TRAFFIC IMPACT ASSESSMENT

AUTUMN CARE RESIDENTIAL CARE FACILITY

HUNTINGTON BEACH, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
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Signed _____

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November 2016

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AUTUMN CARE RESIDENTIAL CARE FACILITY

HUNTINGTON BEACH, CALIFORNIA

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LSA

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AUTUMN CARE RESIDENTIAL CARE FACILITY TRAFFIC IMPACT ASSESSMENT

LSA has prepared the following assessment to identify the short-term and long-range traffic impacts resulting from the development of a 44-unit, 76-bed assisted living facility (project) at 19101 Garfield Avenue in the City of Huntington Beach (City). The project site is located on the southwest corner of Brookhurst Street/Garfield Avenue. LSA has prepared this analysis consistent with the approved scope of work dated February 29, 2016 (a copy of which is provided in Appendix A). This Traffic Impact Assessment (TIA) was prepared in accordance with the applicable sections of the City's TIA Guidelines, revised November 1996.

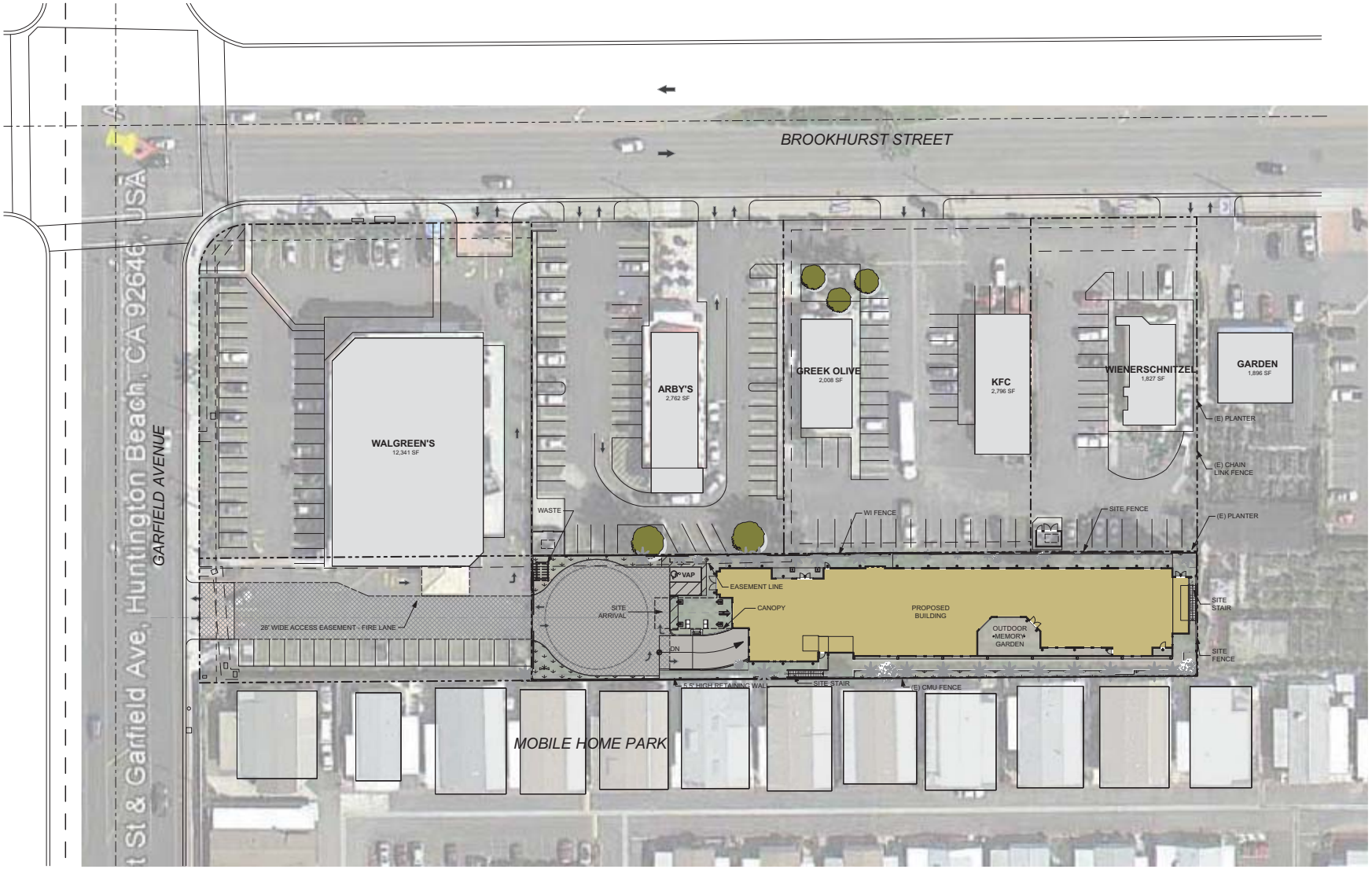
EXECUTIVE SUMMARY

The purpose of this analysis is to determine the potential impacts associated with the proposed construction of a 44-unit, 76-bed assisted living facility at 19101 Garfield Avenue in the City. The project is anticipated to be constructed and operational in the year 2018. The existing site is currently undeveloped and zoned Commercial Neighborhood F1 (CN-F1). The project proposes a General Plan Amendment to increase the floor area ratio (FAR) of the site from a currently designated 0.35 to 1.0. The project site is illustrated on Figure 1.

The preparation of this TIA is a requirement of the City due to the project's proposed General Plan Amendment. At the direction of City staff, an analysis of a theoretical commercial use on the same site as the project has been included in this TIA due to the proposed amendment to increase the site FAR. This analysis has been performed to provide information regarding the potential situation in which the increased FAR is approved, the proposed project is not built, and a more traffic-intense commercial project is proposed at a future time. This theoretical situation may result in traffic impacts created by this site that exceed the impacts, if any, identified in this TIA that may result from the development of the currently proposed project.

