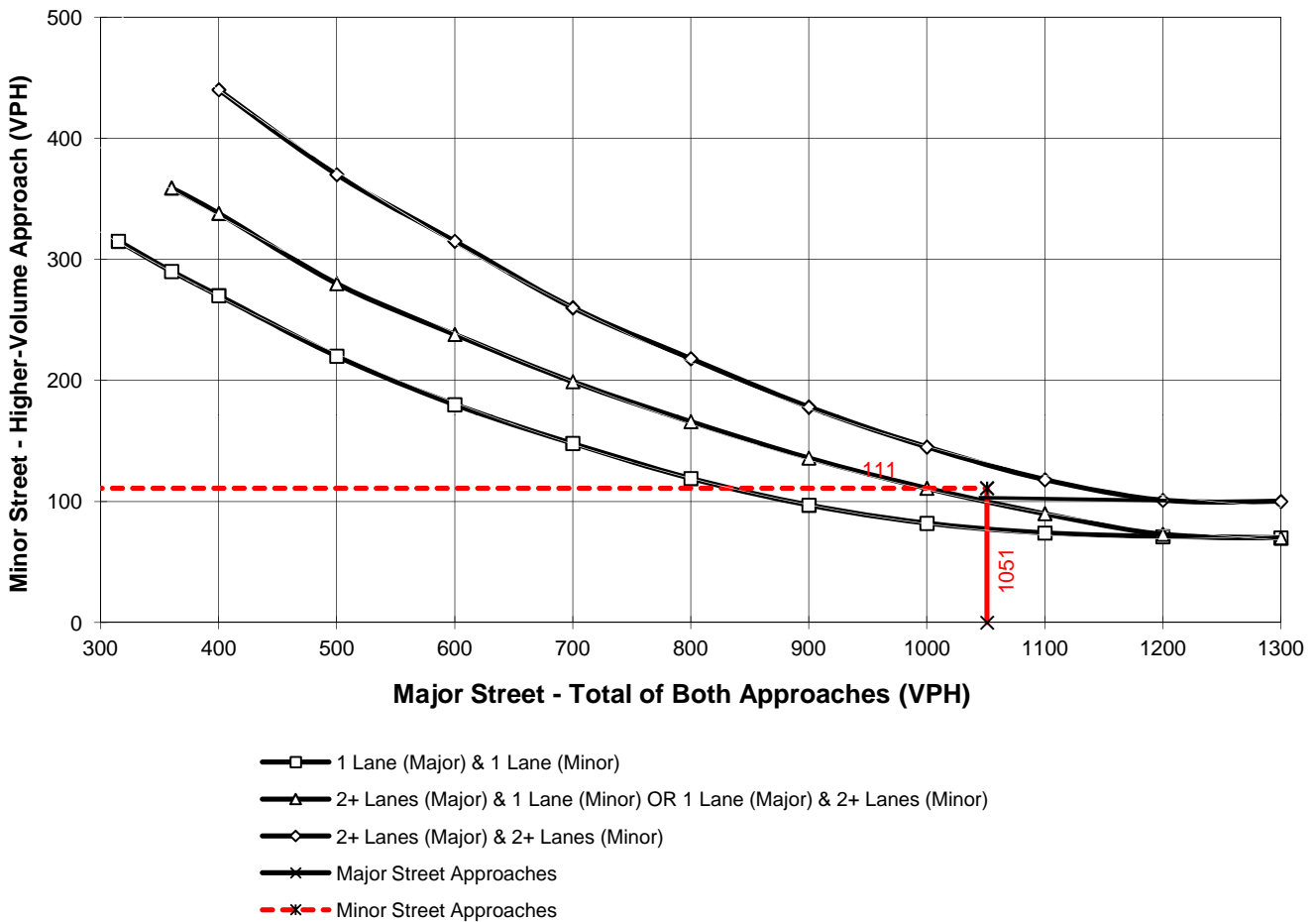
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **1,051**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **111**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

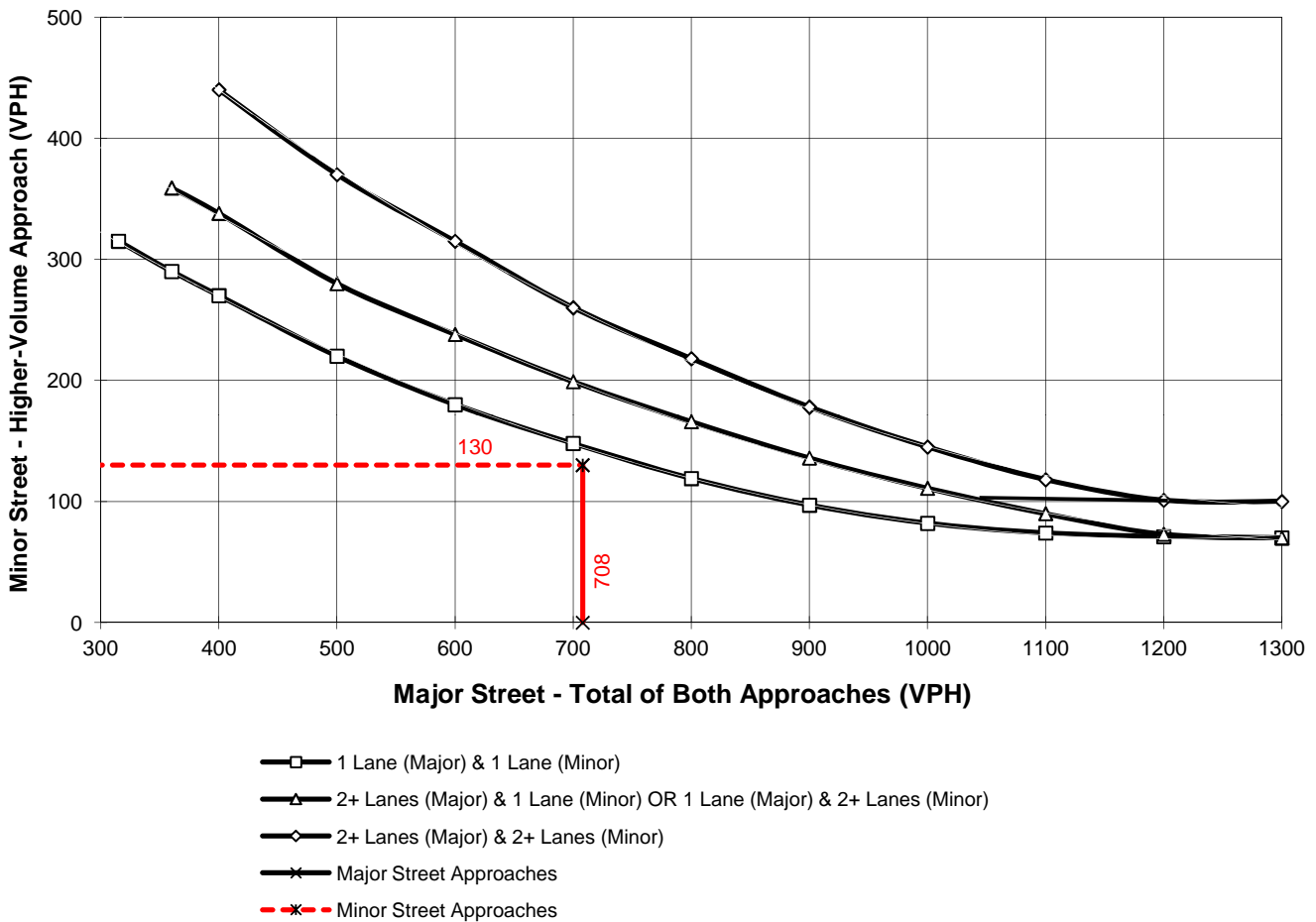
Major Street Name = **Jackson Street**

Total of Both Approaches (VPH) = **708**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **61st Avenue**

High Volume Approach (VPH) = **130**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday AM Peak Hour**

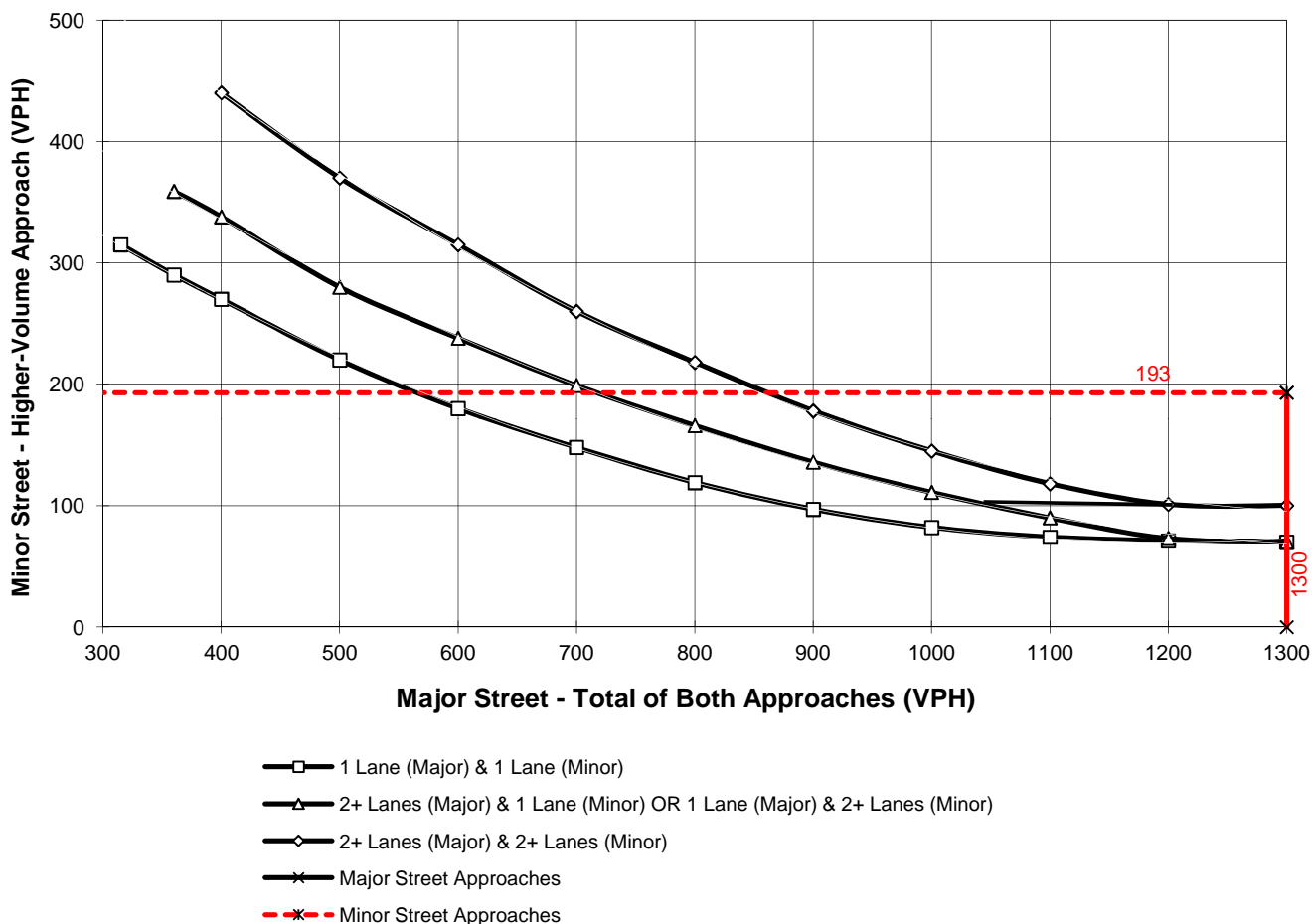
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **2,540**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **193**
 Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2035NP Conditions - Weekday PM Peak Hour**

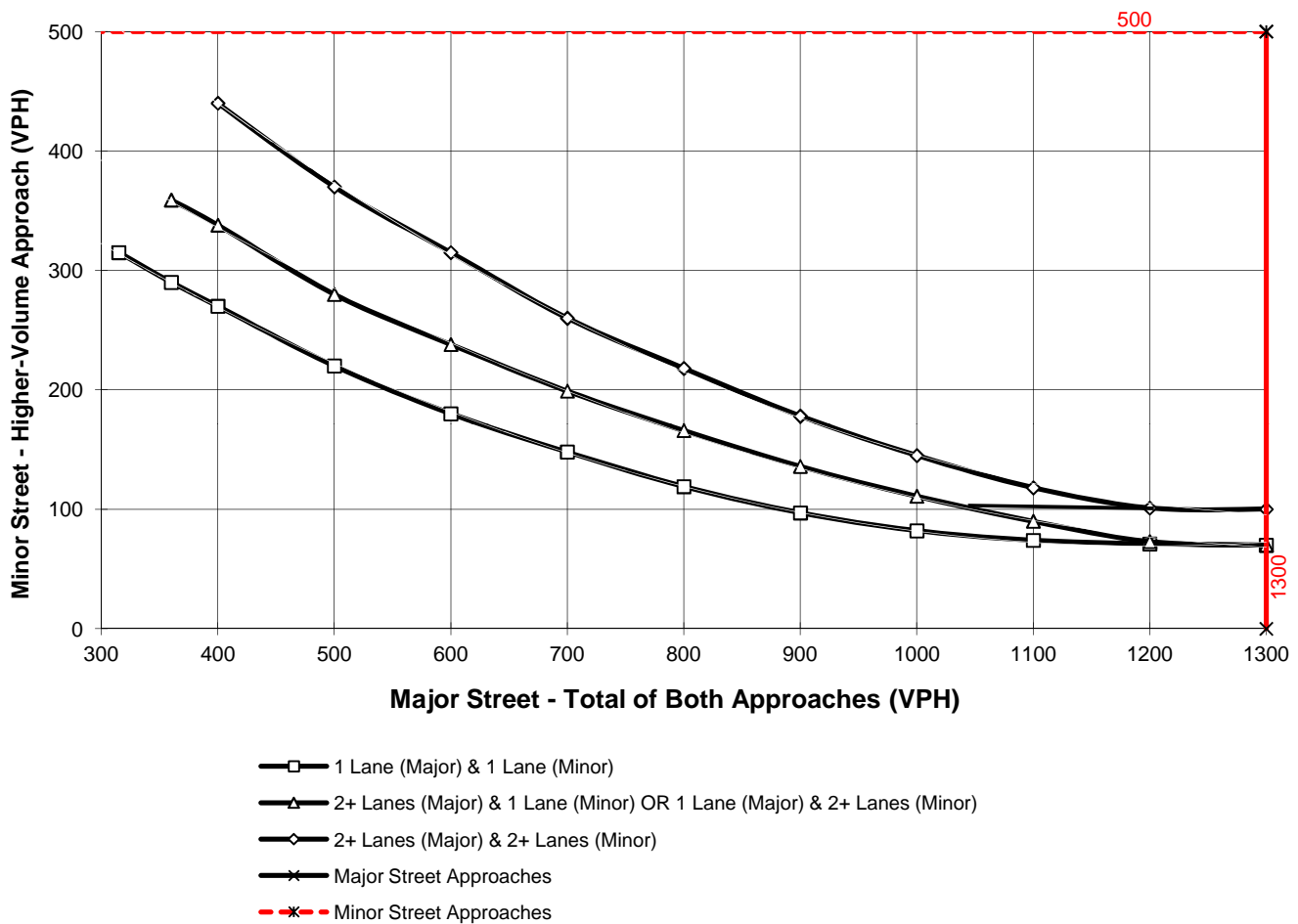
Major Street Name = **Madison Street**

Total of Both Approaches (VPH) = **3,078**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue**

High Volume Approach (VPH) = **589**
 Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Long Range (2035) With Project Conditions

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2035WP
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>Monroe St. (NS)</u>				CHK _____	DATE _____
Minor Street: <u>61st Avenue - TAZ 6 Dwy. (EW)</u>				Critical Approach Speed (Major) _____	<u>55</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>22,500</u>	vpd	Minor Street Future ADT =	<u>2,164</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX				
<u>Satisfied</u>	<u>Not Satisfied</u>	Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
XX		(Total of Both Approaches)		(One Direction Only)	
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 22,500	1 2,164	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>	<u>Not Satisfied</u>	(Total of Both Approaches)		(One Direction Only)	
XX		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 22,500	1 2,164	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	100%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2035WP
Jurisdiction: <u>County of Riverside</u>				CALC <u>JC</u>	DATE <u>12/16/13</u>
Major Street: <u>60th Avenue (EW)</u>				CHK _____	DATE _____
Minor Street: <u>Driveway 1 (NS)</u>				Critical Approach Speed (Major) _____	<u>55</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>20,720</u>	vpd	Minor Street Future ADT =	<u>770</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 20,720	1 770	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 20,720	1 770	12,000	8,400 *	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	46%				
	<u>B</u>				
	91%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

	<u> </u>	<u> </u>	<u> </u>		TRAFFIC CONDITIONS	2035WP
DIST	CO	RTE	PM	CALC	JC	DATE
Jurisdiction: <u>County of Riverside</u>				CHK		12/16/13
Major Street: <u>61st Avenue (EW)</u>						DATE
Minor Street: <u>Driveway 2 (NS)</u>						
					Critical Approach Speed (Major)	40 mph
					Critical Approach Speed (Minor)	35 mph
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes: <u>1</u> lane	
Major Street Future ADT =			<u>4,329</u>	vpd	Minor Street Future ADT = <u>329</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>
						RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>		<u>RURAL</u>		Minimum Requirements EADT			
XX							
CONDITION A - Minimum Vehicular Volume				Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
		XX					
Number of lanes for moving traffic on each approach				<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
1 4,329		1 329		8,000	5,600	2,400	1,680
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
		XX					
Number of lanes for moving traffic on each approach				<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
1 4,329		1 329		12,000	8,400	1,200	850
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		<u>Not Satisfied</u>		80%		80%	
		XX					
No one condition satisfied, but following conditions fulfilled 80% of more							
		A		B			
		14%		27%			

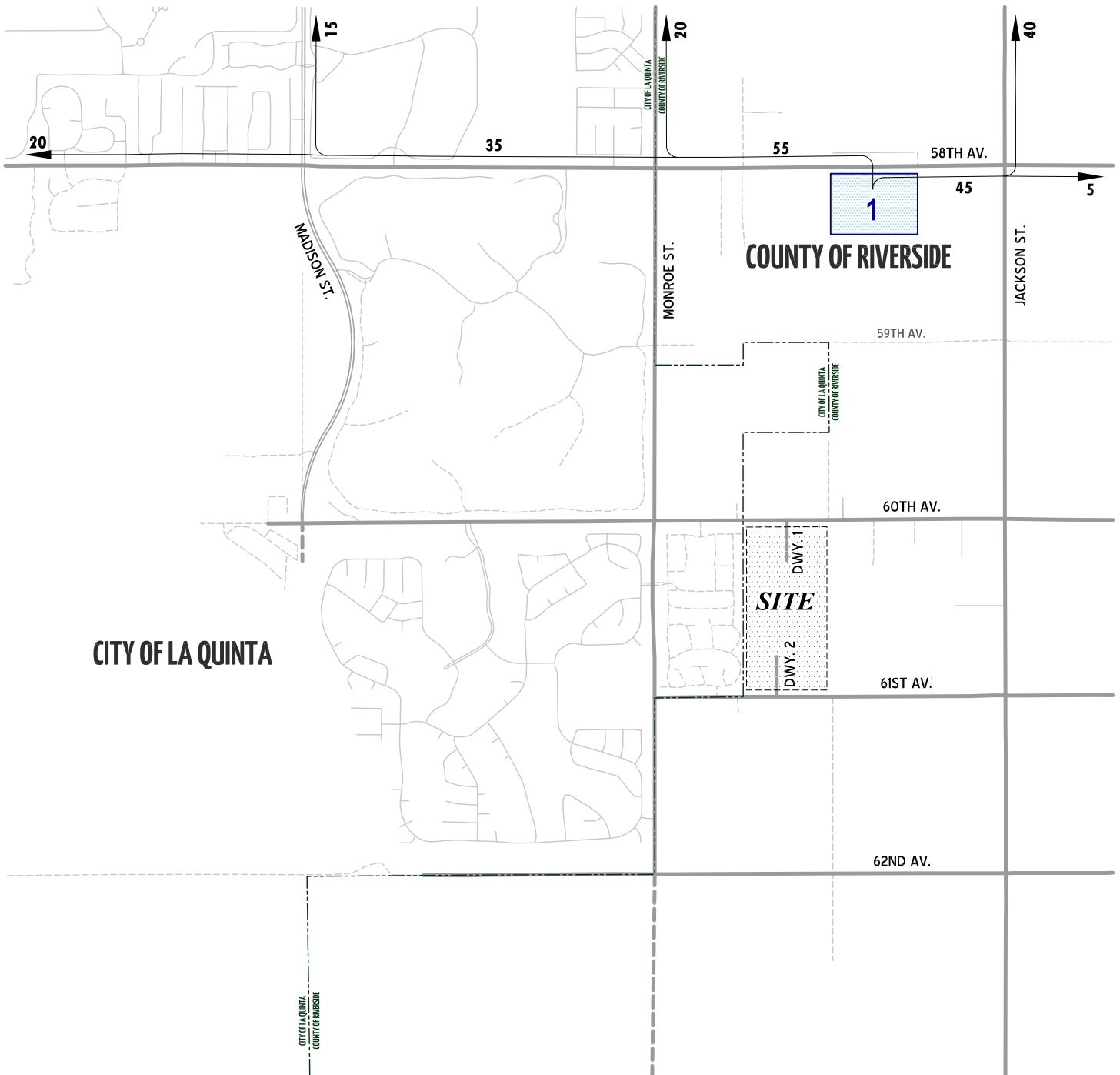
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 4.1