This study focuses on the a.m. peak-hour and p.m. peak-hour levels of service (LOS) at three intersections, one of which is the existing unsignalized driveway on Garfield Avenue that will serve as the project's access point. Project impacts were determined based on analysis of the following scenarios:

1. Existing
2. Existing Plus Project
3. Opening Year (2018)
4. Opening Year (2018) Plus Project
5. Future Year (2030)
6. Future Year (2030) Plus Project



LSA

FIGURE 1

N

0 45 90
FEET

Autumn Care Residential Care Facility

Site Plan

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Based on the results of this TIA, the proposed project can be implemented without impacting the design or operation of the surrounding roadway system. Evaluation of intersection LOS shows that the addition of project traffic to Existing, Opening Year (2018), and Future Year (2030) traffic volumes would not significantly impact the study area intersections according to the City's performance criteria.

It should be noted that this alternative analysis is provided for informational purposes only of a future theoretical situation and is not intended or sufficient to determine the traffic impacts of an actual future alternative development, if one is proposed.

INTRODUCTION

Project Site

The project site is located at the southwest corner of Brookhurst Street/Garfield Avenue in the City of Huntington Beach, as shown on Figure 1. The site is currently undeveloped and zoned for CN-F1, which corresponds to an FAR of 0.35. The proposed project consists of the construction of a 44-unit, 76-bed assisted living facility. This includes a General Plan Amendment to increase the FAR from 0.35 to 1.0. Access to the site will be provided via the existing full-access, unsignalized driveway on Garfield Avenue.

Alternative Commercial Use Analysis

An additional analysis of a theoretical commercial use on the same site as the project has been included in this TIA due to the proposed amendment to increase the site FAR. This analysis has been performed to provide information regarding the potential situation in which the increased FAR is approved, the proposed project is not built, and a more traffic-intense commercial project is proposed at a future time. As an actual alternative commercial use for this site has not been contemplated, the same access point utilized for the project will be applied for this alternative commercial use.

Study Area Boundary

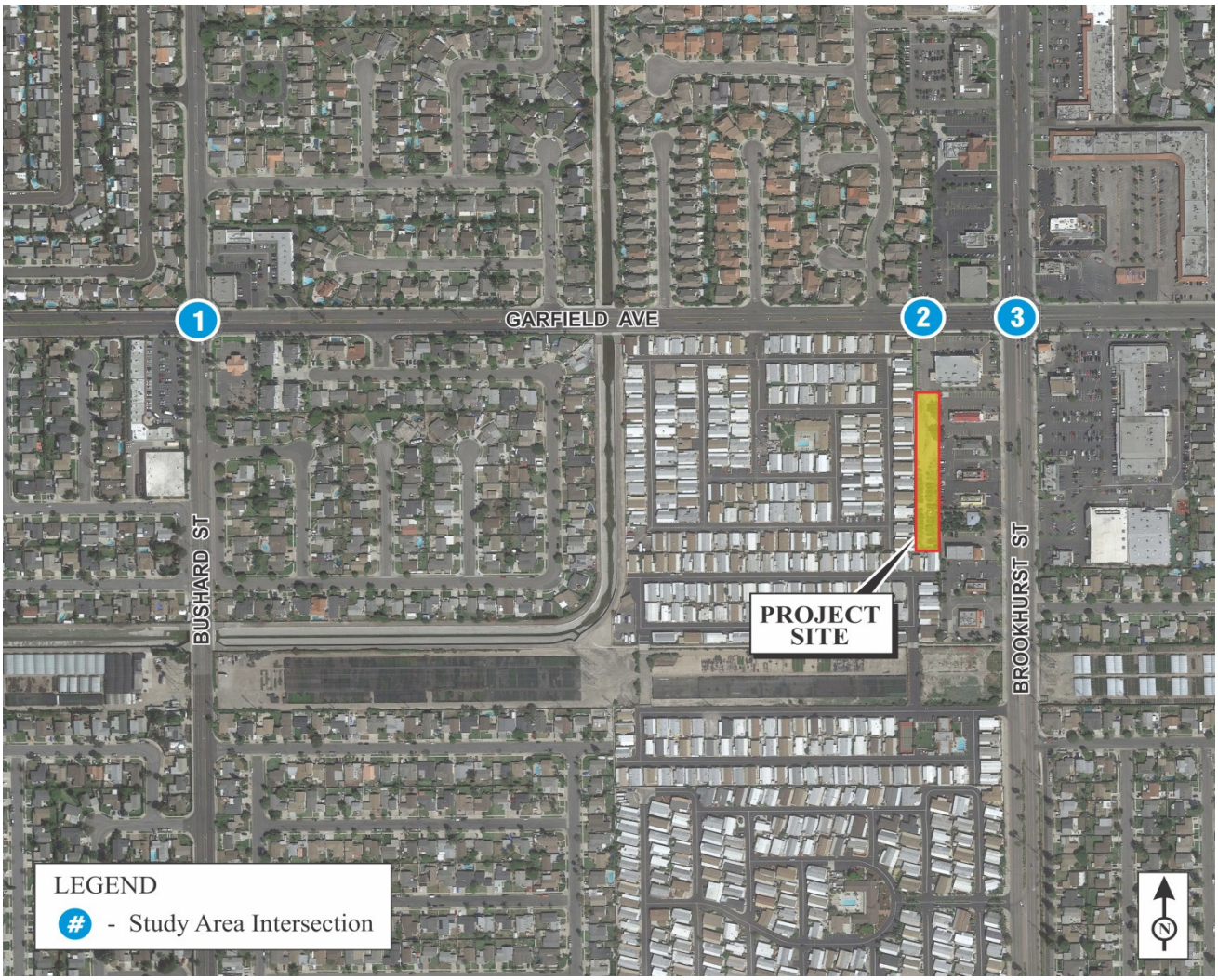
As illustrated on Figure 2, the study area includes the following intersections:

1. Bushard Street/Garfield Avenue
2. Driveway/Garfield Avenue
3. Brookhurst Street/Garfield Avenue

In addition to showing the analysis locations, Figure 2 illustrates the existing intersection geometrics and controls of each of these locations.