Cumulative Development Trip Distribution Patterns

EXHIBIT 1
TAZ 1 (TR 34302)
CUMULATIVE PROJECT DISTRIBUTION

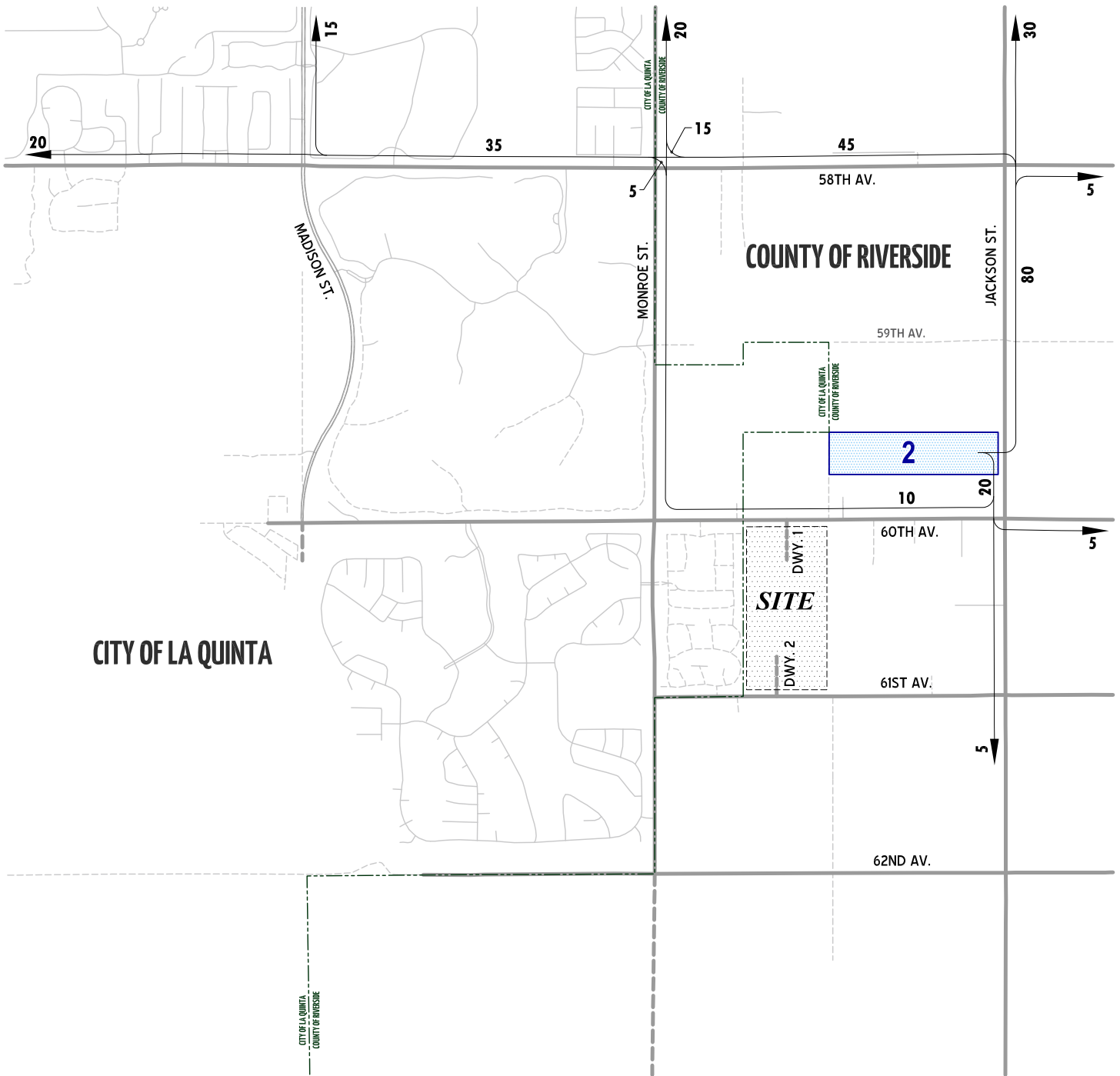


LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 2
TAZ 2 (TR 36234)
CUMULATIVE PROJECT DISTRIBUTION



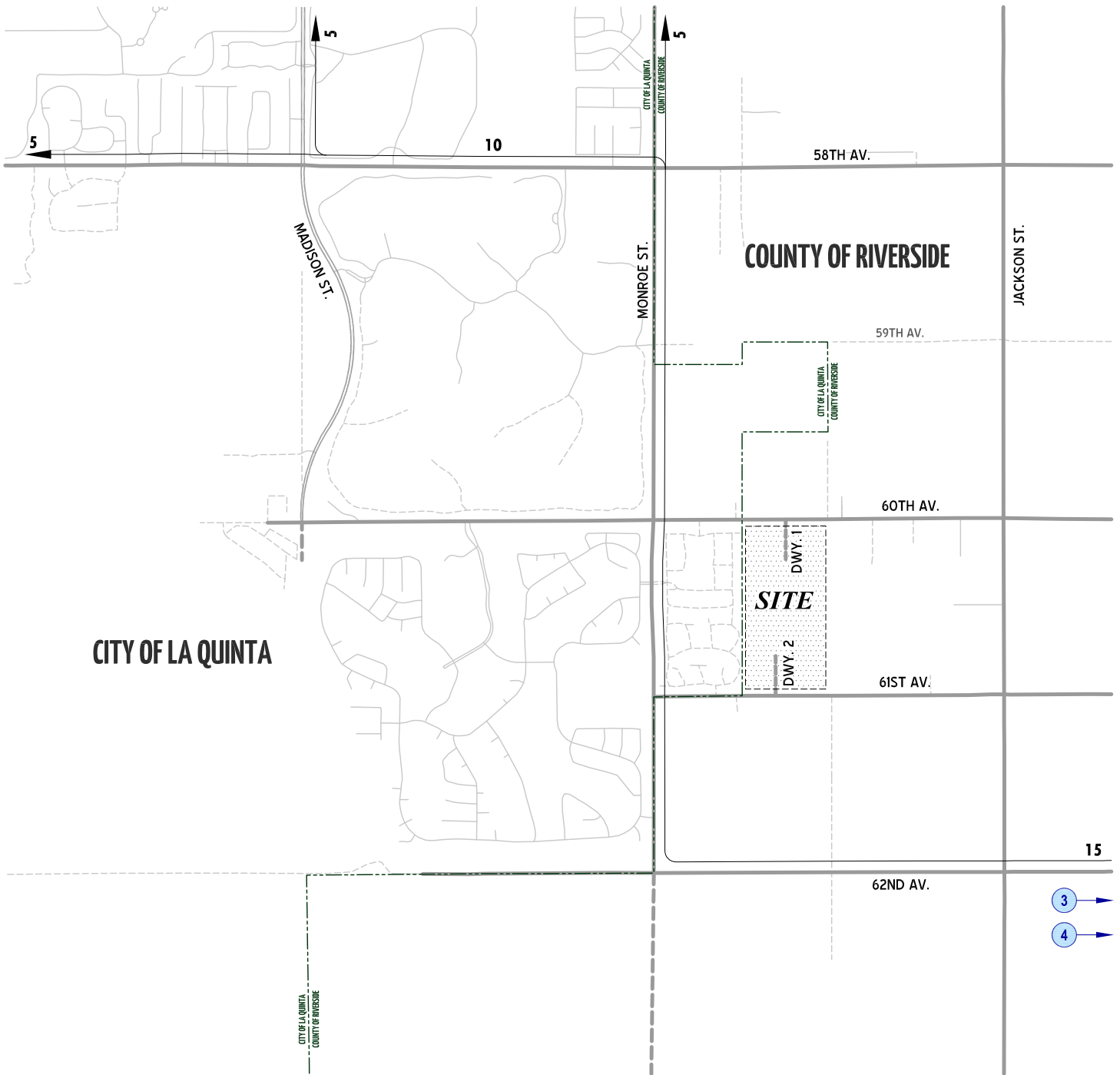
LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 3

TAZ 3 (TR 32693) AND TAZ 4 (TR 32694) CUMULATIVE PROJECT DISTRIBUTION



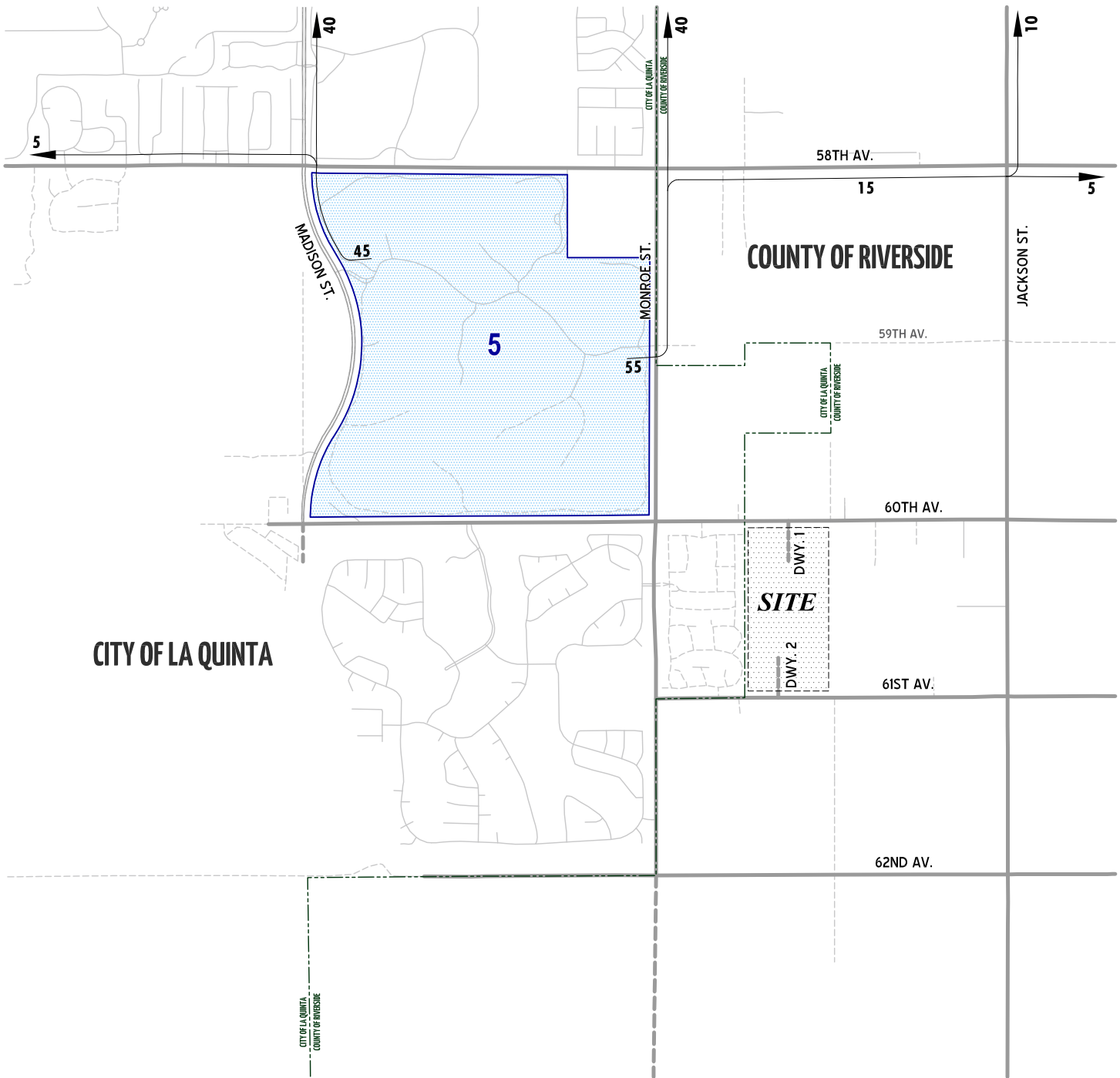
LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 4

TAZ 5 (SP 2003-067 - ANDALUSIA) CUMULATIVE PROJECT DISTRIBUTION



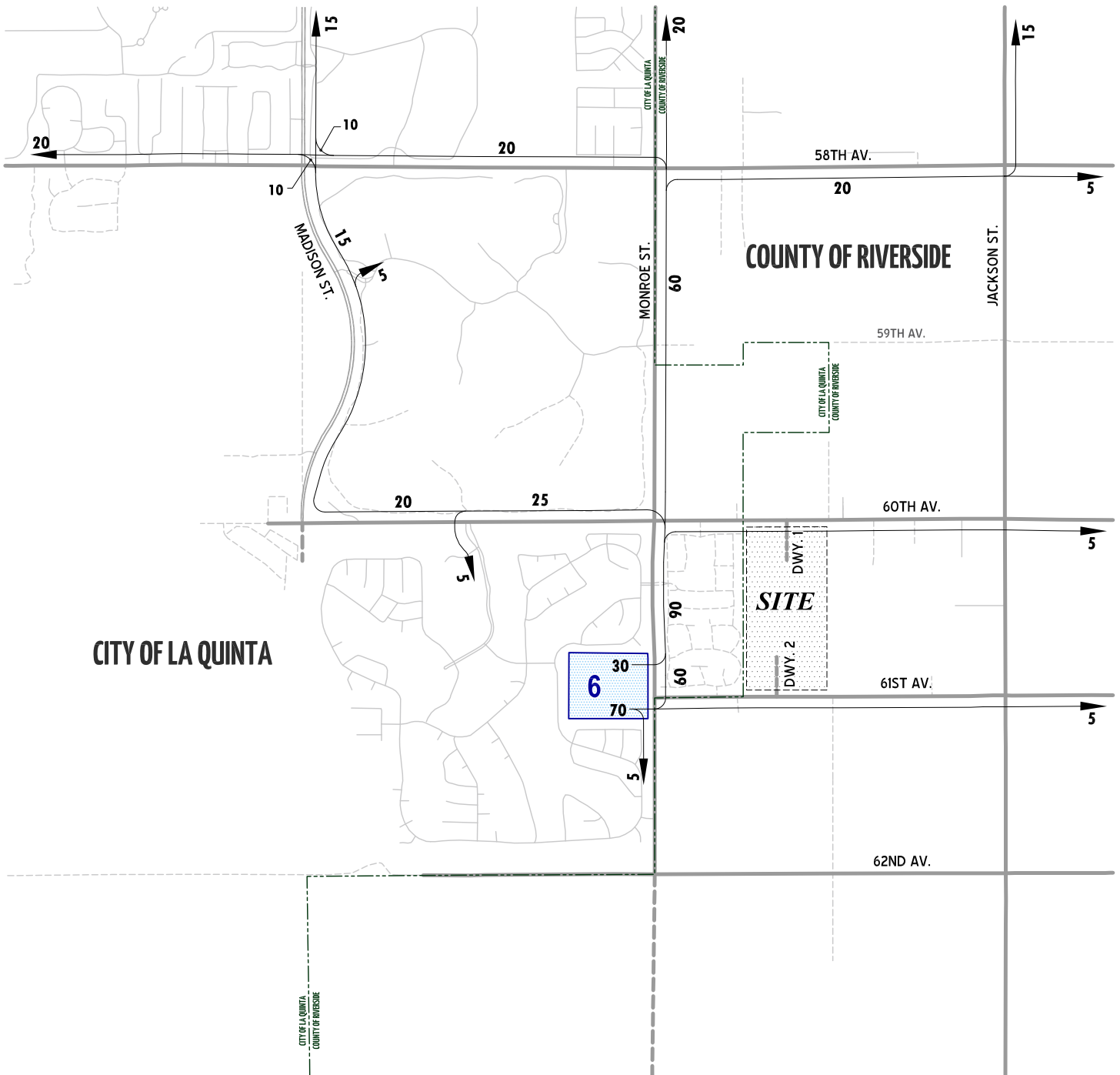
LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 5

TAZ 6 (TM 31434) CUMULATIVE PROJECT DISTRIBUTION

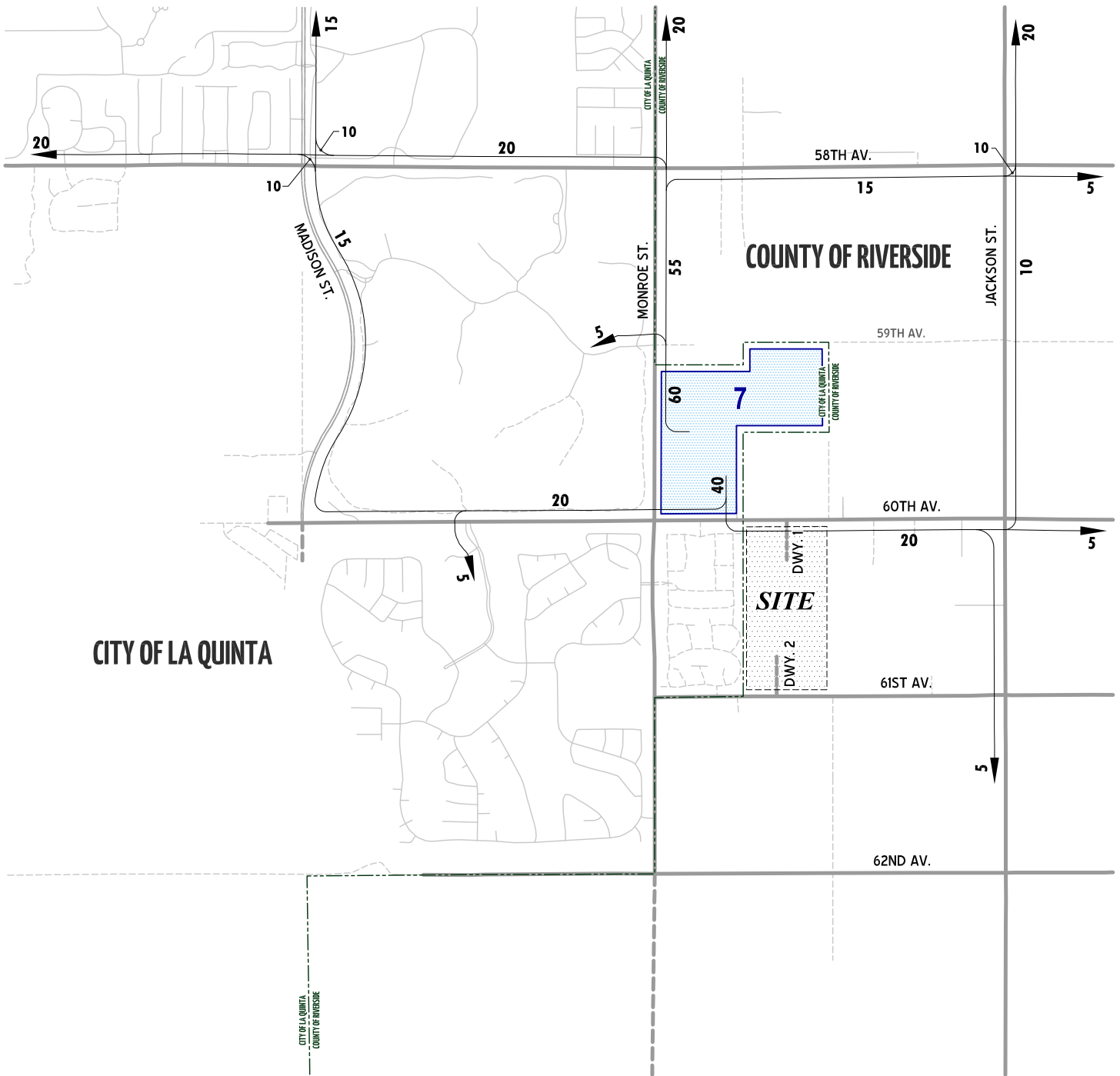


LEGEND:

10 = PERCENT TO/FROM PROJECT



TAZ 7 (SP 2004-072) CUMULATIVE PROJECT DISTRIBUTION (2035 ONLY)