Existing and Proposed Uses in the Vicinity of the Study Area

The project site is adjacent to a Walgreens pharmacy and several restaurants, such as Arby's, KFC, Wienerschnitzel, and Mr. Pete's Grill. The existing neighborhood is primarily residential, with



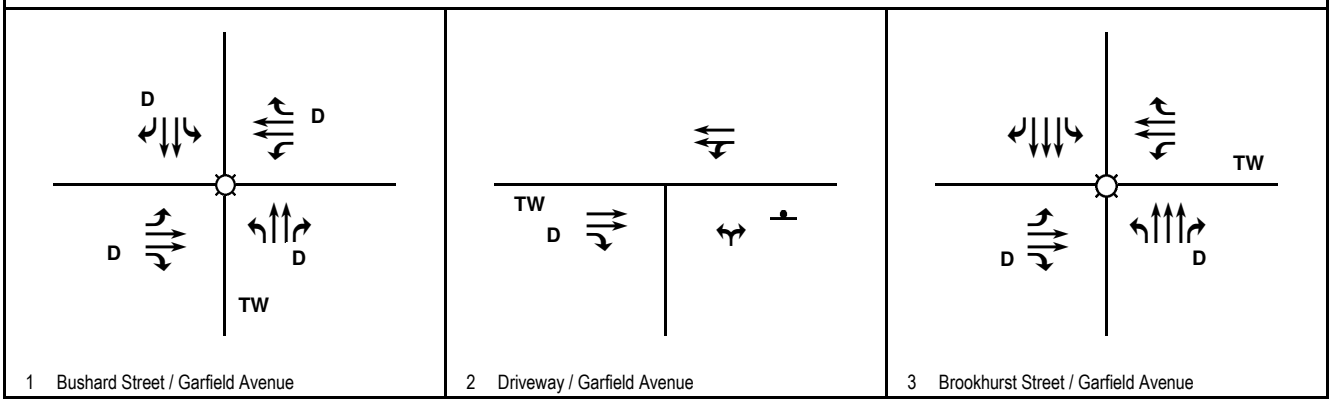


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FIGURE 2

Legend

Signal

Stop Sign

TW Two-Way Left-Turn Lane

D Defacto Right-Turn Lane

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Existing Geometrics and Traffic Control

commercial uses concentrated around major intersections along Brookhurst Street. A review of the City's Planning Division website revealed one development in the vicinity of the study area that may add additional traffic to a study area facility. Specifically, 80 detached single-family residential units are proposed to be constructed on the Fairwind-Former Lamb School Site at 10251 Yorktown Avenue. This site is located north of Yorktown Avenue, approximately 0.2 mile east of Brookhurst Street. Traffic generated by these 80 units has been taken into consideration in the Opening Year (2018) assessment conditions.

TRIP GENERATION

Anticipated project, cumulative development, and alternative commercial use traffic generation is discussed in this section.

Proposed Project

The generation of vehicular trips associated with the proposed project site is calculated based on rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* (Ninth Edition), which is a standard reference used by jurisdictions throughout the country for estimating the trip generation potential of new developments. The project is classified as an Assisted Living Facility (ITE Land Use 254). The project's potential trip generation was calculated using the average rates (per bed).

As indicated in Table A, the proposed project is anticipated to generate 202 average daily trips (ADT), 11 weekday a.m. peak-hour (7 inbound and 4 outbound) trips, and 17 p.m. peak-hour (8 inbound and 9 outbound) trips.