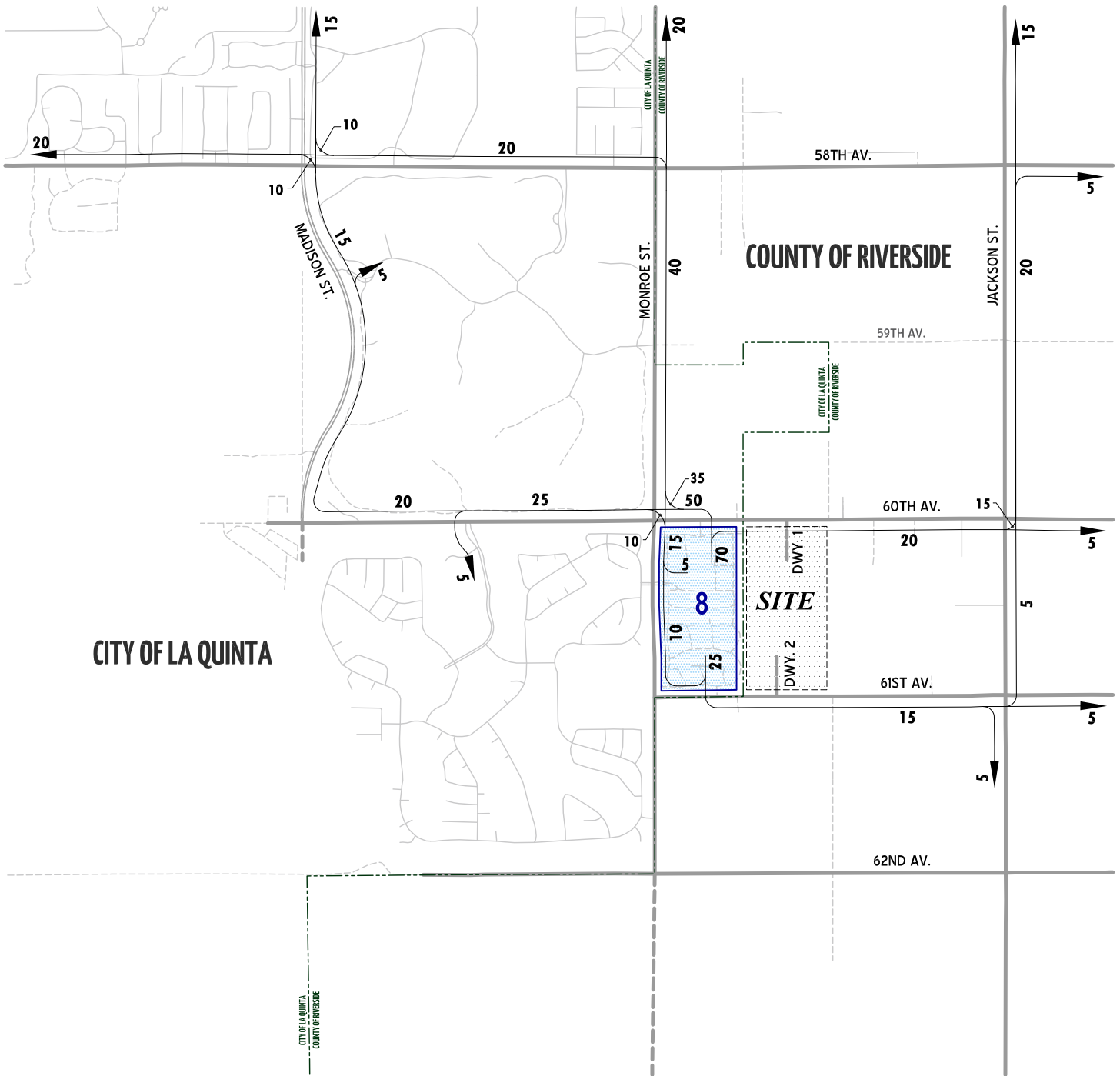
LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 7

TAZ 18 (TT 31732 & 31733 - PALIZADA) CUMULATIVE PROJECT DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT



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APPENDIX 5.1

Existing plus Project Conditions Intersection Operations Analysis Worksheets

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Trip Generation Report

Forecast for AM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	SITE (2016)	1.00	RESIDENTIAL	45.00	130.00	45	130	175	100.0
	Zone 1 Subtotal					45	130	175	100.0
TOTAL						45	130	175	100.0

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / Av. 60

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[8.8]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	59	0	0	0	2	0	0	2	129
Growth 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
Initial Bse:	0	0	0	59	0	0	0	2	0	0	2	129
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	0	0	0	2	0	0	2	148
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	81	0	0	0	2	0	0	2	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	81	0	0	0	2	0	0	2	183

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	5	5	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1022	894	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1022	894	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			8.8			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.164
 Loss Time (sec): 0 Average Delay (sec/veh): 8.2
 Optimal Cycle: 0 Level Of Service: A

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	0	0	1! 0 0

Volume Module:

Base Vol:	13	32	2	10	35	56	17	29	3	12	65	18
Growth 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
Initial Bse:	13	32	2	10	35	56	17	29	3	12	65	18
Added Vol:	26	26	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	58	2	10	44	56	17	29	12	12	65	18
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	48	72	2	12	54	69	21	36	15	15	80	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	72	2	12	54	69	21	36	15	15	80	22
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:	48	72	2	12	54	69	21	36	15	15	80	22

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:	0.39	0.59	0.02	0.19	0.81	1.00	0.29	0.50	0.21	0.13	0.68	0.19
Final Sat.:	294	438	15	126	555	800	220	375	155	97	524	145

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.10	0.10	0.09	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	8.4	8.4	7.4	8.0	8.0	8.0	8.2	8.2	8.2
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:	8.5	8.5	8.5	8.4	8.4	7.4	8.0	8.0	8.0	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			7.9			8.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			7.9			8.0			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #3 Monroe St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.175
 Loss Time (sec): 0 Average Delay (sec/veh): 8.3
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	15	24	2	8	17	15	13	22	32	1	20	8
Growth 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
Initial Bse:	15	24	2	8	17	15	13	22	32	1	20	8
Added Vol:	13	7	0	18	2	0	0	5	4	0	13	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	31	2	26	19	15	13	27	36	1	33	60
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	39	43	3	36	26	21	18	38	50	1	46	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	43	3	36	26	21	18	38	50	1	46	83
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:	39	43	3	36	26	21	18	38	50	1	46	83

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:	1.00	0.94	0.06	1.00	1.00	1.00	0.33	0.67	1.00	0.01	0.35	0.64
Final Sat.:	614	636	41	596	651	745	218	452	798	8	263	477

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.06	0.04	0.03	0.08	0.08	0.06	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	8.7	8.1	8.1	8.9	8.2	7.4	8.4	8.4	7.3	8.6	8.6	8.6
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:	8.7	8.1	8.1	8.9	8.2	7.4	8.4	8.4	7.3	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.3			7.9			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.3			7.9			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[8.6]

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	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	31	0	0	50	0	0	0	0	0	0	3
Growth 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
Initial Bse:	0	31	0	0	50	0	0	0	0	0	0	3
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	7	50	0	0	0	0	0	0	22
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:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	46	0	10	74	0	0	0	0	0	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	46	0	10	74	0	0	0	0	0	0	32

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	46	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	46
Potent Cap.:	xxxx	xxxx	xxxxxx	1575	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	1030
Move Cap.:	xxxx	xxxx	xxxxxx	1575	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	1030
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	8.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.103
 Loss Time (sec): 0 Average Delay (sec/veh): 7.5
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	7	43	1	12	45	15	5	21	7	4	8	12
Growth 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
Initial Bse:	7	43	1	12	45	15	5	21	7	4	8	12
Added Vol:	0	7	0	0	2	7	20	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	50	1	12	47	22	25	28	7	4	10	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:	0.90	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	56	1	13	52	24	28	31	8	4	11	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	56	1	13	52	24	28	31	8	4	11	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:	8	56	1	13	52	24	28	31	8	4	11	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:	0.12	0.86	0.02	0.15	0.58	0.27	0.41	0.47	0.12	0.15	0.38	0.47
Final Sat.:	101	721	14	129	506	237	341	382	95	132	330	396

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.08	0.08	0.08	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	7.5	7.5	7.5	7.5	7.5	7.5	7.6	7.6	7.6	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	7.5	7.5	7.5	7.6	7.6	7.6	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.5			7.6			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.5			7.6			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[9.7]

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	49	0	0	43	1	2	0	0	0	0	0
Growth 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
Initial Bse:	3	49	0	0	43	1	2	0	0	0	0	0
Added Vol:	2	0	0	0	0	2	7	7	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	49	0	0	43	3	9	7	7	0	2	0
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	6	58	0	0	51	4	11	8	8	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	58	0	0	51	4	11	8	8	0	2	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	54	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	124	122	53	xxxx	124	xxxxxx
Potent Cap.:	1564	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	855	772	1021	xxxx	770	xxxxxx
Move Cap.:	1564	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	851	769	1021	xxxx	767	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.01	0.01	xxxx	0.00	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0.0	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	A	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	867	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			9.7		
ApproachLOS:	*			*			A			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.1]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	32	0	0	29	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	32	0	0	29	0
Added Vol:	65	0	26	0	0	0	0	0	23	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	26	0	0	0	0	32	23	9	29	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	0	28	0	0	0	0	35	25	10	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	28	0	0	0	0	35	25	10	32	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	98	xxxx	47	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	xxxx	xxxxx
Potent Cap.:	905	xxxx	1028	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1557	xxxx	xxxxx
Move Cap.:	901	xxxx	1028	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1557	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.3	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: A[8.6]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	0	0	0	3	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	0	0	0	3	0
Added Vol:	0	0	0	20	0	19	7	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	19	7	0	0	0	3	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	22	0	21	8	0	0	0	3	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	21	8	0	0	0	3	8

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	22	22	7	11	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	999	875	1081	1622	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	996	871	1081	1622	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	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	1036	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			8.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.152
 Loss Time (sec): 0 Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	4	127	2	65	69	43	42	6	2	0	12	51
Growth 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
Initial Bse:	4	127	2	65	69	43	42	6	2	0	12	51
Added Vol:	13	6	0	5	2	0	0	5	5	0	13	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	133	2	70	71	43	42	11	7	0	25	64
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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	21	168	3	88	90	54	53	14	9	0	32	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	168	3	88	90	54	53	14	9	0	32	81
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:	21	168	3	88	90	54	53	14	9	0	32	81

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	570	1241	702	579	1258	717	529	570	641	534	1155	653

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.00	0.15	0.07	0.08	0.10	0.02	0.01	0.00	0.03	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.1	7.6	9.7	8.6	7.9	9.8	8.7	8.0	0.0	8.7	8.5
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:	9.0	9.1	7.6	9.7	8.6	7.9	9.8	8.7	8.0	0.0	8.7	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	9.0			8.8			9.4			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			8.8			9.4			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1

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

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Trip Generation Report

Forecast for PM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	SITE (2016)	1.00	RESIDENTIAL	146.00	86.00	146	86	232	100.0
	Zone 1 Subtotal					146	86	232	100.0
TOTAL						146	86	232	100.0

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / Av. 60

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.5]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	163	0	2	0	4	0	0	3	102
Growth 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
Initial Bse:	0	0	0	163	0	2	0	4	0	0	3	102
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	2	0	4	0	0	3	115
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:	0	0	0	222	0	2	0	5	0	0	4	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	222	0	2	0	5	0	0	4	138

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	8	8	4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1017	891	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1017	891	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxxx	9.5	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	A	*	*	*	*	*	*	*	*	*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
 Loss Time (sec): 0 Average Delay (sec/veh): 9.4
 Optimal Cycle: 0 Level Of Service: A

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	0	0	1! 0 0

Volume Module:

Base Vol:	8	73	8	22	42	36	72	81	4	3	18	13
Growth 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
Initial Bse:	8	73	8	22	42	36	72	81	4	3	18	13
Added Vol:	17	17	0	0	29	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	90	8	22	71	36	72	81	33	3	18	13
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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	33	118	10	29	93	47	94	106	43	4	24	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	118	10	29	93	47	94	106	43	4	24	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:	33	118	10	29	93	47	94	106	43	4	24	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:	0.20	0.73	0.07	0.24	0.76	1.00	0.39	0.43	0.18	0.09	0.53	0.38
Final Sat.:	142	511	45	149	481	735	282	317	129	61	367	265

Capacity Analysis Module:

Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.06	0.33	0.33	0.33	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	9.3	9.3	9.3	9.4	9.4	7.6	9.9	9.9	9.9	8.1	8.1	8.1
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:	9.3	9.3	9.3	9.4	9.4	7.6	9.9	9.9	9.9	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.3			8.9			9.9			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			8.9			9.9			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.1	0.4	0.4	0.4	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #3 Monroe St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.139
 Loss Time (sec): 0 Average Delay (sec/veh): 8.5
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	24	30	2	9	33	9	14	32	39	4	10	10
Growth 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
Initial Bse:	24	30	2	9	33	9	14	32	39	4	10	10
Added Vol:	9	4	0	58	7	0	0	15	15	0	9	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	34	2	67	40	9	14	47	54	4	19	44
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	41	42	2	83	50	11	17	59	67	5	24	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	42	2	83	50	11	17	59	67	5	24	55
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:	41	42	2	83	50	11	17	59	67	5	24	55

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:	1.00	0.94	0.06	1.00	1.00	1.00	0.23	0.77	1.00	0.06	0.28	0.66
Final Sat.:	608	631	37	601	655	750	151	505	769	42	200	464

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.14	0.08	0.01	0.12	0.12	0.09	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.2	8.2	9.4	8.4	7.4	8.7	8.7	7.6	8.5	8.5	8.5
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:	8.8	8.2	8.2	9.4	8.4	7.4	8.7	8.7	7.6	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.9			8.2			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.9			8.2			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[8.7]

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	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	41	1	3	59	0	0	0	0	1	0	1
Growth 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
Initial Bse:	0	41	1	3	59	0	0	0	0	1	0	1
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	41	1	25	59	0	0	0	0	1	0	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	51	1	31	73	0	0	0	0	1	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	51	1	31	73	0	0	0	0	1	0	17

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	186	51
Potent Cap.:	xxxx	xxxx	xxxxx	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	712	1022
Move Cap.:	xxxx	xxxx	xxxxx	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx	795	697	1022
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	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	xxxx	xxxxx	xxxx	1003	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.105
 Loss Time (sec): 0 Average Delay (sec/veh): 7.5
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	11	42	3	5	49	4	7	22	8	4	11	14
Growth 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
Initial Bse:	11	42	3	5	49	4	7	22	8	4	11	14
Added Vol:	0	4	0	0	7	22	13	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	46	3	5	56	26	20	26	8	4	18	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	12	49	3	5	60	28	21	28	9	4	19	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	49	3	5	60	28	21	28	9	4	19	15
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:	12	49	3	5	60	28	21	28	9	4	19	15

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:	0.18	0.77	0.05	0.06	0.64	0.30	0.37	0.48	0.15	0.11	0.50	0.39
Final Sat.:	154	642	42	51	566	263	304	395	122	95	426	331

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	7.5	7.5	7.5	7.5	7.5	7.5	7.6	7.6	7.6	7.3	7.3	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:	7.5	7.5	7.5	7.5	7.5	7.5	7.6	7.6	7.6	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.5			7.5			7.6			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.5			7.5			7.6			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[10.0]

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	1	0	0	0	0	1	0	0	0	1	0

Volume Module:

Base Vol:	2	47	0	3	56	0	2	1	1	0	2	2
Growth 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
Initial Bse:	2	47	0	3	56	0	2	1	1	0	2	2
Added Vol:	7	0	0	0	0	7	4	4	4	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	47	0	3	56	7	6	5	5	0	9	2
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:	13	66	0	4	79	10	8	7	7	0	13	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	66	0	4	79	10	8	7	7	0	13	3

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	3.3

Capacity Module:

Cnflict Vol:	89	xxxx	xxxxxx	66	xxxx	xxxxxx	192	185	84	xxxx	190	66
Potent Cap.:	1519	xxxx	xxxxxx	1548	xxxx	xxxxxx	772	713	981	xxxx	709	1003
Move Cap.:	1519	xxxx	xxxxxx	1548	xxxx	xxxxxx	752	705	981	xxxx	701	1003
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.01	0.01	xxxx	0.02	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	794	xxxxxx	xxxx	xxxx	742
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	0.1
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	10.0
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			9.7			10.0		
ApproachLOS:	*			*			A			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.5]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	43	0	0	24	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	43	0	0	24	0
Added Vol:	43	0	17	0	0	0	0	0	73	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	17	0	0	0	0	43	73	29	24	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	0	18	0	0	0	0	47	79	32	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	18	0	0	0	0	47	79	32	26	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	176	xxxx	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	xxxxx
Potent Cap.:	819	xxxx	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Move Cap.:	806	xxxx	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.7	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[8.7]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	4	0	0	2	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	4	0	0	2	0
Added Vol:	0	0	0	13	0	13	22	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	13	22	4	0	0	2	22
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	14	0	14	24	4	0	0	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	14	24	4	0	0	2	24

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	66	66	14	26	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	944	828	1072	1601	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	933	816	1072	1601	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	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	998	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.136
 Loss Time (sec): 0 Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	0	1	1

Volume Module:

Base Vol:	2	109	1	63	168	41	53	35	4	0	10	51
Growth 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
Initial Bse:	2	109	1	63	168	41	53	35	4	0	10	51
Added Vol:	9	4	0	15	7	0	0	15	15	0	9	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	113	1	78	175	41	53	50	19	0	19	60
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:	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 Volume:	11	113	1	78	175	41	53	50	19	0	19	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	113	1	78	175	41	53	50	19	0	19	60
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:	11	113	1	78	175	41	53	50	19	0	19	60

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	553	1200	678	591	1288	735	540	584	657	527	1138	641

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.00	0.13	0.14	0.06	0.10	0.09	0.03	0.00	0.02	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.0	7.7	9.5	8.9	7.7	9.7	9.0	8.0	0.0	8.7	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:	9.0	9.0	7.7	9.5	8.9	7.7	9.7	9.0	8.0	0.0	8.7	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	9.0			8.9			9.1			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			8.9			9.1			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1

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

APPENDIX 6.1

EAP (2016) Conditions Intersection Operations Analysis Worksheets

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Trip Generation Report

Forecast for AM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	SITE (2016)	1.00	RESIDENTIAL	45.00	130.00	45	130	175	100.0
	Zone 1 Subtotal					45	130	175	100.0
TOTAL						45	130	175	100.0

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / Av. 60

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[8.8]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	59	0	0	0	2	0	0	2	129
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	63	0	0	0	2	0	0	2	137
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	0	0	2	0	0	2	156
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	86	0	0	0	3	0	0	3	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	86	0	0	0	3	0	0	3	192

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	5	5	3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1022	894	1087	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1022	894	1087	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.170
 Loss Time (sec): 0 Average Delay (sec/veh): 8.3
 Optimal Cycle: 0 Level Of Service: A

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	0	0	1! 0 0

Volume Module:

Base Vol:	13	32	2	10	35	56	17	29	3	12	65	18
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	14	34	2	11	37	59	18	31	3	13	69	19
Added Vol:	26	26	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	60	2	11	46	59	18	31	12	13	69	19
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	49	74	3	13	57	74	22	38	15	16	85	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	74	3	13	57	74	22	38	15	16	85	24
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:	49	74	3	13	57	74	22	38	15	16	85	24

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:	0.39	0.59	0.02	0.19	0.81	1.00	0.30	0.50	0.20	0.13	0.68	0.19
Final Sat.:	289	436	15	126	549	793	219	374	148	96	519	144

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.17	0.10	0.10	0.09	0.10	0.10	0.10	0.16	0.16	0.16
Crit Moves:			****			****			****			****
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	7.5	8.1	8.1	8.1	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:	8.6	8.6	8.6	8.4	8.4	7.5	8.1	8.1	8.1	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.6			7.9			8.1			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			7.9			8.1			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #3 Monroe St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.180
 Loss Time (sec): 0 Average Delay (sec/veh): 8.4
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	15	24	2	8	17	15	13	22	32	1	20	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	25	2	8	18	16	14	23	34	1	21	8
Added Vol:	13	7	0	18	2	0	0	5	4	0	13	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	32	2	26	20	16	14	28	38	1	34	60
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	40	45	3	37	28	22	19	39	53	1	48	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	45	3	37	28	22	19	39	53	1	48	84
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:	40	45	3	37	28	22	19	39	53	1	48	84

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:	1.00	0.94	0.06	1.00	1.00	1.00	0.33	0.67	1.00	0.01	0.36	0.63
Final Sat.:	612	631	41	593	646	738	218	449	794	8	265	469

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.06	0.04	0.03	0.09	0.09	0.07	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	8.7	8.2	8.2	8.9	8.3	7.5	8.4	8.4	7.4	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:	8.7	8.2	8.2	8.9	8.3	7.5	8.4	8.4	7.4	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.3			7.9			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.3			7.9			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

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	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	31	0	0	50	0	0	0	0	0	0	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	33	0	0	53	0	0	0	0	0	0	3
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	33	0	7	53	0	0	0	0	0	0	22
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:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	48	0	10	78	0	0	0	0	0	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	48	0	10	78	0	0	0	0	0	0	33

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	48	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	48
Potent Cap.:	xxxx	xxxx	xxxxx	1572	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1026
Move Cap.:	xxxx	xxxx	xxxxx	1572	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1026
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6
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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.109
 Loss Time (sec): 0 Average Delay (sec/veh): 7.5
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	7	43	1	12	45	15	5	21	7	4	8	12
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	46	1	13	48	16	5	22	7	4	8	13
Added Vol:	0	7	0	0	2	7	20	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	53	1	13	50	23	25	29	7	4	10	13
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	58	1	14	55	25	28	33	8	5	12	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	58	1	14	55	25	28	33	8	5	12	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:	8	58	1	14	55	25	28	33	8	5	12	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:	0.12	0.86	0.02	0.15	0.58	0.27	0.41	0.47	0.12	0.15	0.38	0.47
Final Sat.:	101	717	14	129	505	233	332	384	97	132	325	395

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	7.6	7.6	7.6	7.5	7.5	7.5	7.7	7.7	7.7	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:	7.6	7.6	7.6	7.5	7.5	7.5	7.7	7.7	7.7	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			7.5			7.7			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			7.5			7.7			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.8]

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	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	49	0	0	43	1	2	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	52	0	0	46	1	2	0	0	0	0	0
Added Vol:	2	0	0	0	0	2	7	7	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	52	0	0	46	3	9	7	7	0	2	0
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	6	62	0	0	54	4	11	8	8	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	62	0	0	54	4	11	8	8	0	2	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	58	xxxx	xxxxx	xxxxx	xxxx	xxxxx	131	130	56	xxxx	131	xxxxx
Potent Cap.:	1560	xxxx	xxxxx	xxxxx	xxxx	xxxxx	846	765	1016	xxxx	763	xxxxx
Move Cap.:	1560	xxxx	xxxxx	xxxxx	xxxx	xxxxx	842	762	1016	xxxx	760	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.01	0.01	xxxx	0.00	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	A	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	859	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			9.8		
ApproachLOS:	*			*			A			A		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[9.1]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	32	0	0	29	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	34	0	0	31	0
Added Vol:	65	0	26	0	0	0	0	0	23	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	26	0	0	0	0	34	23	9	31	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	0	28	0	0	0	0	37	25	10	33	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	28	0	0	0	0	37	25	10	33	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	102	xxxx	49	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	62	xxxx	xxxxx
Potent Cap.:	901	xxxx	1025	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx
Move Cap.:	896	xxxx	1025	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.4	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: A[8.6]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	0	0	0	3	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	3	0
Added Vol:	0	0	0	20	0	19	7	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	19	7	0	0	0	3	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	22	0	21	8	0	0	0	3	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	21	8	0	0	0	3	8

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	22	22	7	11	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	999	875	1081	1621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	996	871	1081	1621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.00	xxxx	xxxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	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	1035	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			8.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.163
 Loss Time (sec): 0 Average Delay (sec/veh): 9.1
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	4	127	2	65	69	43	42	6	2	0	12	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	135	2	69	73	46	45	6	2	0	13	54
Added Vol:	13	6	0	5	2	0	0	5	5	0	13	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	141	2	74	75	46	45	11	7	0	26	67
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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	22	178	3	93	95	58	56	14	9	0	32	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	178	3	93	95	58	56	14	9	0	32	85
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:	22	178	3	93	95	58	56	14	9	0	32	85

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	563	1225	693	574	1245	707	522	561	630	526	1137	642

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.00	0.16	0.08	0.08	0.11	0.03	0.01	0.00	0.03	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.2	7.6	9.9	8.7	8.0	9.9	8.8	8.1	0.0	8.8	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:	9.1	9.2	7.6	9.9	8.7	8.0	9.9	8.8	8.1	0.0	8.8	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	9.2			9.0			9.5			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.0			9.5			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.2	0.0	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1

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

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Trip Generation Report

Forecast for PM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	SITE (2016)	1.00	RESIDENTIAL	146.00	86.00	146	86	232	100.0
	Zone 1 Subtotal					146	86	232	100.0
TOTAL						146	86	232	100.0

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / Av. 60

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.6]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	163	0	2	0	4	0	0	3	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	173	0	2	0	4	0	0	3	108
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	2	0	4	0	0	3	121
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:	0	0	0	234	0	3	0	5	0	0	4	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	234	0	3	0	5	0	0	4	146

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	9	9	4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1017	890	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1017	890	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.6	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxxx	9.6	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	A	*	*	*	*	*	*	*	*	*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
 Loss Time (sec): 0 Average Delay (sec/veh): 9.6
 Optimal Cycle: 0 Level Of Service: A

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	1	0 0 1	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	8	73	8	22	42	36	72	81	4	3	18	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	77	8	23	45	38	76	86	4	3	19	14
Added Vol:	17	17	0	0	29	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	94	8	23	74	38	76	86	33	3	19	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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	33	124	11	31	96	50	100	113	44	4	25	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	124	11	31	96	50	100	113	44	4	25	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:	33	124	11	31	96	50	100	113	44	4	25	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:	0.20	0.73	0.07	0.24	0.76	1.00	0.39	0.44	0.17	0.09	0.53	0.38
Final Sat.:	137	507	46	150	472	725	281	316	122	60	361	261

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.20	0.20	0.07	0.36	0.36	0.36	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	9.5	9.5	9.5	9.6	9.6	7.7	10.2	10.2	10.2	8.2	8.2	8.2
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:	9.5	9.5	9.5	9.6	9.6	7.7	10.2	10.2	10.2	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	9.5			9.0			10.2			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.0			10.2			8.2		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.1	0.5	0.5	0.5	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #3 Monroe St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.141
 Loss Time (sec): 0 Average Delay (sec/veh): 8.6
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	24	30	2	9	33	9	14	32	39	4	10	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	25	32	2	10	35	10	15	34	41	4	11	11
Added Vol:	9	4	0	58	7	0	0	15	15	0	9	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	36	2	68	42	10	15	49	56	4	20	45
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	43	45	3	84	52	12	19	61	70	5	24	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	45	3	84	52	12	19	61	70	5	24	56
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:	43	45	3	84	52	12	19	61	70	5	24	56

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:	1.00	0.94	0.06	1.00	1.00	1.00	0.23	0.77	1.00	0.06	0.29	0.65
Final Sat.:	604	627	37	596	649	742	152	500	764	43	201	457

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.14	0.08	0.02	0.12	0.12	0.09	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.3	8.3	9.4	8.5	7.4	8.7	8.7	7.6	8.6	8.6	8.6
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:	8.8	8.3	8.3	9.4	8.5	7.4	8.7	8.7	7.6	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.9			8.2			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.9			8.2			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.7]

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	0	0	0	0	0	0

Volume Module:

Base Vol:	0	41	1	3	59	0	0	0	0	1	0	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	44	1	3	63	0	0	0	0	1	0	1
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	44	1	25	63	0	0	0	0	1	0	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	54	1	31	77	0	0	0	0	1	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	54	1	31	77	0	0	0	0	1	0	17

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	55	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	194	194	55
Potent Cap.:	xxxx	xxxx	xxxxxx	1563	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	799	705	1018
Move Cap.:	xxxx	xxxx	xxxxxx	1563	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	787	690	1018
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	998	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.7	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.7	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / Av. 60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.110
 Loss Time (sec): 0 Average Delay (sec/veh): 7.5
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	11	42	3	5	49	4	7	22	8	4	11	14
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	45	3	5	52	4	7	23	8	4	12	15
Added Vol:	0	4	0	0	7	22	13	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	49	3	5	59	26	20	27	8	4	19	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	12	52	3	6	63	28	22	29	9	5	20	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	52	3	6	63	28	22	29	9	5	20	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:	12	52	3	6	63	28	22	29	9	5	20	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:	0.18	0.77	0.05	0.06	0.65	0.29	0.36	0.49	0.15	0.11	0.50	0.39
Final Sat.:	153	638	42	51	570	253	296	397	123	95	418	333

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	7.6	7.6	7.6	7.5	7.5	7.5	7.6	7.6	7.6	7.3	7.3	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:	7.6	7.6	7.6	7.5	7.5	7.5	7.6	7.6	7.6	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			7.5			7.6			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			7.5			7.6			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.0]

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

Volume Module:

Base Vol:	2	47	0	3	56	0	2	1	1	0	2	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	50	0	3	59	0	2	1	1	0	2	2
Added Vol:	7	0	0	0	0	7	4	4	4	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	50	0	3	59	7	6	5	5	0	9	2
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:	13	71	0	5	84	10	9	7	7	0	13	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	71	0	5	84	10	9	7	7	0	13	3

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	3.3

Capacity Module:

Cnflict Vol:	94	xxxx	xxxxxx	71	xxxx	xxxxxx	202	194	89	xxxx	199	71
Potent Cap.:	1513	xxxx	xxxxxx	1543	xxxx	xxxxxx	760	705	975	xxxx	700	998
Move Cap.:	1513	xxxx	xxxxxx	1543	xxxx	xxxxxx	741	696	975	xxxx	692	998
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.01	0.01	xxxx	0.02	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	784	xxxxxx	xxxx	xxxx	735
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	0.1
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	10.0
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			9.7			10.0		
ApproachLOS:	*			*			A			B		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.5]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	43	0	0	24	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	46	0	0	25	0
Added Vol:	43	0	17	0	0	0	0	0	73	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	17	0	0	0	0	46	73	29	25	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	0	18	0	0	0	0	50	79	32	28	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	18	0	0	0	0	50	79	32	28	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	180	xxxx	89	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	129	xxxx	xxxxx
Potent Cap.:	814	xxxx	974	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1469	xxxx	xxxxx
Move Cap.:	801	xxxx	974	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1469	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.8	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[8.7]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	4	0	0	2	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	4	0	0	2	0
Added Vol:	0	0	0	13	0	13	22	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	13	22	4	0	0	2	22
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	14	0	14	24	5	0	0	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	14	24	5	0	0	2	24

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	67	67	14	26	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	943	828	1071	1601	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	933	815	1071	1601	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	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	997	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			8.7			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.145
 Loss Time (sec): 0 Average Delay (sec/veh): 9.0
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	0	1	2

Volume Module:

Base Vol:	2	109	1	63	168	41	53	35	4	0	10	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	116	1	67	178	44	56	37	4	0	11	54
Added Vol:	9	4	0	15	7	0	0	15	15	0	9	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	120	1	82	185	44	56	52	19	0	20	63
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:	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 Volume:	11	120	1	82	185	44	56	52	19	0	20	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	120	1	82	185	44	56	52	19	0	20	63
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:	11	120	1	82	185	44	56	52	19	0	20	63

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	545	1183	667	585	1273	727	533	575	646	519	1120	630

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.00	0.14	0.15	0.06	0.11	0.09	0.03	0.00	0.02	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.1	7.8	9.6	9.0	7.7	9.8	9.1	8.0	0.0	8.8	8.6
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:	9.1	9.1	7.8	9.6	9.0	7.7	9.8	9.1	8.0	0.0	8.8	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	9.1			9.0			9.3			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			9.0			9.3			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1

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

APPENDIX 6.2

EAPC (2016) Conditions Intersection Operations Analysis Worksheets

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Trip Generation Report

Forecast for AM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	TAZ 3 & 4	1.00	SFDR	0.00	0.00	0	0	0	0.0
100	SITE (2016)	1.00	RESIDENTIAL	45.00	130.00	45	130	175	18.3
	Zone 100 Subtotal					45	130	175	18.3
TOTAL						45	130	175	18.3

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Trip Generation Report

Forecast for AM Trip Gen (0)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	TAZ 1	1.00	SFDR	11.00	31.00	11	31	42	4.4
	Zone 1 Subtotal					11	31	42	4.4
2	TAZ 2	1.00	SFDR	17.00	50.00	17	50	67	7.0
	Zone 2 Subtotal					17	50	67	7.0
3	TAZ 3 & 4	1.00	SFDR	147.00	434.00	147	434	581	60.8
	Zone 3 Subtotal					147	434	581	60.8
5	TAZ 5	1.00	SFDR	12.00	33.00	12	33	45	4.7
	Zone 5 Subtotal					12	33	45	4.7
6	TAZ 6	1.00	SFDR	4.00	12.00	4	12	16	1.7
	Zone 6 Subtotal					4	12	16	1.7
8	TAZ 8	1.00	SFDR	8.00	22.00	8	22	30	3.1
	Zone 8 Subtotal					8	22	30	3.1
TOTAL						199	582	781	81.7

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[8.9]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	59	0	0	0	2	0	0	2	129
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	63	0	0	0	2	0	0	2	137
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	0	0	2	0	0	2	163
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	88	0	0	0	3	0	0	3	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	88	0	0	0	3	0	0	3	201

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	5	5	3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1022	894	1087	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1022	894	1087	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
 Loss Time (sec): 0 Average Delay (sec/veh): 9.4
 Optimal Cycle: 0 Level Of Service: A

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	0	0	1! 0 0

Volume Module:

Base Vol:	13	32	2	10	35	56	17	29	3	12	65	18
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	14	34	2	11	37	59	18	31	3	13	69	19
Added Vol:	57	70	7	5	24	0	0	11	20	3	26	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	104	9	16	61	59	18	42	23	16	95	33
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	88	129	11	19	76	74	22	52	29	19	118	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	129	11	19	76	74	22	52	29	19	118	41
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:	88	129	11	19	76	74	22	52	29	19	118	41

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:	0.38	0.57	0.05	0.20	0.80	1.00	0.22	0.50	0.28	0.11	0.66	0.23
Final Sat.:	269	395	35	127	496	723	146	338	188	76	459	160

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	0.15	0.15	0.10	0.15	0.15	0.15	0.26	0.26	0.26
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	10.2	9.1	9.1	7.9	8.8	8.8	8.8	9.4	9.4	9.4
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:	10.2	10.2	10.2	9.1	9.1	7.9	8.8	8.8	8.8	9.4	9.4	9.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.2			8.6			8.8			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			8.6			8.8			9.4		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.1	0.2	0.2	0.2	0.3	0.3	0.3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
 Loss Time (sec): 0 Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	15	24	2	8	17	15	13	22	32	1	20	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	25	2	8	18	16	14	23	34	1	21	8
Added Vol:	18	58	1	23	20	0	0	6	6	0	16	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	83	3	31	38	16	14	29	40	1	37	73
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	47	116	4	44	53	22	19	41	56	1	52	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	116	4	44	53	22	19	41	56	1	52	102
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:	47	116	4	44	53	22	19	41	56	1	52	102

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:	1.00	0.96	0.04	1.00	1.00	1.00	0.32	0.68	1.00	0.01	0.33	0.66
Final Sat.:	596	630	24	563	611	694	198	421	725	7	230	454

Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.18	0.08	0.09	0.03	0.10	0.10	0.08	0.22	0.22	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.1	9.1	9.3	8.8	7.8	8.8	8.8	7.8	9.4	9.4	9.4
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:	9.0	9.1	9.1	9.3	8.8	7.8	8.8	8.8	7.8	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.1			8.8			8.3			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.8			8.3			9.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.2	0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.3	0.3	0.3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[10.5]

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	1	0	0	1	0	0	0

Volume Module:

Base Vol:	0	31	0	0	50	0	0	0	0	0	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	33	0	0	53	0	0	0	0	0	3
Added Vol:	0	0	0	22	0	2	7	1	1	0	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	33	0	22	53	2	7	1	1	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	48	0	32	78	3	10	1	1	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	48	0	32	78	3	10	1	1	0	100

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	48	xxxx	xxxxx	243	193	80	xxxx	xxxx	48
Potent Cap.:	xxxx	xxxx	xxxxx	1572	xxxx	xxxxx	715	706	986	xxxx	xxxx	1026
Move Cap.:	xxxx	xxxx	xxxxx	1572	xxxx	xxxxx	635	691	986	xxxx	xxxx	1026
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.00	0.00	xxxx	xxxx	0.10

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9
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	667	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				10.5				8.9
ApproachLOS:	*			*				B				A

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.125
 Loss Time (sec): 0 Average Delay (sec/veh): 7.6
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	7	43	1	12	45	15	5	21	7	4	8	12
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	46	1	13	48	16	5	22	7	4	8	13
Added Vol:	0	8	0	3	5	13	24	8	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	54	1	16	53	29	29	30	7	4	11	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:	0.90	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	60	1	17	59	32	33	34	8	5	13	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	60	1	17	59	32	33	34	8	5	13	15
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	60	1	17	59	32	33	34	8	5	13	15

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:	0.12	0.86	0.02	0.16	0.54	0.30	0.44	0.45	0.11	0.14	0.39	0.47
Final Sat.:	99	712	14	140	469	257	351	363	89	121	328	392

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.12	0.12	0.12	0.09	0.09	0.09	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	7.6	7.6	7.6	7.6	7.6	7.6	7.7	7.7	7.7	7.3	7.3	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:	7.6	7.6	7.6	7.6	7.6	7.6	7.7	7.7	7.7	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			7.6			7.7			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			7.6			7.7			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[10.2]

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	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	49	0	0	43	1	2	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	52	0	0	46	1	2	0	0	0	0	0
Added Vol:	3	1	0	0	3	3	8	23	8	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	53	0	0	49	4	10	23	8	0	46	0
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	7	63	0	0	58	5	12	27	9	0	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	63	0	0	58	5	12	27	9	0	54	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	62	xxxx	xxxxx	xxxxx	xxxx	xxxxx	165	137	60	xxxx	140	xxxxx
Potent Cap.:	1553	xxxx	xxxxx	xxxxx	xxxx	xxxxx	805	757	1011	xxxx	755	xxxxx
Move Cap.:	1553	xxxx	xxxxx	xxxxx	xxxx	xxxxx	757	754	1011	xxxx	751	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.04	0.01	xxxx	0.07	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.2	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	B	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	794	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			10.2		
ApproachLOS:	*			*			A			B		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[9.2]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	32	0	0	29	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	34	0	0	31	0
Added Vol:	65	0	26	0	0	0	0	7	23	9	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	26	0	0	0	0	41	23	9	38	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	0	28	0	0	0	0	45	25	10	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	28	0	0	0	0	45	25	10	41	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	118	xxxx	57	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	xxxx	xxxxx
Potent Cap.:	883	xxxx	1015	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1544	xxxx	xxxxx
Move Cap.:	879	xxxx	1015	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1544	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.5	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[8.9]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	0	0	0	3	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	3	0
Added Vol:	0	0	0	20	0	19	7	19	0	0	45	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	19	7	19	0	0	48	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	22	0	21	8	21	0	0	52	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	21	8	21	0	0	52	8

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	92	92	56	60	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	913	802	1016	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	910	798	1016	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	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	958	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			8.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
 Loss Time (sec): 0 Average Delay (sec/veh): 9.6
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	4	127	2	65	69	43	42	6	2	0	12	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	135	2	69	73	46	45	6	2	0	13	54
Added Vol:	16	21	2	17	8	0	0	11	6	1	33	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	156	4	86	81	46	45	17	8	1	46	104
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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	26	196	5	108	102	58	56	22	10	1	58	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	196	5	108	102	58	56	22	10	1	58	131
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:	26	196	5	108	102	58	56	22	10	1	58	131

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	531	1150	644	541	1166	658	493	528	587	511	1101	619

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.01	0.20	0.09	0.09	0.11	0.04	0.02	0.00	0.05	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	9.5	9.8	8.0	10.6	9.1	8.3	10.3	9.3	8.4	9.4	9.2	9.5
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:	9.5	9.8	8.0	10.6	9.1	8.3	10.3	9.3	8.4	9.4	9.2	9.5
LOS by Move:	A	A	A	B	A	A	B	A	A	A	A	A
ApproachDel:	9.7			9.5			9.9			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			9.5			9.9			9.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.2	0.0	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2

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

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Trip Generation Report

Forecast for PM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	SITE (2016)	1.00	RESIDENTIAL	146.00	86.00	146	86	232	18.3
	Zone 100 Subtotal					146	86	232	18.3
TOTAL						146	86	232	18.3

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Trip Generation Report

Forecast for PM Trip Gen (0)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	TAZ 1	1.00	SFDR	35.00	21.00	35	21	56	4.4
	Zone 1 Subtotal					35	21	56	4.4
2	TAZ 2	1.00	SFDR	57.00	33.00	57	33	90	7.1
	Zone 2 Subtotal					57	33	90	7.1
3	TAZ 3 & 4	1.00	SFDR	489.00	286.00	489	286	775	61.3
	Zone 3 Subtotal					489	286	775	61.3
5	TAZ 5	1.00	SFDR	34.00	19.00	34	19	53	4.2
	Zone 5 Subtotal					34	19	53	4.2
6	TAZ 6	1.00	SFDR	14.00	8.00	14	8	22	1.7
	Zone 6 Subtotal					14	8	22	1.7
8	TAZ 8	1.00	SFDR	24.00	13.00	24	13	37	2.9
	Zone 8 Subtotal					24	13	37	2.9
TOTAL						653	380	1033	81.7

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.6]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	163	0	2	0	4	0	0	3	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	173	0	2	0	4	0	0	3	108
Added Vol:	0	0	0	29	0	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	202	0	2	0	4	0	0	3	125
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:	0	0	0	242	0	3	0	5	0	0	4	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	242	0	3	0	5	0	0	4	150

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	9	9	4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1017	890	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1017	890	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.6	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	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxxx			9.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
 Loss Time (sec): 0 Average Delay (sec/veh): 12.1
 Optimal Cycle: 0 Level Of Service: B

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	0	0	1! 0 0

Volume Module:

Base Vol:	8	73	8	22	42	36	72	81	4	3	18	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	77	8	23	45	38	76	86	4	3	19	14
Added Vol:	37	45	4	16	78	0	0	30	64	8	19	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	122	12	39	123	38	76	116	68	11	38	23
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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	60	161	16	52	161	50	100	152	89	15	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	161	16	52	161	50	100	152	89	15	50	30
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:	60	161	16	52	161	50	100	152	89	15	50	30

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	0.68	0.07	0.24	0.76	1.00	0.29	0.45	0.26	0.15	0.53	0.32
Final Sat.:	153	412	42	136	424	642	190	289	170	89	303	181

Capacity Analysis Module:

Vol/Sat:	0.39	0.39	0.39	0.38	0.38	0.08	0.53	0.53	0.53	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	11.8	11.8	11.8	12.2	12.2	8.4	13.5	13.5	13.5	9.6	9.6	9.6
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:	11.8	11.8	11.8	12.2	12.2	8.4	13.5	13.5	13.5	9.6	9.6	9.6
LOS by Move:	B	B	B	B	B	A	B	B	B	A	A	A
ApproachDel:	11.8			11.4			13.5			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.8			11.4			13.5			9.6		
LOS by Appr:	B			B			B			A		
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.1	0.9	0.9	0.9	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.201
 Loss Time (sec): 0 Average Delay (sec/veh): 9.2
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	24	30	2	9	33	9	14	32	39	4	10	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	25	32	2	10	35	10	15	34	41	4	11	11
Added Vol:	12	38	0	73	66	0	0	18	20	1	11	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	70	2	83	101	10	15	52	61	5	22	53
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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	47	87	3	103	126	12	19	65	76	7	27	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	87	3	103	126	12	19	65	76	7	27	66
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:	47	87	3	103	126	12	19	65	76	7	27	66

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:	1.00	0.97	0.03	1.00	1.00	1.00	0.22	0.78	1.00	0.07	0.27	0.66
Final Sat.:	580	614	19	576	626	711	133	466	694	42	175	425

Capacity Analysis Module:

Vol/Sat:	0.08	0.14	0.14	0.18	0.20	0.02	0.14	0.14	0.11	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.0	9.0	10.0	9.6	7.6	9.3	9.3	8.2	9.2	9.2	9.2
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:	9.1	9.0	9.0	10.0	9.6	7.6	9.3	9.3	8.2	9.2	9.2	9.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.0			9.7			8.7			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			9.7			8.7			9.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[11.7]

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	1	0	0 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	0	41	1	3	59	0	0	0	0	1	0	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	44	1	3	63	0	0	0	0	1	0	1
Added Vol:	1	0	0	73	0	8	5	0	0	0	1	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	44	1	76	63	8	5	0	0	1	1	44
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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	1	54	1	94	77	10	6	0	0	1	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	54	1	94	77	10	6	0	0	1	1	55

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	xxxx	xxxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	87	xxxx	xxxxxx	55	xxxx	xxxxxx	356	xxxx	xxxxxx	328	333	55
Potent Cap.:	1521	xxxx	xxxxxx	1563	xxxx	xxxxxx	603	xxxx	xxxxxx	629	590	1018
Move Cap.:	1521	xxxx	xxxxxx	1563	xxxx	xxxxxx	542	xxxx	xxxxxx	598	552	1018
Volume/Cap:	0.00	xxxx	xxxx	0.06	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.05

Level of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx	11.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	984	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.7	xxxxxx	xxxxxx	xxxxxx	8.9	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	A	*

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.126
 Loss Time (sec): 0 Average Delay (sec/veh): 7.6
 Optimal Cycle: 0 Level Of Service: A

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	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	11	42	3	5	49	4	7	22	8	4	11	14
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	45	3	5	52	4	7	23	8	4	12	15
Added Vol:	0	8	0	2	10	29	21	5	0	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	53	3	7	62	33	28	28	8	4	21	18
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	12	56	3	8	66	35	30	30	9	5	22	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	56	3	8	66	35	30	30	9	5	22	19
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:	12	56	3	8	66	35	30	30	9	5	22	19

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:	0.17	0.78	0.05	0.07	0.61	0.32	0.44	0.43	0.13	0.10	0.48	0.42
Final Sat.:	142	641	39	62	524	281	349	348	104	83	405	349

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.13	0.13	0.13	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	7.7	7.7	7.7	7.6	7.6	7.6	7.7	7.7	7.7	7.3	7.3	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:	7.7	7.7	7.7	7.6	7.6	7.6	7.7	7.7	7.7	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.7			7.6			7.7			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			7.6			7.7			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[11.0]

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	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	2	47	0	3	56	0	2	1	1	0	2	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	50	0	3	59	0	2	1	1	0	2	2
Added Vol:	9	3	0	0	2	9	5	54	5	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	53	0	3	61	9	7	55	6	0	40	2
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:	16	75	0	5	87	13	10	78	9	0	57	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	75	0	5	87	13	10	78	9	0	57	3

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	100	xxxx	xxxxxx	75	xxxx	xxxxxx	238	209	93	xxxx	215	75
Potent Cap.:	1506	xxxx	xxxxxx	1537	xxxx	xxxxxx	720	692	969	xxxx	686	992
Move Cap.:	1506	xxxx	xxxxxx	1537	xxxx	xxxxxx	665	683	969	xxxx	677	992
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.11	0.01	xxxx	0.08	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	699	xxxxxx	xxxx	xxxx	688
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	0.3
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	xxxx	10.7
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	10.7	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	B	*	*	B	*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.6]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	43	0	0	24	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	46	0	0	25	0
Added Vol:	43	0	17	0	0	0	0	9	73	29	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	17	0	0	0	0	55	73	29	34	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	0	18	0	0	0	0	59	79	32	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	18	0	0	0	0	59	79	32	37	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	200	xxxx	99	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	139	xxxx	xxxxx
Potent Cap.:	794	xxxx	962	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1457	xxxx	xxxxx
Move Cap.:	781	xxxx	962	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1457	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.9	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[9.1]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	4	0	0	2	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	4	0	0	2	0
Added Vol:	0	0	0	13	0	13	22	51	0	0	33	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	13	22	55	0	0	35	22
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	14	0	14	24	60	0	0	38	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	14	24	60	0	0	38	24

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	158	158	50	62	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	838	738	1024	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	828	726	1024	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	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	916	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Existing + Ambient + Project + Cumulative Projects (2016) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221
 Loss Time (sec): 0 Average Delay (sec/veh): 9.6
 Optimal Cycle: 0 Level Of Service: A

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:	1	0	2	0	1	1	1	0	1	0	1	2

Volume Module:

Base Vol:	2	109	1	63	168	41	53	35	4	0	10	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	116	1	67	178	44	56	37	4	0	11	54
Added Vol:	11	13	1	57	23	0	0	37	18	2	22	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	129	2	124	201	44	56	74	22	2	33	87
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:	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 Volume:	13	129	2	124	201	44	56	74	22	2	33	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	129	2	124	201	44	56	74	22	2	33	87
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:	13	129	2	124	201	44	56	74	22	2	33	87

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	513	1107	617	560	1212	686	505	544	606	495	1066	597

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.22	0.17	0.06	0.11	0.14	0.04	0.00	0.03	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	9.5	9.6	8.2	10.6	9.5	8.0	10.2	9.8	8.4	9.5	9.2	9.2
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:	9.5	9.6	8.2	10.6	9.5	8.0	10.2	9.8	8.4	9.5	9.2	9.2
LOS by Move:	A	A	A	B	A	A	B	A	A	A	A	A
ApproachDel:	9.6			9.7			9.8			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			9.7			9.8			9.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.0	0.3	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1

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

APPENDIX 7.1

Long Range (2035) Without Project Conditions
Intersection Operations Analysis Worksheets

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	240	304	53	199	245	789	375	228	184	51	433	239
Growth 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
Initial Bse:	240	304	53	199	245	789	375	228	184	51	433	239
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	261	330	58	216	266	858	408	248	200	55	471	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	261	330	58	216	266	858	408	248	200	55	471	260

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	2436	2004	348	1939	1845	471	730	xxxx	xxxxx	448	xxxx	xxxxx
Potent Cap.:	22	60	700	50	76	597	883	xxxx	xxxxx	1123	xxxx	xxxxx
Move Cap.:	0	23	700	0	29	597	883	xxxx	xxxxx	1123	xxxx	xxxxx
Volume/Cap:	xxxx	14.34	0.08	xxxx	9.19	1.44	0.46	xxxx	xxxx	0.05	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.5	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	106	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	130.5	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4407	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	A	*	*
ApproachDel:	xxxxxx			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.955
 Loss Time (sec): 16 Average Delay (sec/veh): 55.0
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	10	22	22	10	22	22	10	24	24	10	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	2	0	1	1

Volume Module:

Base Vol:	240	304	53	199	245	789	375	228	184	51	433	239
Growth 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
Initial Bse:	240	304	53	199	245	789	375	228	184	51	433	239
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	261	330	58	216	266	858	408	248	200	55	471	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	330	58	216	266	858	408	248	200	55	471	260
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:	261	330	58	216	266	858	408	248	200	55	471	260

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	2927	510	3410	3515	1573	3410	3515	1573	1758	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.11	0.06	0.08	0.55	0.12	0.07	0.13	0.03	0.13	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.39	0.39	0.18	0.42	0.54	0.12	0.21	0.36	0.09	0.18	0.36
Volume/Cap:	1.02	0.29	0.29	0.36	0.18	1.02	1.02	0.33	0.35	0.36	0.73	0.46
Delay/Veh:	111.4	25.4	25.4	43.8	21.9	62.6	101.8	40.3	28.7	52.9	50.5	30.0
User DelAdj:	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:	111.4	25.4	25.4	43.8	21.9	62.6	101.8	40.3	28.7	52.9	50.5	30.0
LOS by Move:	F	C	C	D	C	E	F	D	C	D	D	C
HCM2kAvgQ:	15	5	5	4	3	40	12	4	5	2	10	7

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.881
 Loss Time (sec): 0 Average Delay (sec/veh): 568.9
 Optimal Cycle: 0 Level Of Service: F

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	0	0	1! 0 0

Volume Module:

Base Vol:	50	554	265	129	894	61	61	252	85	337	132	102
Growth 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
Initial Bse:	50	554	265	129	894	61	61	252	85	337	132	102
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	54	602	288	140	972	66	66	274	92	366	143	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	602	288	140	972	66	66	274	92	366	143	111
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:	54	602	288	140	972	66	66	274	92	366	143	111

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:	0.06	0.64	0.30	0.13	0.87	1.00	0.15	0.64	0.21	0.59	0.23	0.18
Final Sat.:	23	254	121	49	337	420	61	253	85	233	91	70

Capacity Analysis Module:

Vol/Sat:	2.37	2.37	2.37	2.88	2.88	0.16	1.08	1.08	1.08	1.57	1.57	1.57
Crit Moves:	****			****			****			****		
Delay/Veh:	646.0	646	646.0	872.5	872	12.9	100.1	100	100.1	293.7	294	293.7
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:	646.0	646	646.0	872.5	872	12.9	100.1	100	100.1	293.7	294	293.7
LOS by Move:	F	F	F	F	F	B	F	F	F	F	F	F
ApproachDel:	646.0			824.1			100.1			293.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	646.0			824.1			100.1			293.7		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	70.0	70.0	70.0	92.3	92.3	0.2	9.8	9.8	9.8	30.8	30.8	30.8

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.520
 Loss Time (sec): 16 Average Delay (sec/veh): 34.2
 Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	10	10	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	50	554	265	129	894	61	61	252	85	337	132	102
Growth 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
Initial Bse:	50	554	265	129	894	61	61	252	85	337	132	102
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	54	602	288	140	972	66	66	274	92	366	143	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	602	288	140	972	66	66	274	92	366	143	111
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:	54	602	288	140	972	66	66	274	92	366	143	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.50	0.50	1.00	1.13	0.87
Final Sat.:	1805	3610	1615	1805	3346	228	1805	2597	876	1805	1904	1471

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.18	0.08	0.29	0.29	0.04	0.11	0.11	0.20	0.08	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.29	0.55	0.15	0.34	0.34	0.11	0.13	0.13	0.26	0.28	0.28
Volume/Cap:	0.29	0.57	0.32	0.53	0.86	0.86	0.35	0.79	0.79	0.79	0.27	0.27
Delay/Veh:	40.0	29.1	11.9	39.4	36.0	36.0	40.6	48.9	48.9	42.0	26.5	26.5
User DelAdj:	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:	40.0	29.1	11.9	39.4	36.0	36.0	40.6	48.9	48.9	42.0	26.5	26.5
LOS by Move:	D	C	B	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	8	5	4	18	18	2	8	8	12	3	3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.290
 Loss Time (sec): 0 Average Delay (sec/veh): 90.2
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	177	364	56	129	415	295	141	141	189	50	121	199
Growth 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
Initial Bse:	177	364	56	129	415	295	141	141	189	50	121	199
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	192	396	61	140	451	321	153	153	205	54	132	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	396	61	140	451	321	153	153	205	54	132	216
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
Final Volume:	192	396	61	140	451	321	153	153	205	54	132	216

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	0.87	0.13	1.00	1.00	1.00	0.50	0.50	1.00	0.13	0.33	0.54
Final Sat.:	354	328	50	331	350	375	180	180	396	52	127	209

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.54	1.21	1.21	0.42	1.29	0.85	0.85	0.85	0.52	1.04	1.04	1.04
Crit Moves:	****			****			****			****		
Delay/Veh:	24.0	144	143.7	21.0	178	48.2	49.6	49.6	21.0	86.2	86.2	86.2
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:	24.0	144	143.7	21.0	178	48.2	49.6	49.6	21.0	86.2	86.2	86.2
LOS by Move:	C	F	F	C	F	E	E	E	C	F	F	F
ApproachDel:	108.2			108.4			38.1			86.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	108.2			108.4			38.1			86.2		
LOS by Appr:	F			F			E			F		
AllWayAvgQ:	1.1	13.8	13.8	0.7	16.1	3.7	3.7	3.7	1.0	8.0	8.0	8.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.603
 Loss Time (sec): 16 Average Delay (sec/veh): 33.9
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	20	20	10	20	20	10	27	27	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	177	364	56	129	415	295	141	141	189	50	121	199
Growth 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
Initial Bse:	177	364	56	129	415	295	141	141	189	50	121	199
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	192	396	61	140	451	321	153	153	205	54	132	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	396	61	140	451	321	153	153	205	54	132	216
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:	192	396	61	140	451	321	153	153	205	54	132	216

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.93	0.93	0.92	0.89	0.89	0.95	0.87	0.87	0.95	1.00	0.85
Lanes:	1.00	1.73	0.27	2.00	1.17	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1758	2985	459	3410	1927	1370	1758	1606	1606	1758	1850	1573

Capacity Analysis Module:

Vol/Sat:	0.11	0.13	0.13	0.04	0.23	0.23	0.09	0.10	0.13	0.03	0.07	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.29	0.29	0.15	0.30	0.30	0.11	0.29	0.29	0.11	0.28	0.43
Volume/Cap:	0.79	0.46	0.46	0.28	0.79	0.79	0.79	0.33	0.44	0.29	0.25	0.32
Delay/Veh:	55.0	27.9	27.9	36.5	34.9	34.9	60.0	26.8	28.0	40.0	26.5	18.2
User DelAdj:	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:	55.0	27.9	27.9	36.5	34.9	34.9	60.0	26.8	28.0	40.0	26.5	18.2
LOS by Move:	E	C	C	D	C	C	E	C	C	D	C	B
HCM2kAvgQ:	8	6	6	2	13	13	6	4	5	2	3	4

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: E[43.1]

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:	1	378	62	71	366	13	34	3	3	53	6	168
Growth 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
Initial Bse:	1	378	62	71	366	13	34	3	3	53	6	168
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	411	67	77	398	14	37	3	3	58	7	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	411	67	77	398	14	37	3	3	58	7	183

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	412	xxxx	xxxxxx	478	xxxx	xxxxxx	1101	1040	405	1009	1013	445
Potent Cap.:	1158	xxxx	xxxxxx	1095	xxxx	xxxxxx	191	232	650	221	241	618
Move Cap.:	1158	xxxx	xxxxxx	1095	xxxx	xxxxxx	124	215	650	205	223	618
Volume/Cap:	0.00	xxxx	xxxx	0.07	xxxx	xxxx	0.30	0.02	0.01	0.28	0.03	0.30

Level of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	137	xxxxxx	xxxx	407	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.3	xxxxxx	xxxxxx	3.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	43.1	xxxxxx	xxxxxx	26.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	43.1	xxxxxx	xxxxxx	26.6	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	E	xxxxxx	xxxxxx	D	xxxxxx	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Cycle (sec): 60 Critical Vol./Cap.(X): 0.416
 Loss Time (sec): 12 Average Delay (sec/veh): 17.1
 Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	1	378	62	71	366	13	34	3	3	53	6	168
Growth 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
Initial Bse:	1	378	62	71	366	13	34	3	3	53	6	168
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	411	67	77	398	14	37	3	3	58	7	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	411	67	77	398	14	37	3	3	58	7	183
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:	1	411	67	77	398	14	37	3	3	58	7	183

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.72	0.72	0.72	0.83	0.83	0.83
Lanes:	1.00	1.72	0.28	1.00	1.93	0.07	0.85	0.07	0.08	0.23	0.03	0.74
Final Sat.:	1805	3036	498	1805	3469	123	1166	103	103	369	42	1171

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.04	0.11	0.11	0.03	0.03	0.03	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.31	0.31	0.16	0.31	0.31	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.00	0.43	0.43	0.26	0.37	0.37	0.10	0.10	0.10	0.48	0.48	0.48
Delay/Veh:	21.3	17.0	17.0	22.7	16.5	16.5	14.3	14.3	14.3	17.0	17.0	17.0
User DelAdj:	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:	21.3	17.0	17.0	22.7	16.5	16.5	14.3	14.3	14.3	17.0	17.0	17.0
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	3	3	1	1	1	4	4	4

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.142
 Loss Time (sec): 0 Average Delay (sec/veh): 359.2
 Optimal Cycle: 0 Level Of Service: F

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	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	85	829	10	157	167	244	39	83	8	25	222	532
Growth 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
Initial Bse:	85	829	10	157	167	244	39	83	8	25	222	532
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	92	901	11	171	182	265	42	90	9	27	241	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	901	11	171	182	265	42	90	9	27	241	578
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:	92	901	11	171	182	265	42	90	9	27	241	578

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:	0.09	0.90	0.01	0.28	0.29	0.43	0.30	0.64	0.06	0.03	0.28	0.69
Final Sat.:	43	421	5	133	142	207	118	251	24	16	141	339

Capacity Analysis Module:

Vol/Sat:	2.14	2.14	2.14	1.28	1.28	1.28	0.36	0.36	0.36	1.71	1.71	1.71
Crit Moves:	****			****			****			****		
Delay/Veh:	538.5	539	538.5	164.3	164	164.3	17.2	17.2	17.2	345.5	346	345.5
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:	538.5	539	538.5	164.3	164	164.3	17.2	17.2	17.2	345.5	346	345.5
LOS by Move:	F	F	F	F	F	F	C	C	C	F	F	F
ApproachDel:	538.5			164.3			17.2			345.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	538.5			164.3			17.2			345.5		
LOS by Appr:	F			F			C			F		
AllWayAvgQ:	68.8	68.8	68.8	20.6	20.6	20.6	0.6	0.6	0.6	46.2	46.2	46.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 115 Critical Vol./Cap.(X): 0.847
 Loss Time (sec): 16 Average Delay (sec/veh): 47.0
 Optimal Cycle: 105 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	85	829	10	157	167	244	39	83	8	25	222	532
Growth 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
Initial Bse:	85	829	10	157	167	244	39	83	8	25	222	532
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	92	901	11	171	182	265	42	90	9	27	241	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	901	11	171	182	265	42	90	9	27	241	578
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:	92	901	11	171	182	265	42	90	9	27	241	578

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.85	0.85
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	1805	3560	43	1805	1644	1644	1805	3250	313	1805	1614	1614

Capacity Analysis Module:

Vol/Sat:	0.05	0.25	0.25	0.09	0.11	0.16	0.02	0.03	0.03	0.02	0.15	0.36
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.28	0.28	0.10	0.29	0.29	0.09	0.36	0.36	0.12	0.39	0.39
Volume/Cap:	0.54	0.91	0.91	0.91	0.39	0.56	0.27	0.08	0.08	0.13	0.38	0.91
Delay/Veh:	52.9	52.5	52.5	92.8	33.2	35.9	50.0	24.3	24.3	45.5	25.0	46.4
User DelAdj:	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:	52.9	52.5	52.5	92.8	33.2	35.9	50.0	24.3	24.3	45.5	25.0	46.4
LOS by Move:	D	D	D	F	C	D	D	C	C	D	C	D
HCM2kAvgQ:	3	18	18	9	6	9	2	1	1	1	6	24

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: F[98.3]

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:	54	832	3	2	151	9	78	16	17	4	44	8
Growth 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
Initial Bse:	54	832	3	2	151	9	78	16	17	4	44	8
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	59	904	3	2	164	10	85	17	18	4	48	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	59	904	3	2	164	10	85	17	18	4	48	9

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	174	xxxx	xxxxxx	908	xxxx	xxxxxx	1225	1198	169	1215	1202	906
Potent Cap.:	1415	xxxx	xxxxxx	758	xxxx	xxxxxx	157	187	880	160	186	337
Move Cap.:	1415	xxxx	xxxxxx	758	xxxx	xxxxxx	117	179	880	140	178	337
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.72	0.10	0.02	0.03	0.27	0.03

Level of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	9.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	143	xxxxxx	xxxx	187	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5.5	xxxxxx	xxxxxx	1.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	98.3	xxxxxx	xxxxxx	33.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	98.3	xxxxxx	xxxxxx	33.3	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	D	D	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.350
 Loss Time (sec): 12 Average Delay (sec/veh): 19.8
 Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	54	832	3	2	151	9	78	16	17	4	44	8
Growth 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
Initial Bse:	54	832	3	2	151	9	78	16	17	4	44	8
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	59	904	3	2	164	10	85	17	18	4	48	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	904	3	2	164	10	85	17	18	4	48	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:	59	904	3	2	164	10	85	17	18	4	48	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.72	0.92	0.92	0.74	0.98	0.98
Lanes:	1.00	1.99	0.01	1.00	1.89	0.11	1.00	0.48	0.52	1.00	0.85	0.15
Final Sat.:	1805	3593	13	1805	3380	201	1372	850	903	1404	1571	286

Capacity Analysis Module:

Vol/Sat:	0.03	0.25	0.25	0.00	0.05	0.05	0.06	0.02	0.02	0.00	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.22	0.57	0.57	0.08	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.15	0.44	0.44	0.01	0.11	0.11	0.25	0.08	0.08	0.01	0.12	0.12
Delay/Veh:	37.5	15.2	15.2	50.5	20.8	20.8	36.4	34.5	34.5	33.9	34.9	34.9
User DelAdj:	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:	37.5	15.2	15.2	50.5	20.8	20.8	36.4	34.5	34.5	33.9	34.9	34.9
LOS by Move:	D	B	B	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	10	10	0	2	2	3	1	1	0	2	2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.568
 Loss Time (sec): 0 Average Delay (sec/veh): 188.4
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	14	899	43	284	1168	132	153	34	6	23	25	86
Growth 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
Initial Bse:	14	899	43	284	1168	132	153	34	6	23	25	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	977	47	309	1270	143	166	37	7	25	27	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	977	47	309	1270	143	166	37	7	25	27	93
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:	15	977	47	309	1270	143	166	37	7	25	27	93

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	339	725	383	382	810	437	285	295	313	280	581	308

Capacity Analysis Module:

Vol/Sat:	0.04	1.35	0.12	0.81	1.57	0.33	0.58	0.13	0.02	0.09	0.05	0.30
Crit Moves:	****			****			****			****		
Delay/Veh:	13.6	201	13.2	41.1	289	14.8	31.2	16.4	14.3	16.6	15.5	19.1
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:	13.6	201	13.2	41.1	289	14.8	31.2	16.4	14.3	16.6	15.5	19.1
LOS by Move:	B	F	B	E	F	B	D	C	B	C	C	C
ApproachDel:	189.6			221.7			28.0			18.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	189.6			221.7			28.0			18.0		
LOS by Appr:	F			F			D			C		
AllWayAvgQ:	0.0	19.0	0.1	3.1	31.2	0.5	1.3	0.1	0.0	0.1	0.0	0.4

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.465
 Loss Time (sec): 12 Average Delay (sec/veh): 18.4
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	22	22	10	29	29	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	14	899	43	284	1168	132	153	34	6	23	25	86
Growth 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
Initial Bse:	14	899	43	284	1168	132	153	34	6	23	25	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	977	47	309	1270	143	166	37	7	25	27	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	977	47	309	1270	143	166	37	7	25	27	93
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:	15	977	47	309	1270	143	166	37	7	25	27	93

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.75	0.93	0.93	0.73	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1758	3515	1573	1758	3515	1573	1378	2922	516	1352	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.28	0.03	0.18	0.36	0.09	0.12	0.01	0.01	0.02	0.01	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.43	0.43	0.27	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.41
Volume/Cap:	0.06	0.65	0.07	0.65	0.64	0.16	0.88	0.09	0.09	0.13	0.06	0.15
Delay/Veh:	27.5	17.5	12.3	26.7	11.7	7.8	65.6	27.6	27.6	28.0	27.4	13.7
User DelAdj:	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:	27.5	17.5	12.3	26.7	11.7	7.8	65.6	27.6	27.6	28.0	27.4	13.7
LOS by Move:	C	B	B	C	B	A	E	C	C	C	C	B
HCM2kAvgQ:	0	10	1	7	11	2	7	1	1	1	0	1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	333	299	12	514	318	401	967	303	489	55	365	174
Growth 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
Initial Bse:	333	299	12	514	318	401	967	303	489	55	365	174
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	362	325	13	559	346	436	1051	329	532	60	397	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	362	325	13	559	346	436	1051	329	532	60	397	189

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	3699	3403	595	3383	3479	397	586	xxxx	xxxxx	861	xxxx	xxxxx
Potent Cap.:	3	7	508	4	7	657	999	xxxx	xxxxx	789	xxxx	xxxxx
Move Cap.:	0	0	508	0	0	657	999	xxxx	xxxxx	789	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.66	1.05	xxxx	xxxx	0.08	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	23.4	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	63.3	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			+Inf			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.837
 Loss Time (sec): 16 Average Delay (sec/veh): 52.8
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	10	22	22	10	22	22	10	24	24	10	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	2	0	1	1

Volume Module:

Base Vol:	333	299	12	514	318	401	967	303	489	55	365	174
Growth 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
Initial Bse:	333	299	12	514	318	401	967	303	489	55	365	174
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	362	325	13	559	346	436	1051	329	532	60	397	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	325	13	559	346	436	1051	329	532	60	397	189
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:	362	325	13	559	346	436	1051	329	532	60	397	189

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.94	0.94	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	3359	135	3410	3515	1573	3410	3515	1573	1758	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.21	0.10	0.10	0.16	0.10	0.28	0.31	0.09	0.34	0.03	0.11	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.20	0.20	0.18	0.18	0.48	0.30	0.34	0.54	0.14	0.18	0.36
Volume/Cap:	1.03	0.48	0.48	0.91	0.54	0.57	1.03	0.27	0.62	0.24	0.62	0.33
Delay/Veh:	103.5	42.8	42.8	65.0	45.3	23.3	77.7	28.9	20.5	46.2	46.9	27.9
User DelAdj:	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:	103.5	42.8	42.8	65.0	45.3	23.3	77.7	28.9	20.5	46.2	46.9	27.9
LOS by Move:	F	D	D	E	D	C	E	C	C	D	D	C
HCM2kAvgQ:	19	6	6	14	7	12	27	5	14	2	8	5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.734
 Loss Time (sec): 0 Average Delay (sec/veh): 907.7
 Optimal Cycle: 0 Level Of Service: F

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	0	0	1! 0 0

Volume Module:

Base Vol:	70	1018	269	200	861	131	137	374	43	404	472	186
Growth 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
Initial Bse:	70	1018	269	200	861	131	137	374	43	404	472	186
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	76	1107	292	217	936	142	149	407	47	439	513	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1107	292	217	936	142	149	407	47	439	513	202
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:	76	1107	292	217	936	142	149	407	47	439	513	202

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	0.75	0.20	0.19	0.81	1.00	0.25	0.67	0.08	0.38	0.44	0.18
Final Sat.:	20	296	78	73	312	420	98	266	31	151	176	69

Capacity Analysis Module:

Vol/Sat:	3.73	3.73	3.73	3.00	3.00	0.34	1.53	1.53	1.53	2.92	2.92	2.92
Crit Moves:	****			****			****			****		
Delay/Veh:	1255	1255	1255	925.0	925	15.6	273.1	273	273.1	887.9	888	887.9
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:	1255	1255	1255	925.0	925	15.6	273.1	273	273.1	887.9	888	887.9
LOS by Move:	F	F	F	F	F	C	F	F	F	F	F	F
ApproachDel:	1254.9			825.0			273.1			887.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1254.9			825.0			273.1			887.9		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	136	136	136.4	97.5	97.5	0.5	28.6	28.6	28.6	96.3	96.3	96.3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.941
 Loss Time (sec): 16 Average Delay (sec/veh): 48.6
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ovl			Include			Include			Include			
Min. Green:	10	20	20	10	20	20	10	10	10	10	27	27	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	70	1018	269	200	861	131	137	374	43	404	472	186
Growth 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
Initial Bse:	70	1018	269	200	861	131	137	374	43	404	472	186
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	76	1107	292	217	936	142	149	407	47	439	513	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1107	292	217	936	142	149	407	47	439	513	202
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:	76	1107	292	217	936	142	149	407	47	439	513	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.79	0.21	1.00	1.43	0.57
Final Sat.:	1805	3610	1615	1805	3071	467	1805	3189	367	1805	2481	978

Capacity Analysis Module:

Vol/Sat:	0.04	0.31	0.18	0.12	0.30	0.30	0.08	0.13	0.13	0.24	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.33	0.58	0.13	0.35	0.35	0.11	0.14	0.14	0.26	0.29	0.29
Volume/Cap:	0.39	0.94	0.31	0.94	0.88	0.88	0.77	0.94	0.94	0.94	0.72	0.72
Delay/Veh:	44.9	48.8	11.3	88.4	40.1	40.1	63.4	71.8	71.8	65.6	36.2	36.2
User DelAdj:	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:	44.9	48.8	11.3	88.4	40.1	40.1	63.4	71.8	71.8	65.6	36.2	36.2
LOS by Move:	D	D	B	F	D	D	E	E	E	E	D	D
HCM2kAvgQ:	3	23	5	11	20	20	7	12	12	18	12	12

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.869
 Loss Time (sec): 0 Average Delay (sec/veh): 426.8
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	203	921	32	308	568	225	267	335	159	22	165	385
Growth 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
Initial Bse:	203	921	32	308	568	225	267	335	159	22	165	385
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	221	1001	35	335	617	245	290	364	173	24	179	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1001	35	335	617	245	290	364	173	24	179	418
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:	221	1001	35	335	617	245	290	364	173	24	179	418

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	0.97	0.03	1.00	1.00	1.00	0.44	0.56	1.00	0.04	0.29	0.67
Final Sat.:	343	349	12	327	343	367	154	193	378	15	111	260

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.64	2.87	2.87	1.02	1.80	0.67	1.89	1.89	0.46	1.61	1.61	1.61
Crit Moves:	****			****			****			****		
Delay/Veh:	30.2	866	866.3	90.1	395	30.0	433.6	434	19.8	309.9	310	309.9
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:	30.2	866	866.3	90.1	395	30.0	433.6	434	19.8	309.9	310	309.9
LOS by Move:	D	F	F	F	F	D	F	F	C	F	F	F
ApproachDel:	719.5			235.3			347.2			309.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	719.5			235.3			347.2			309.9		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	1.6	85.6	85.6	6.9	36.4	1.8	40.5	40.5	0.8	31.9	31.9	31.9

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.757
 Loss Time (sec): 16 Average Delay (sec/veh): 48.8
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	20	20	10	20	20	10	27	27	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	203	921	32	308	568	225	267	335	159	22	165	385
Growth 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
Initial Bse:	203	921	32	308	568	225	267	335	159	22	165	385
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	221	1001	35	335	617	245	290	364	173	24	179	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1001	35	335	617	245	290	364	173	24	179	418
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:	221	1001	35	335	617	245	290	364	173	24	179	418

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	1.93	0.07	2.00	1.43	0.57	1.00	1.36	0.64	1.00	1.00	1.00
Final Sat.:	1758	3380	117	3410	2409	954	1758	2269	1077	1758	1850	1573

Capacity Analysis Module:

Vol/Sat:	0.13	0.30	0.30	0.10	0.26	0.26	0.17	0.16	0.16	0.01	0.10	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.34	0.34	0.11	0.30	0.30	0.19	0.30	0.30	0.11	0.23	0.34
Volume/Cap:	0.84	0.87	0.87	0.87	0.84	0.84	0.87	0.53	0.53	0.12	0.43	0.79
Delay/Veh:	71.2	44.5	44.5	71.5	45.7	45.7	68.6	35.3	35.3	48.2	40.6	43.6
User DelAdj:	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:	71.2	44.5	44.5	71.5	45.7	45.7	68.6	35.3	35.3	48.2	40.6	43.6
LOS by Move:	E	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	10	22	22	9	18	18	13	9	9	1	6	16

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Cycle (sec): 60 Critical Vol./Cap.(X): 0.376
 Loss Time (sec): 12 Average Delay (sec/veh): 18.9
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	3	456	49	169	539	39	22	2	2	16	8	45
Growth 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
Initial Bse:	3	456	49	169	539	39	22	2	2	16	8	45
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	496	53	184	586	42	24	2	2	17	9	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	496	53	184	586	42	24	2	2	17	9	49
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:	3	496	53	184	586	42	24	2	2	17	9	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.81	0.81	0.81	0.87	0.87	0.87
Lanes:	1.00	1.81	0.19	1.00	1.87	0.13	0.84	0.08	0.08	0.23	0.12	0.65
Final Sat.:	1805	3211	345	1805	3333	241	1310	119	119	382	191	1075

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.15	0.10	0.18	0.18	0.02	0.02	0.02	0.05	0.05	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.31	0.31	0.16	0.31	0.31	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.01	0.50	0.50	0.62	0.56	0.56	0.06	0.06	0.06	0.14	0.14	0.14
Delay/Veh:	21.4	17.4	17.4	27.8	18.2	18.2	14.1	14.1	14.1	14.6	14.6	14.6
User DelAdj:	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:	21.4	17.4	17.4	27.8	18.2	18.2	14.1	14.1	14.1	14.6	14.6	14.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	4	6	6	0	0	0	1	1	1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: F[78.2]

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:	3	456	49	169	539	39	22	2	2	16	8	45
Growth 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
Initial Bse:	3	456	49	169	539	39	22	2	2	16	8	45
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	496	53	184	586	42	24	2	2	17	9	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	496	53	184	586	42	24	2	2	17	9	49

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	628	xxxx	xxxxxx	549	xxxx	xxxxxx	1532	1530	607	1505	1524	522
Potent Cap.:	963	xxxx	xxxxxx	1031	xxxx	xxxxxx	96	118	500	101	119	558
Move Cap.:	963	xxxx	xxxxxx	1031	xxxx	xxxxxx	69	94	500	83	95	558
Volume/Cap:	0.00	xxxx	xxxx	0.18	xxxx	xxxx	0.35	0.02	0.00	0.21	0.09	0.09

Level of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.7	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	76	xxxxxx	xxxx	193	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.4	xxxxxx	xxxxxx	1.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	78.2	xxxxxx	xxxxxx	35.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	78.2	xxxxxx	xxxxxx	35.0	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	F	F	D	D	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.391
 Loss Time (sec): 0 Average Delay (sec/veh): 120.0
 Optimal Cycle: 0 Level Of Service: F

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	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	17	117	14	99	501	25	40	416	40	29	248	113
Growth 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
Initial Bse:	17	117	14	99	501	25	40	416	40	29	248	113
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	18	124	15	105	533	27	43	443	43	31	264	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	124	15	105	533	27	43	443	43	31	264	120
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:	18	124	15	105	533	27	43	443	43	31	264	120

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:	0.11	0.80	0.09	0.16	0.80	0.04	0.08	0.84	0.08	0.07	0.64	0.29
Final Sat.:	46	313	38	76	383	19	39	403	39	35	301	137

Capacity Analysis Module:

Vol/Sat:	0.40	0.40	0.40	1.39	1.39	1.39	1.10	1.10	1.10	0.88	0.88	0.88
Crit Moves:	****			****			****			****		
Delay/Veh:	17.2	17.2	17.2	210.2	210	210.2	97.3	97.3	97.3	43.4	43.4	43.4
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:	17.2	17.2	17.2	210.2	210	210.2	97.3	97.3	97.3	43.4	43.4	43.4
LOS by Move:	C	C	C	F	F	F	F	F	F	E	E	E
ApproachDel:	17.2			210.2			97.3			43.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.2			210.2			97.3			43.4		
LOS by Appr:	C			F			F			E		
AllWayAvgQ:	0.6	0.6	0.6	26.5	26.5	26.5	11.6	11.6	11.6	4.3	4.3	4.3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.383
 Loss Time (sec): 16 Average Delay (sec/veh): 28.1
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	17	117	14	99	501	25	40	416	40	29	248	113
Growth 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
Initial Bse:	17	117	14	99	501	25	40	416	40	29	248	113
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	18	124	15	105	533	27	43	443	43	31	264	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	124	15	105	533	27	43	443	43	31	264	120
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:	18	124	15	105	533	27	43	443	43	31	264	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.37	0.63
Final Sat.:	1805	3173	380	1805	3414	170	1805	3251	313	1805	2363	1077

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.04	0.06	0.16	0.16	0.02	0.14	0.14	0.02	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.10	0.13	0.13	0.56	0.50	0.50	0.23	0.44	0.44	0.16	0.36	0.36
Delay/Veh:	39.1	23.7	23.7	44.7	27.2	27.2	40.1	26.5	26.5	39.6	25.7	25.7
User DelAdj:	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:	39.1	23.7	23.7	44.7	27.2	27.2	40.1	26.5	26.5	39.6	25.7	25.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	1	1	4	7	7	1	6	6	1	5	5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[24.9]

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:	44	85	2	16	500	61	42	51	37	3	35	3
Growth 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
Initial Bse:	44	85	2	16	500	61	42	51	37	3	35	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	48	92	2	17	543	66	46	55	40	3	38	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	92	2	17	543	66	46	55	40	3	38	3

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	610	xxxx	xxxxxx	95	xxxx	xxxxxx	821	802	577	848	834	93
Potent Cap.:	979	xxxx	xxxxxx	1512	xxxx	xxxxxx	296	320	520	283	306	969
Move Cap.:	979	xxxx	xxxxxx	1512	xxxx	xxxxxx	253	300	520	214	288	969
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.18	0.18	0.08	0.02	0.13	0.00

Level of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	319	xxxxxx	xxxx	295	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.2	xxxxxx	xxxxxx	0.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	24.9	xxxxxx	xxxxxx	19.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	24.9	xxxxxx	xxxxxx	19.3	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	C	C	C	C	C	C

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.288
 Loss Time (sec): 12 Average Delay (sec/veh): 20.1
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	44	85	2	16	500	61	42	51	37	3	35	3
Growth 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
Initial Bse:	44	85	2	16	500	61	42	51	37	3	35	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	48	92	2	17	543	66	46	55	40	3	38	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	92	2	17	543	66	46	55	40	3	38	3
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:	48	92	2	17	543	66	46	55	40	3	38	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.73	0.94	0.94	0.69	0.99	0.99
Lanes:	1.00	1.95	0.05	1.00	1.78	0.22	1.00	0.58	0.42	1.00	0.92	0.08
Final Sat.:	1805	3516	83	1805	3166	386	1395	1032	749	1317	1729	148

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.01	0.17	0.17	0.03	0.05	0.05	0.00	0.02	0.02
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.37	0.37	0.19	0.45	0.45	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.25	0.07	0.07	0.05	0.38	0.38	0.10	0.17	0.17	0.01	0.07	0.07
Delay/Veh:	39.8	19.7	19.7	31.3	17.3	17.3	23.1	23.6	23.6	22.3	22.8	22.8
User DelAdj:	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:	39.8	19.7	19.7	31.3	17.3	17.3	23.1	23.6	23.6	22.3	22.8	22.8
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	0	6	6	1	2	2	0	1	1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.508
 Loss Time (sec): 0 Average Delay (sec/veh): 447.7
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	2	0	1	1	1	0	1	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	14	1347	67	280	1207	163	223	127	25	28	71	490
Growth 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
Initial Bse:	14	1347	67	280	1207	163	223	127	25	28	71	490
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	1464	73	304	1312	177	242	138	27	30	77	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1464	73	304	1312	177	242	138	27	30	77	533
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:	15	1464	73	304	1312	177	242	138	27	30	77	533

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	280	584	309	306	638	341	274	284	301	274	570	301

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	2.51	0.24	0.99	2.05	0.52	0.89	0.49	0.09	0.11	0.14	1.77
Crit Moves:	****			****			****			****		
Delay/Veh:	16.2	711	17.8	85.6	508	24.1	67.1	26.7	15.8	17.5	17.3	385.0
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:	16.2	711	17.8	85.6	508	24.1	67.1	26.7	15.8	17.5	17.3	385.0
LOS by Move:	C	F	C	F	F	C	F	D	C	C	C	F
ApproachDel:	671.9			388.4			50.0			323.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	671.9			388.4			50.0			323.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.1	56.5	0.3	6.1	43.8	1.0	3.9	0.9	0.1	0.1	0.2	31.0

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) Without Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.889
 Loss Time (sec): 12 Average Delay (sec/veh): 29.8
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Ovl				
Min. Green:	10	10	10	10	22	22	10	29	29	10	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	14	1347	67	280	1207	163	223	127	25	28	71	490
Growth 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
Initial Bse:	14	1347	67	280	1207	163	223	127	25	28	71	490
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	1464	73	304	1312	177	242	138	27	30	77	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1464	73	304	1312	177	242	138	27	30	77	533
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:	15	1464	73	304	1312	177	242	138	27	30	77	533

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.70	0.93	0.93	0.64	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1758	3515	1573	1758	3515	1573	1301	2863	564	1186	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.42	0.05	0.17	0.37	0.11	0.19	0.05	0.05	0.03	0.02	0.34
Crit Moves:	****			****						****		
Green/Cycle:	0.17	0.47	0.47	0.19	0.50	0.50	0.19	0.19	0.19	0.19	0.19	0.38
Volume/Cap:	0.05	0.89	0.10	0.89	0.75	0.23	1.00	0.26	0.26	0.14	0.12	0.89
Delay/Veh:	28.1	25.7	11.9	54.8	18.0	11.5	90.5	28.0	28.0	27.5	27.2	38.3
User DelAdj:	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:	28.1	25.7	11.9	54.8	18.0	11.5	90.5	28.0	28.0	27.5	27.2	38.3
LOS by Move:	C	C	B	D	B	B	F	C	C	C	C	D
HCM2kAvgQ:	0	21	1	11	15	3	11	2	2	1	1	16

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

APPENDIX 7.2

Long Range (2035) With Project Conditions
Intersection Operations Analysis Worksheets

 Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Trip Generation Report

Forecast for AM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	TAZ 3 & 4	1.00	SFDR	0.00	0.00	0	0	0	0.0
100	SITE (2016)	1.00	RESIDENTIAL	45.00	130.00	45	130	175	100.0
	Zone 100 Subtotal					45	130	175	100.0
TOTAL						45	130	175	100.0

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	240	304	53	199	245	789	375	228	184	51	433	239
Growth 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
Initial Bse:	240	304	53	199	245	789	375	228	184	51	433	239
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	304	53	206	245	789	375	228	184	51	433	258
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	261	330	58	224	266	858	408	248	200	55	471	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	261	330	58	224	266	858	408	248	200	55	471	280

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	2447	2025	348	1939	1845	471	751	xxxx	xxxxx	448	xxxx	xxxxx
Potent Cap.:	22	58	700	50	76	597	867	xxxx	xxxxx	1123	xxxx	xxxxx
Move Cap.:	0	22	700	0	28	597	867	xxxx	xxxxx	1123	xxxx	xxxxx
Volume/Cap:	xxxx	15.17	0.08	xxxx	9.44	1.44	0.47	xxxx	xxxxx	0.05	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	130.8	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4521	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	A	*	*
ApproachDel:	xxxxxx			+Inf			xxxxxx			xxxxxx		
ApproachLOS:		F		F			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.955
 Loss Time (sec): 16 Average Delay (sec/veh): 54.9
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	10	22	22	10	22	22	10	24	24	10	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	2	0	1	1

Volume Module:

Base Vol:	240	304	53	199	245	789	375	228	184	51	433	239
Growth 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
Initial Bse:	240	304	53	199	245	789	375	228	184	51	433	239
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	304	53	206	245	789	375	228	184	51	433	258
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	261	330	58	224	266	858	408	248	200	55	471	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	330	58	224	266	858	408	248	200	55	471	280
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:	261	330	58	224	266	858	408	248	200	55	471	280

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	2927	510	3410	3515	1573	3410	3515	1573	1758	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.11	0.07	0.08	0.55	0.12	0.07	0.13	0.03	0.13	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.39	0.39	0.18	0.42	0.54	0.12	0.21	0.36	0.09	0.18	0.36
Volume/Cap:	1.02	0.29	0.29	0.37	0.18	1.02	1.02	0.33	0.35	0.36	0.73	0.50
Delay/Veh:	111.4	25.4	25.4	43.9	21.9	62.6	101.8	40.3	28.7	52.9	50.5	30.6
User DelAdj:	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:	111.4	25.4	25.4	43.9	21.9	62.6	101.8	40.3	28.7	52.9	50.5	30.6
LOS by Move:	F	C	C	D	C	E	F	D	C	D	D	C
HCM2kAvgQ:	15	5	5	4	3	40	12	4	5	2	10	8

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.906
 Loss Time (sec): 0 Average Delay (sec/veh): 594.7
 Optimal Cycle: 0 Level Of Service: F

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	0	0	1! 0 0

Volume Module:

Base Vol:	50	554	265	129	894	61	61	252	85	337	132	102
Growth 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
Initial Bse:	50	554	265	129	894	61	61	252	85	337	132	102
Added Vol:	26	26	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	580	265	129	903	61	61	252	94	337	132	102
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	83	630	288	140	982	66	66	274	102	366	143	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	630	288	140	982	66	66	274	102	366	143	111
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:	83	630	288	140	982	66	66	274	102	366	143	111

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	0.63	0.29	0.12	0.88	1.00	0.15	0.62	0.23	0.59	0.23	0.18
Final Sat.:	33	250	114	48	338	420	60	247	92	233	91	70

Capacity Analysis Module:

Vol/Sat:	2.52	2.52	2.52	2.91	2.91	0.16	1.11	1.11	1.11	1.57	1.57	1.57
Crit Moves:	****			****			****			****		
Delay/Veh:	711.4	711	711.4	883.8	884	12.9	107.5	108	107.5	293.7	294	293.7
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:	711.4	711	711.4	883.8	884	12.9	107.5	108	107.5	293.7	294	293.7
LOS by Move:	F	F	F	F	F	B	F	F	F	F	F	F
ApproachDel:	711.4			835.2			107.5			293.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	711.4			835.2			107.5			293.7		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	77.1	77.1	77.1	93.5	93.5	0.2	10.6	10.6	10.6	30.8	30.8	30.8

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.542
 Loss Time (sec): 16 Average Delay (sec/veh): 34.7
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	10	10	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	50	554	265	129	894	61	61	252	85	337	132	102
Growth 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
Initial Bse:	50	554	265	129	894	61	61	252	85	337	132	102
Added Vol:	26	26	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	580	265	129	903	61	61	252	94	337	132	102
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	83	630	288	140	982	66	66	274	102	366	143	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	630	288	140	982	66	66	274	102	366	143	111
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:	83	630	288	140	982	66	66	274	102	366	143	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.46	0.54	1.00	1.13	0.87
Final Sat.:	1805	3610	1615	1805	3351	226	1805	2521	941	1805	1904	1471

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.18	0.08	0.29	0.29	0.04	0.11	0.11	0.20	0.08	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.29	0.55	0.15	0.34	0.34	0.11	0.14	0.14	0.25	0.28	0.28
Volume/Cap:	0.43	0.59	0.33	0.53	0.87	0.87	0.35	0.80	0.80	0.80	0.27	0.27
Delay/Veh:	41.4	29.5	12.0	39.4	36.6	36.6	40.6	49.2	49.2	42.8	26.5	26.5
User DelAdj:	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:	41.4	29.5	12.0	39.4	36.6	36.6	40.6	49.2	49.2	42.8	26.5	26.5
LOS by Move:	D	C	B	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	3	9	5	4	18	18	2	8	8	12	3	3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.303
 Loss Time (sec): 0 Average Delay (sec/veh): 104.7
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	177	364	56	129	415	295	141	141	189	50	121	199
Growth 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
Initial Bse:	177	364	56	129	415	295	141	141	189	50	121	199
Added Vol:	13	7	0	18	2	0	0	5	4	0	13	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	371	56	147	417	295	141	146	193	50	134	251
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	207	403	61	160	453	321	153	159	210	54	146	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	403	61	160	453	321	153	159	210	54	146	273
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:	207	403	61	160	453	321	153	159	210	54	146	273

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:	1.00	0.87	0.13	1.00	1.00	1.00	0.49	0.51	1.00	0.11	0.31	0.58
Final Sat.:	351	326	49	329	348	372	175	181	392	45	120	224

Capacity Analysis Module:

Vol/Sat:	0.59	1.24	1.24	0.49	1.30	0.86	0.88	0.88	0.54	1.22	1.22	1.22
Crit Moves:	****			****			****			****		
Delay/Veh:	26.2	156	156.0	23.2	185	49.5	53.4	53.4	21.8	147.4	147	147.4
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:	26.2	156	156.0	23.2	185	49.5	53.4	53.4	21.8	147.4	147	147.4
LOS by Move:	D	F	F	C	F	E	F	F	C	F	F	F
ApproachDel:	116.0			110.6			40.7			147.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	116.0			110.6			40.7			147.4		
LOS by Appr:	F			F			E			F		
AllWayAvgQ:	1.3	15.0	15.0	0.9	16.6	3.8	4.0	4.0	1.1	14.6	14.6	14.6

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.623
 Loss Time (sec): 16 Average Delay (sec/veh): 34.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	20	20	10	20	20	10	27	27	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

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Volume Module:

Base Vol:	177	364	56	129	415	295	141	141	189	50	121	199
Growth 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
Initial Bse:	177	364	56	129	415	295	141	141	189	50	121	199
Added Vol:	13	7	0	18	2	0	0	5	4	0	13	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	371	56	147	417	295	141	146	193	50	134	251
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	207	403	61	160	453	321	153	159	210	54	146	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	403	61	160	453	321	153	159	210	54	146	273
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:	207	403	61	160	453	321	153	159	210	54	146	273

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Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.93	0.93	0.92	0.89	0.89	0.95	0.87	0.87	0.95	1.00	0.85
Lanes:	1.00	1.74	0.26	2.00	1.17	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1758	2993	452	3410	1931	1366	1758	1608	1608	1758	1850	1573

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Capacity Analysis Module:

Vol/Sat:	0.12	0.13	0.13	0.05	0.23	0.23	0.09	0.10	0.13	0.03	0.08	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.11	0.29	0.29	0.11	0.28	0.43
Volume/Cap:	0.80	0.46	0.46	0.32	0.80	0.80	0.80	0.34	0.46	0.29	0.28	0.40
Delay/Veh:	55.7	27.8	27.8	36.7	36.0	36.0	62.6	27.0	28.2	40.0	26.7	19.0
User DelAdj:	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:	55.7	27.8	27.8	36.7	36.0	36.0	62.6	27.0	28.2	40.0	26.7	19.0
LOS by Move:	E	C	C	D	D	D	E	C	C	D	C	B
HCM2kAvgQ:	8	6	6	2	13	13	7	4	6	2	3	6

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: E[48.5]

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:	1	378	62	71	366	13	34	3	3	53	6	168
Growth 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
Initial Bse:	1	378	62	71	366	13	34	3	3	53	6	168
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	378	62	78	366	13	34	3	3	53	6	187
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	411	67	85	398	14	37	3	3	58	7	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	411	67	85	398	14	37	3	3	58	7	203

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	412	xxxx	xxxxxx	478	xxxx	xxxxxx	1126	1055	405	1024	1028	445
Potent Cap.:	1158	xxxx	xxxxxx	1095	xxxx	xxxxxx	184	228	650	215	236	618
Move Cap.:	1158	xxxx	xxxxxx	1095	xxxx	xxxxxx	113	209	650	198	216	618
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	0.33	0.02	0.01	0.29	0.03	0.33

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	125	xxxxxx	xxxx	412	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.4	xxxxxx	xxxxxx	4.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	48.5	xxxxxx	xxxxxx	28.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			48.5				28.6	
ApproachLOS:	*			*			E				D	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Cycle (sec): 60 Critical Vol./Cap.(X): 0.437
 Loss Time (sec): 12 Average Delay (sec/veh): 17.3
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

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Volume Module:

Base Vol:	1	378	62	71	366	13	34	3	3	53	6	168
Growth 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
Initial Bse:	1	378	62	71	366	13	34	3	3	53	6	168
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	378	62	78	366	13	34	3	3	53	6	187
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	411	67	85	398	14	37	3	3	58	7	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	411	67	85	398	14	37	3	3	58	7	203
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:	1	411	67	85	398	14	37	3	3	58	7	203

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.71	0.71	0.71	0.83	0.83	0.83
Lanes:	1.00	1.72	0.28	1.00	1.93	0.07	0.85	0.07	0.08	0.22	0.02	0.76
Final Sat.:	1805	3036	498	1805	3469	123	1153	102	102	341	39	1205

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Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.05	0.11	0.11	0.03	0.03	0.03	0.17	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.31	0.31	0.16	0.31	0.31	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.00	0.43	0.43	0.29	0.37	0.37	0.10	0.10	0.10	0.51	0.51	0.51
Delay/Veh:	21.3	17.0	17.0	22.9	16.5	16.5	14.3	14.3	14.3	17.5	17.5	17.5
User DelAdj:	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:	21.3	17.0	17.0	22.9	16.5	16.5	14.3	14.3	14.3	17.5	17.5	17.5
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	2	3	3	1	1	1	5	5	5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.206
 Loss Time (sec): 0 Average Delay (sec/veh): 377.8
 Optimal Cycle: 0 Level Of Service: F

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	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	85	829	10	157	167	244	39	83	8	25	222	532
Growth 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
Initial Bse:	85	829	10	157	167	244	39	83	8	25	222	532
Added Vol:	0	7	0	0	2	7	20	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	836	10	157	169	251	59	90	8	25	224	532
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	92	909	11	171	184	273	64	98	9	27	243	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	909	11	171	184	273	64	98	9	27	243	578
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:	92	909	11	171	184	273	64	98	9	27	243	578

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:	0.09	0.90	0.01	0.27	0.29	0.44	0.38	0.57	0.05	0.03	0.29	0.68
Final Sat.:	42	412	5	128	138	205	148	225	20	15	139	330

Capacity Analysis Module:

Vol/Sat:	2.21	2.21	2.21	1.33	1.33	1.33	0.43	0.43	0.43	1.75	1.75	1.75
Crit Moves:	****			****			****			****		
Delay/Veh:	567.7	568	567.7	185.0	185	185.0	19.0	19.0	19.0	365.9	366	365.9
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:	567.7	568	567.7	185.0	185	185.0	19.0	19.0	19.0	365.9	366	365.9
LOS by Move:	F	F	F	F	F	F	C	C	C	F	F	F
ApproachDel:	567.7			185.0			19.0			365.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	567.7			185.0			19.0			365.9		
LOS by Appr:	F			F			C			F		
AllWayAvgQ:	70.9	70.9	70.9	22.9	22.9	22.9	0.7	0.7	0.7	47.8	47.8	47.8

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 16 Average Delay (sec/veh): 46.9
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	85	829	10	157	167	244	39	83	8	25	222	532
Growth 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
Initial Bse:	85	829	10	157	167	244	39	83	8	25	222	532
Added Vol:	0	7	0	0	2	7	20	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	836	10	157	169	251	59	90	8	25	224	532
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	92	909	11	171	184	273	64	98	9	27	243	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	909	11	171	184	273	64	98	9	27	243	578
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:	92	909	11	171	184	273	64	98	9	27	243	578

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.86	0.86	0.95	0.94	0.94	0.95	0.85	0.85
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	3560	43	1805	1643	1643	1805	3276	291	1805	1614	1614

Capacity Analysis Module:

Vol/Sat:	0.05	0.26	0.26	0.09	0.11	0.17	0.04	0.03	0.03	0.02	0.15	0.36
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.29	0.29	0.10	0.29	0.29	0.10	0.35	0.35	0.12	0.37	0.37
Volume/Cap:	0.53	0.89	0.89	0.97	0.39	0.58	0.37	0.09	0.09	0.13	0.41	0.97
Delay/Veh:	48.5	46.0	46.0	106.2	30.2	33.0	45.9	23.0	23.0	41.9	24.7	56.4
User DelAdj:	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:	48.5	46.0	46.0	106.2	30.2	33.0	45.9	23.0	23.0	41.9	24.7	56.4
LOS by Move:	D	D	D	F	C	C	D	C	C	D	C	E
HCM2kAvgQ:	3	16	16	9	5	8	2	1	1	1	6	25

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[129.5]

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:	54	832	3	2	151	9	78	16	17	4	44	8
Growth 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
Initial Bse:	54	832	3	2	151	9	78	16	17	4	44	8
Added Vol:	2	0	0	0	0	2	7	7	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	832	3	2	151	11	85	23	24	4	46	8
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	61	904	3	2	164	12	92	25	26	4	50	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	904	3	2	164	12	92	25	26	4	50	9

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	176	xxxx	xxxxxx	908	xxxx	xxxxxx	1232	1204	170	1228	1208	906
Potent Cap.:	1412	xxxx	xxxxxx	758	xxxx	xxxxxx	156	186	879	156	185	337
Move Cap.:	1412	xxxx	xxxxxx	758	xxxx	xxxxxx	114	177	879	131	176	337
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.81	0.14	0.03	0.03	0.28	0.03

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	9.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	146	xxxxxx	xxxx	184	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.2	xxxxxx	xxxxxx	1.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	129	xxxxxx	xxxxxx	34.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx		xxxxxx			129.5			34.5		
ApproachLOS:	*	*		*			F			D		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Cycle (sec): 115 Critical Vol./Cap.(X): 0.358
 Loss Time (sec): 12 Average Delay (sec/veh): 20.1
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	54	832	3	2	151	9	78	16	17	4	44	8
Growth 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
Initial Bse:	54	832	3	2	151	9	78	16	17	4	44	8
Added Vol:	2	0	0	0	0	2	7	7	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	832	3	2	151	11	85	23	24	4	46	8
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	61	904	3	2	164	12	92	25	26	4	50	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	904	3	2	164	12	92	25	26	4	50	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:	61	904	3	2	164	12	92	25	26	4	50	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.72	0.92	0.92	0.73	0.98	0.98
Lanes:	1.00	1.99	0.01	1.00	1.86	0.14	1.00	0.49	0.51	1.00	0.85	0.15
Final Sat.:	1805	3593	13	1805	3331	243	1368	858	896	1379	1583	275

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.25	0.25	0.00	0.05	0.05	0.07	0.03	0.03	0.00	0.03	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.55	0.55	0.09	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.15	0.46	0.46	0.01	0.12	0.12	0.26	0.11	0.11	0.01	0.12	0.12
Delay/Veh:	36.5	15.9	15.9	48.0	20.7	20.7	34.1	32.5	32.5	31.5	32.6	32.6
User DelAdj:	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:	36.5	15.9	15.9	48.0	20.7	20.7	34.1	32.5	32.5	31.5	32.6	32.6
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	10	10	0	2	2	3	1	1	0	2	2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[14.0]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	243	0	0	370	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	243	0	0	370	0
Added Vol:	65	0	26	0	0	0	0	0	23	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	26	0	0	0	0	243	23	9	370	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	0	28	0	0	0	0	264	25	10	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	28	0	0	0	0	264	25	10	402	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	698	xxxx	277	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	289	xxxx	xxxxx
Potent Cap.:	409	xxxx	767	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx
Move Cap.:	407	xxxx	767	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.6	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	15.7	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[12.1]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	243	0	0	370	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	243	0	0	370	0
Added Vol:	65	0	26	0	0	0	0	0	23	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	26	0	0	0	0	243	23	9	370	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	0	28	0	0	0	0	264	25	10	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	28	0	0	0	0	264	25	10	402	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	497	xxxx	145	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	289	xxxx	xxxxx
Potent Cap.:	507	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx
Move Cap.:	504	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.5	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	13.3	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.7]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	136	0	0	227	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	136	0	0	227	0
Added Vol:	0	0	0	20	0	19	7	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	19	7	136	0	0	227	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	22	0	21	8	148	0	0	247	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	21	8	148	0	0	247	8

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	414	414	251	254	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	599	532	793	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	596	529	793	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	678	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			10.7			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.7]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	136	0	0	227	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	136	0	0	227	0
Added Vol:	0	0	0	20	0	19	7	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	19	7	136	0	0	227	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	22	0	21	8	148	0	0	247	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	21	8	148	0	0	247	8

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	414	414	251	254	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	599	532	793	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	596	529	793	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	678	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.615
 Loss Time (sec): 0 Average Delay (sec/veh): 200.7
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	14	899	43	284	1168	132	153	34	6	23	25	86
Growth 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
Initial Bse:	14	899	43	284	1168	132	153	34	6	23	25	86
Added Vol:	13	6	0	5	2	0	0	5	5	0	13	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	905	43	289	1170	132	153	39	11	23	38	99
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	29	984	47	314	1272	143	166	42	12	25	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	984	47	314	1272	143	166	42	12	25	41	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:	29	984	47	314	1272	143	166	42	12	25	41	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	330	706	372	372	787	424	283	293	310	279	579	308

Capacity Analysis Module:

Vol/Sat:	0.09	1.39	0.13	0.84	1.61	0.34	0.59	0.14	0.04	0.09	0.07	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	221	13.5	46.7	310	15.3	31.7	16.9	14.6	16.7	15.9	20.3
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:	14.4	221	13.5	46.7	310	15.3	31.7	16.9	14.6	16.7	15.9	20.3
LOS by Move:	B	F	B	E	F	C	D	C	B	C	C	C
ApproachDel:	206.0			237.8			27.9			18.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	206.0			237.8			27.9			18.7		
LOS by Appr:	F			F			D			C		
AllWayAvgQ:	0.1	20.4	0.1	3.6	32.6	0.5	1.3	0.2	0.0	0.1	0.1	0.5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 12 Average Delay (sec/veh): 18.7
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	22	22	10	29	29	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	14	899	43	284	1168	132	153	34	6	23	25	86
Growth 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
Initial Bse:	14	899	43	284	1168	132	153	34	6	23	25	86
Added Vol:	13	6	0	5	2	0	0	5	5	0	13	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	905	43	289	1170	132	153	39	11	23	38	99
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	29	984	47	314	1272	143	166	42	12	25	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	984	47	314	1272	143	166	42	12	25	41	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:	29	984	47	314	1272	143	166	42	12	25	41	108

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.73	0.92	0.92	0.72	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1758	3515	1573	1758	3515	1573	1356	2651	748	1336	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.03	0.18	0.36	0.09	0.12	0.02	0.02	0.02	0.01	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.14	0.43	0.43	0.27	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.41
Volume/Cap:	0.12	0.66	0.07	0.66	0.64	0.16	0.90	0.12	0.12	0.14	0.09	0.17
Delay/Veh:	27.9	17.8	12.4	26.8	11.7	7.8	69.1	27.7	27.7	28.0	27.6	13.8
User DelAdj:	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:	27.9	17.8	12.4	26.8	11.7	7.8	69.1	27.7	27.7	28.0	27.6	13.8
LOS by Move:	C	B	B	C	B	A	E	C	C	C	C	B
HCM2kAvgQ:	1	10	1	7	11	2	7	1	1	1	0	2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
Long Range (2035) With Project Conditions
PM Peak Hour

Scenario Report

Scenario: 2035WP PM
Command: 2035WP PM
Volume: 2035NP PM
Geometry: Existing Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Trip Gen (P)
Trip Distribution: Trip Dist
Paths: Default Path
Routes: Default Route
Configuration: Peak Hour

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Trip Generation Report

Forecast for PM Trip Gen (P)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	SITE (2016)	1.00	RESIDENTIAL	146.00	86.00	146	86	232	100.0
	Zone 100 Subtotal					146	86	232	100.0
TOTAL						146	86	232	100.0

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	333	299	12	514	318	401	967	303	489	55	365	174
Growth 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
Initial Bse:	333	299	12	514	318	401	967	303	489	55	365	174
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	299	12	536	318	401	967	303	489	55	365	187
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	362	325	13	583	346	436	1051	329	532	60	397	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	362	325	13	583	346	436	1051	329	532	60	397	203

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	3706	3417	595	3383	3479	397	600	xxxx	xxxxx	861	xxxx	xxxxx
Potent Cap.:	3	7	508	4	7	657	987	xxxx	xxxxx	789	xxxx	xxxxx
Move Cap.:	0	0	508	0	0	657	987	xxxx	xxxxx	789	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.66	1.06	xxxx	xxxxx	0.08	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	24.3	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	67.6	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			+Inf			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Madison St. / 60th Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.837
 Loss Time (sec): 16 Average Delay (sec/veh): 53.1
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	10	22	22	10	22	22	10	24	24	10	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	2	0	1	1

Volume Module:

Base Vol:	333	299	12	514	318	401	967	303	489	55	365	174
Growth 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
Initial Bse:	333	299	12	514	318	401	967	303	489	55	365	174
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	299	12	536	318	401	967	303	489	55	365	187
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	362	325	13	583	346	436	1051	329	532	60	397	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	325	13	583	346	436	1051	329	532	60	397	203
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:	362	325	13	583	346	436	1051	329	532	60	397	203

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.94	0.94	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.92	0.08	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	3359	135	3410	3515	1573	3410	3515	1573	1758	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.21	0.10	0.10	0.17	0.10	0.28	0.31	0.09	0.34	0.03	0.11	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.20	0.20	0.19	0.18	0.48	0.30	0.34	0.54	0.14	0.18	0.37
Volume/Cap:	1.03	0.49	0.49	0.92	0.54	0.57	1.03	0.27	0.62	0.24	0.62	0.35
Delay/Veh:	103.5	43.2	43.2	67.4	45.3	23.3	77.7	28.9	20.5	46.2	46.9	27.9
User DelAdj:	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:	103.5	43.2	43.2	67.4	45.3	23.3	77.7	28.9	20.5	46.2	46.9	27.9
LOS by Move:	F	D	D	E	D	C	E	C	C	D	D	C
HCM2kAvgQ:	19	6	6	15	7	12	27	5	14	2	8	5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.830
 Loss Time (sec): 0 Average Delay (sec/veh): 934.0
 Optimal Cycle: 0 Level Of Service: F

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	0	0	1! 0 0

Volume Module:

Base Vol:	70	1018	269	200	861	131	137	374	43	404	472	186
Growth 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
Initial Bse:	70	1018	269	200	861	131	137	374	43	404	472	186
Added Vol:	17	17	0	0	29	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1035	269	200	890	131	137	374	72	404	472	186
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	95	1125	292	217	967	142	149	407	78	439	513	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1125	292	217	967	142	149	407	78	439	513	202
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:	95	1125	292	217	967	142	149	407	78	439	513	202

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:	0.06	0.75	0.19	0.18	0.82	1.00	0.23	0.65	0.12	0.38	0.44	0.18
Final Sat.:	25	294	76	71	314	420	93	254	49	151	176	69

Capacity Analysis Module:

Vol/Sat:	3.83	3.83	3.83	3.08	3.08	0.34	1.60	1.60	1.60	2.92	2.92	2.92
Crit Moves:			****	****				****		****		
Delay/Veh:	1298	1298	1298	961.3	961	15.6	305.0	305	305.0	887.9	888	887.9
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:	1298	1298	1298	961.3	961	15.6	305.0	305	305.0	887.9	888	887.9
LOS by Move:	F	F	F	F	F	C	F	F	F	F	F	F
ApproachDel:	1297.9			859.8			305.0			887.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1297.9			859.8			305.0			887.9		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	141	141	141.0	101	101	0.5	32.2	32.2	32.2	96.3	96.3	96.3

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Monroe St. / 58th Av.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.959
 Loss Time (sec): 16 Average Delay (sec/veh): 51.0
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	10	10	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	70	1018	269	200	861	131	137	374	43	404	472	186
Growth 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
Initial Bse:	70	1018	269	200	861	131	137	374	43	404	472	186
Added Vol:	17	17	0	0	29	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1035	269	200	890	131	137	374	72	404	472	186
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	95	1125	292	217	967	142	149	407	78	439	513	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1125	292	217	967	142	149	407	78	439	513	202
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:	95	1125	292	217	967	142	149	407	78	439	513	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.68	0.32	1.00	1.43	0.57
Final Sat.:	1805	3610	1615	1805	3087	454	1805	2955	569	1805	2481	978

Capacity Analysis Module:

Vol/Sat:	0.05	0.31	0.18	0.12	0.31	0.31	0.08	0.14	0.14	0.24	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.32	0.58	0.13	0.35	0.35	0.11	0.14	0.14	0.25	0.29	0.29
Volume/Cap:	0.50	0.96	0.31	0.96	0.91	0.91	0.77	0.96	0.96	0.96	0.71	0.71
Delay/Veh:	46.4	52.1	11.6	93.8	42.6	42.6	62.5	74.5	74.5	70.3	35.8	35.8
User DelAdj:	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:	46.4	52.1	11.6	93.8	42.6	42.6	62.5	74.5	74.5	70.3	35.8	35.8
LOS by Move:	D	D	B	F	D	D	E	E	E	E	D	D
HCM2kAvgQ:	4	24	5	11	22	22	7	12	12	19	12	12

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.896
 Loss Time (sec): 0 Average Delay (sec/veh): 442.4
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	0	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	203	921	32	308	568	225	267	335	159	22	165	385
Growth 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
Initial Bse:	203	921	32	308	568	225	267	335	159	22	165	385
Added Vol:	9	4	0	58	7	0	0	15	15	0	9	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	925	32	366	575	225	267	350	174	22	174	419
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	230	1005	35	398	625	245	290	380	189	24	189	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1005	35	398	625	245	290	380	189	24	189	455
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:	230	1005	35	398	625	245	290	380	189	24	189	455

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:	1.00	0.97	0.03	1.00	1.00	1.00	0.43	0.57	1.00	0.04	0.28	0.68
Final Sat.:	341	347	12	326	341	365	150	196	377	14	109	263

Capacity Analysis Module:

Vol/Sat:	0.68	2.90	2.90	1.22	1.83	0.67	1.94	1.94	0.50	1.73	1.73	1.73
Crit Moves:	****			****			****			****		
Delay/Veh:	32.5	879	878.6	155.7	409	30.3	457.1	457	21.3	362.0	362	362.0
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:	32.5	879	878.6	155.7	409	30.3	457.1	457	21.3	362.0	362	362.0
LOS by Move:	D	F	F	F	F	D	F	F	C	F	F	F
ApproachDel:	725.1			256.4			361.3			362.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	725.1			256.4			361.3			362.0		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	1.8	86.4	86.4	12.9	37.5	1.8	42.6	42.6	1.0	37.5	37.5	37.5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Monroe St. / 60th Av.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.786
 Loss Time (sec): 16 Average Delay (sec/veh): 51.0
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	20	20	10	20	20	10	27	27	10	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	203	921	32	308	568	225	267	335	159	22	165	385
Growth 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
Initial Bse:	203	921	32	308	568	225	267	335	159	22	165	385
Added Vol:	9	4	0	58	7	0	0	15	15	0	9	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	925	32	366	575	225	267	350	174	22	174	419
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	230	1005	35	398	625	245	290	380	189	24	189	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1005	35	398	625	245	290	380	189	24	189	455
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:	230	1005	35	398	625	245	290	380	189	24	189	455

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	1.93	0.07	2.00	1.44	0.56	1.00	1.34	0.66	1.00	1.00	1.00
Final Sat.:	1758	3380	117	3410	2420	947	1758	2230	1109	1758	1850	1573

Capacity Analysis Module:

Vol/Sat:	0.13	0.30	0.30	0.12	0.26	0.26	0.17	0.17	0.17	0.01	0.10	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.33	0.33	0.13	0.30	0.30	0.18	0.30	0.30	0.11	0.23	0.35
Volume/Cap:	0.85	0.90	0.90	0.90	0.85	0.85	0.90	0.57	0.57	0.12	0.45	0.82
Delay/Veh:	70.8	48.4	48.4	73.0	45.9	45.9	75.1	36.5	36.5	48.4	40.9	44.4
User DelAdj:	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:	70.8	48.4	48.4	73.0	45.9	45.9	75.1	36.5	36.5	48.4	40.9	44.4
LOS by Move:	E	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	11	23	23	11	18	18	14	10	10	1	6	17

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: F[96.4]

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:	3	456	49	169	539	39	22	2	2	16	8	45
Growth 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
Initial Bse:	3	456	49	169	539	39	22	2	2	16	8	45
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	456	49	191	539	39	22	2	2	16	8	58
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	496	53	208	586	42	24	2	2	17	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	496	53	208	586	42	24	2	2	17	9	63

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	628	xxxx	xxxxxx	549	xxxx	xxxxxx	1587	1578	607	1553	1572	522
Potent Cap.:	963	xxxx	xxxxxx	1031	xxxx	xxxxxx	88	111	500	93	111	558
Move Cap.:	963	xxxx	xxxxxx	1031	xxxx	xxxxxx	60	85	500	75	86	558
Volume/Cap:	0.00	xxxx	xxxx	0.20	xxxx	xxxx	0.40	0.03	0.00	0.23	0.10	0.11

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.8	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.7	xxxx	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	66	xxxxxx	xxxx	200	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.7	xxxxxx	xxxxxx	2.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	96.4	xxxxxx	xxxxxx	36.8	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	96.4	xxxxxxx	xxxxxxx	36.8	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	E	*	

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Monroe St. / 61st Av.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.397
 Loss Time (sec): 12 Average Delay (sec/veh): 19.4
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	3	456	49	169	539	39	22	2	2	16	8	45
Growth 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
Initial Bse:	3	456	49	169	539	39	22	2	2	16	8	45
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	456	49	191	539	39	22	2	2	16	8	58
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	496	53	208	586	42	24	2	2	17	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	496	53	208	586	42	24	2	2	17	9	63
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:	3	496	53	208	586	42	24	2	2	17	9	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.81	0.81	0.81	0.87	0.87	0.87
Lanes:	1.00	1.81	0.19	1.00	1.87	0.13	0.84	0.08	0.08	0.19	0.10	0.71
Final Sat.:	1805	3211	345	1805	3333	241	1296	118	118	321	161	1164

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.15	0.12	0.18	0.18	0.02	0.02	0.02	0.05	0.05	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.29	0.29	0.22	0.33	0.33	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.01	0.53	0.53	0.53	0.53	0.53	0.06	0.06	0.06	0.18	0.18	0.18
Delay/Veh:	22.2	19.8	19.8	24.1	18.0	18.0	15.9	15.9	15.9	16.6	16.6	16.6
User DelAdj:	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:	22.2	19.8	19.8	24.1	18.0	18.0	15.9	15.9	15.9	16.6	16.6	16.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	4	6	6	0	0	0	1	1	1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.463
 Loss Time (sec): 0 Average Delay (sec/veh): 137.9
 Optimal Cycle: 0 Level Of Service: F

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	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	17	117	14	99	501	25	40	416	40	29	248	113
Growth 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
Initial Bse:	17	117	14	99	501	25	40	416	40	29	248	113
Added Vol:	0	4	0	0	7	22	13	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	121	14	99	508	47	53	420	40	29	255	113
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	18	129	15	105	540	50	56	447	43	31	271	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	129	15	105	540	50	56	447	43	31	271	120
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:	18	129	15	105	540	50	56	447	43	31	271	120

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:	0.11	0.80	0.09	0.15	0.78	0.07	0.10	0.82	0.08	0.07	0.65	0.28
Final Sat.:	44	315	36	72	369	34	49	390	37	35	303	134

Capacity Analysis Module:

Vol/Sat:	0.41	0.41	0.41	1.46	1.46	1.46	1.15	1.15	1.15	0.89	0.89	0.89
Crit Moves:	****			****			****			****		
Delay/Veh:	17.5	17.5	17.5	240.4	240	240.4	113.7	114	113.7	46.5	46.5	46.5
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:	17.5	17.5	17.5	240.4	240	240.4	113.7	114	113.7	46.5	46.5	46.5
LOS by Move:	C	C	C	F	F	F	F	F	F	E	E	E
ApproachDel:	17.5			240.4			113.7			46.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.5			240.4			113.7			46.5		
LOS by Appr:	C			F			F			E		
AllWayAvgQ:	0.6	0.6	0.6	30.4	30.4	30.4	13.7	13.7	13.7	4.7	4.7	4.7

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Jackson St. / 60th Av.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.396
 Loss Time (sec): 16 Average Delay (sec/veh): 28.4
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	17	117	14	99	501	25	40	416	40	29	248	113
Growth 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
Initial Bse:	17	117	14	99	501	25	40	416	40	29	248	113
Added Vol:	0	4	0	0	7	22	13	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	121	14	99	508	47	53	420	40	29	255	113
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	18	129	15	105	540	50	56	447	43	31	271	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	129	15	105	540	50	56	447	43	31	271	120
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:	18	129	15	105	540	50	56	447	43	31	271	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	1.79	0.21	1.00	1.83	0.17	1.00	1.83	0.17	1.00	1.39	0.61
Final Sat.:	1805	3184	368	1805	3261	302	1805	3253	310	1805	2386	1058

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.04	0.06	0.17	0.17	0.03	0.14	0.14	0.02	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.10	0.13	0.13	0.56	0.53	0.53	0.30	0.44	0.44	0.16	0.36	0.36
Delay/Veh:	39.1	23.7	23.7	44.7	27.7	27.7	40.7	26.6	26.6	39.6	25.8	25.8
User DelAdj:	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:	39.1	23.7	23.7	44.7	27.7	27.7	40.7	26.6	26.6	39.6	25.8	25.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	2	2	4	8	8	2	6	6	1	5	5

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: D[28.2]

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:	44	85	2	16	500	61	42	51	37	3	35	3
Growth 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
Initial Bse:	44	85	2	16	500	61	42	51	37	3	35	3
Added Vol:	7	0	0	0	0	7	4	4	4	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	85	2	16	500	68	46	55	41	3	42	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	92	2	17	543	74	50	60	45	3	46	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	92	2	17	543	74	50	60	45	3	46	3

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	617	xxxx	xxxxxx	95	xxxx	xxxxxx	844	821	580	872	857	93
Potent Cap.:	972	xxxx	xxxxxx	1512	xxxx	xxxxxx	285	312	518	273	297	969
Move Cap.:	972	xxxx	xxxxxx	1512	xxxx	xxxxxx	235	290	518	199	276	969
Volume/Cap:	0.06	xxxx	xxxx	0.01	xxxx	xxxx	0.21	0.21	0.09	0.02	0.17	0.00

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	306	xxxxxx	xxxx	282	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.7	xxxxxx	xxxxxx	0.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	28.2	xxxxxx	xxxxxx	20.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx		xxxxxx			28.2			20.6		
ApproachLOS:	*	*		*			D			C		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jackson St. / 61st Av.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.304
 Loss Time (sec): 12 Average Delay (sec/veh): 20.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

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Volume Module:

Base Vol:	44	85	2	16	500	61	42	51	37	3	35	3
Growth 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
Initial Bse:	44	85	2	16	500	61	42	51	37	3	35	3
Added Vol:	7	0	0	0	0	7	4	4	4	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	85	2	16	500	68	46	55	41	3	42	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	92	2	17	543	74	50	60	45	3	46	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	92	2	17	543	74	50	60	45	3	46	3
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:	55	92	2	17	543	74	50	60	45	3	46	3

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.73	0.94	0.94	0.69	0.99	0.99
Lanes:	1.00	1.95	0.05	1.00	1.76	0.24	1.00	0.57	0.43	1.00	0.93	0.07
Final Sat.:	1805	3516	83	1805	3121	424	1383	1019	760	1305	1756	125

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Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.01	0.17	0.17	0.04	0.06	0.06	0.00	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.35	0.35	0.18	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.28	0.08	0.08	0.05	0.41	0.41	0.11	0.18	0.18	0.01	0.08	0.08
Delay/Veh:	37.4	19.6	19.6	30.3	18.4	18.4	20.9	21.4	21.4	20.1	20.6	20.6
User DelAdj:	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:	37.4	19.6	19.6	30.3	18.4	18.4	20.9	21.4	21.4	20.1	20.6	20.6
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	1	1	0	6	6	1	2	2	0	1	1

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: E[35.0]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	675	0	0	572	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	675	0	0	572	0
Added Vol:	43	0	17	0	0	0	0	0	73	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	17	0	0	0	0	675	73	29	572	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	0	18	0	0	0	0	734	79	32	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	18	0	0	0	0	734	79	32	622	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1458	xxxx	773	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	813	xxxx	xxxxx
Potent Cap.:	144	xxxx	402	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	823	xxxx	xxxxx
Move Cap.:	140	xxxx	402	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	823	xxxx	xxxxx
Volume/Cap:	0.33	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	43.2	xxxx	14.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	E	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	35.0			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	E			*			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Dwy. 1 / 60th Av.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[24.7]

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				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	675	0	0	572	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	675	0	0	572	0
Added Vol:	43	0	17	0	0	0	0	0	73	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	17	0	0	0	0	675	73	29	572	0
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	0	18	0	0	0	0	734	79	32	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	18	0	0	0	0	734	79	32	622	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1147	xxxx	407	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	813	xxxx	xxxxx
Potent Cap.:	195	xxxx	600	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	823	xxxx	xxxxx
Move Cap.:	190	xxxx	600	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	823	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.9	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	30.1	xxxx	11.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx			
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	24.7			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	C				*			*			*				

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.9]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	220	0	0	69	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	220	0	0	69	0
Added Vol:	0	0	0	13	0	13	22	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	13	22	220	0	0	69	22
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	14	0	14	24	239	0	0	75	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	14	24	239	0	0	75	24

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	374	374	87	99	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	631	560	977	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	623	551	977	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	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	761	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			9.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Dwy. 2 / 61st Av.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.9]

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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	220	0	0	69	0
Growth 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
Initial Bse:	0	0	0	0	0	0	0	220	0	0	69	0
Added Vol:	0	0	0	13	0	13	22	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	13	22	220	0	0	69	22
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	14	0	14	24	239	0	0	75	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	14	24	239	0	0	75	24

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	374	374	87	99	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	631	560	977	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	623	551	977	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	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	761	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			9.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.525
 Loss Time (sec): 0 Average Delay (sec/veh): 454.0
 Optimal Cycle: 0 Level Of Service: F

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:	1	0	2	0	1	1	1	0	1	0	1	2

Volume Module:

Base Vol:	14	1347	67	280	1207	163	223	127	25	28	71	490
Growth 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
Initial Bse:	14	1347	67	280	1207	163	223	127	25	28	71	490
Added Vol:	9	4	0	15	7	0	0	15	15	0	9	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1351	67	295	1214	163	223	142	40	28	80	499
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	1468	73	321	1320	177	242	154	43	30	87	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1468	73	321	1320	177	242	154	43	30	87	542
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:	25	1468	73	321	1320	177	242	154	43	30	87	542

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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	279	581	308	302	630	336	274	284	301	274	570	301

Capacity Analysis Module:

Vol/Sat:	0.09	2.53	0.24	1.06	2.09	0.53	0.88	0.54	0.14	0.11	0.15	1.80
Crit Moves:	****			****			****			****		
Delay/Veh:	16.8	721	18.0	105.4	527	24.8	67.1	29.4	16.7	17.5	17.6	399.7
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:	16.8	721	18.0	105.4	527	24.8	67.1	29.4	16.7	17.5	17.6	399.7
LOS by Move:	C	F	C	F	F	C	F	D	C	C	C	F
ApproachDel:	677.5			403.9			48.9			331.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	677.5			403.9			48.9			331.7		
LOS by Appr:	F			F			E			F		
AllWayAvgQ:	0.1	57.0	0.3	7.6	44.9	1.1	3.9	1.1	0.2	0.1	0.2	32.2

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

Vista Soleada (TTM 36590) Traffic Impact Analysis (JN:08773)
 Long Range (2035) With Project Conditions (WITH IMPROVEMENTS)
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Madison St. / 58th Av.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.897
 Loss Time (sec): 12 Average Delay (sec/veh): 31.0
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	22	22	10	29	29	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	14	1347	67	280	1207	163	223	127	25	28	71	490
Growth 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
Initial Bse:	14	1347	67	280	1207	163	223	127	25	28	71	490
Added Vol:	9	4	0	15	7	0	0	15	15	0	9	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1351	67	295	1214	163	223	142	40	28	80	499
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	1468	73	321	1320	177	242	154	43	30	87	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1468	73	321	1320	177	242	154	43	30	87	542
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:	25	1468	73	321	1320	177	242	154	43	30	87	542

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.69	0.92	0.92	0.62	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1758	3515	1573	1758	3515	1573	1286	2652	747	1147	3515	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.42	0.05	0.18	0.38	0.11	0.19	0.06	0.06	0.03	0.02	0.34
Crit Moves:	****			****						****		
Green/Cycle:	0.17	0.47	0.47	0.20	0.50	0.50	0.18	0.18	0.18	0.18	0.18	0.38
Volume/Cap:	0.09	0.90	0.10	0.90	0.75	0.22	1.04	0.32	0.32	0.15	0.14	0.90
Delay/Veh:	28.3	26.6	12.0	55.2	17.7	11.3	102.9	28.8	28.8	27.9	27.6	39.3
User DelAdj:	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:	28.3	26.6	12.0	55.2	17.7	11.3	102.9	28.8	28.8	27.9	27.6	39.3
LOS by Move:	C	C	B	E	B	B	F	C	C	C	C	D
HCM2kAvgQ:	1	22	1	11	15	2	12	2	2	1	1	17

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