Table A: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
	Size	**Unit**	**ADT**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates[1]									
Assisted Living		Beds	2.66	0.09	0.05	0.14	0.10	0.12	0.22
Trip Generation									
Assisted Living	76	Beds	202	7	4	11	7	9	17

[1] Trip rates are from the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition (2012), Land Use 254.
ADT = average daily trips

Cumulative Development

Traffic from the nearby proposed 80 detached single-family residential unit development at 10251 Yorktown Avenue has been calculated using the *Trip Generation* manual. As indicated in Table B, this cumulative development is anticipated to generate 762 ADT, 60 weekday a.m. peak-hour (15 inbound and 45 outbound) trips, and 80 p.m. peak-hour (50 inbound and 30 outbound) trips.

Table B: Cumulative Development Trip Generation

	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Single-Family Detached Housing		DU	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Trip Generation									
Single-Family Detached Housing	80	DU	762	15	45	60	50	30	80

[1] Trip rates are from the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition (2012), Land Use 210.
ADT = average daily trips
DU = dwelling units

Alternative Commercial Use

The intent of this analysis is to provide an indication of potential traffic impacts that may result from a vehicular traffic-intensive commercial use that could fit under the category of a 1.0 FAR Neighborhood Commercial land use. Through coordination with City staff, trip generation rates for the ITE Shopping Center land use (ITE Land Use 820) by square footage were selected (see Table C below).

Table C: Alternative Commercial Use Trip Generation

	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Shopping Center		TSF	103.5	0.60	0.36	0.96	4.28	4.64	8.91
Trip Generation									
Shopping Center	30,000[2]	TSF	3,105	18	11	29	128	139	267
Pass-By Trips (34% PM Peak Hour)[3]			--	--	--	--	*-44*	*-44*	*-88*
Alternative Commercial Use Total			3,105	18	11	29	84	95	179

[1] Trip rates are from the ITE *Trip Generation*, Ninth Edition (2012), Land Use 820. The regression equation rates for both ADT and p.m. peak hour were utilized.
[2] 30.000 TSF obtained from the total area of the site (0.68 acre) multiplied by 1.0 FAR.
[3] Pass-By Trips obtained from the ITE *Trip Generation Handbook*, Second Edition (2003).
ADT = average daily trips
FAR = floor-to-area ratio
ITE = Institute of Transportation Engineers'
TSF = total square feet

TRIP DISTRIBUTION AND ASSIGNMENT

Anticipated project, cumulative development, and alternative commercial use traffic distribution and assignment are discussed below.

Proposed Project

The project trips were distributed at the three study area intersections using existing peak-hour travel patterns at the study area intersections. These patterns were ascertained from peak-hour count data collected by an independent count company (National Data & Surveying Services [NDS]) on

Tuesday, February 9, 2016. Specifically, peak-hour counts were conducted for the weekday a.m. peak hour (7:00 a.m.–9:00 a.m.) and p.m. peak hour (4:00 p.m.–6:00 p.m.). Traffic count data are included in Appendix B.

The peak-hour trip distribution patterns for both the a.m. and p.m. peak hours are shown on Figure 3. The resulting a.m. and p.m. peak-hour project trip assignments are shown on Figure 4.

Cumulative Development

Cumulative development trips were distributed through the study area based on the location of the project in relation to major roadway facilities and surrounding land uses. This approach to distribution was chosen to represent this development due to the difference in use between the proposed project and this development.

Alternative Commercial Use

Due to the uncertainty of what the alternative commercial use would specifically contain, trips were distributed through the study area based on the same approach utilized to determine the project's trip distribution pattern. The resulting a.m. and p.m. peak-hour alternative commercial use trip assignments are shown on Figure 5. The illustrated trip assignments include "pass-by" trips at the project driveway during the p.m. peak hour. This represents trips to the alternative commercial use by vehicles that are already on Garfield Avenue, such as commuters traveling home from work.

EXISTING AND FORECASTED TRAFFIC VOLUMES

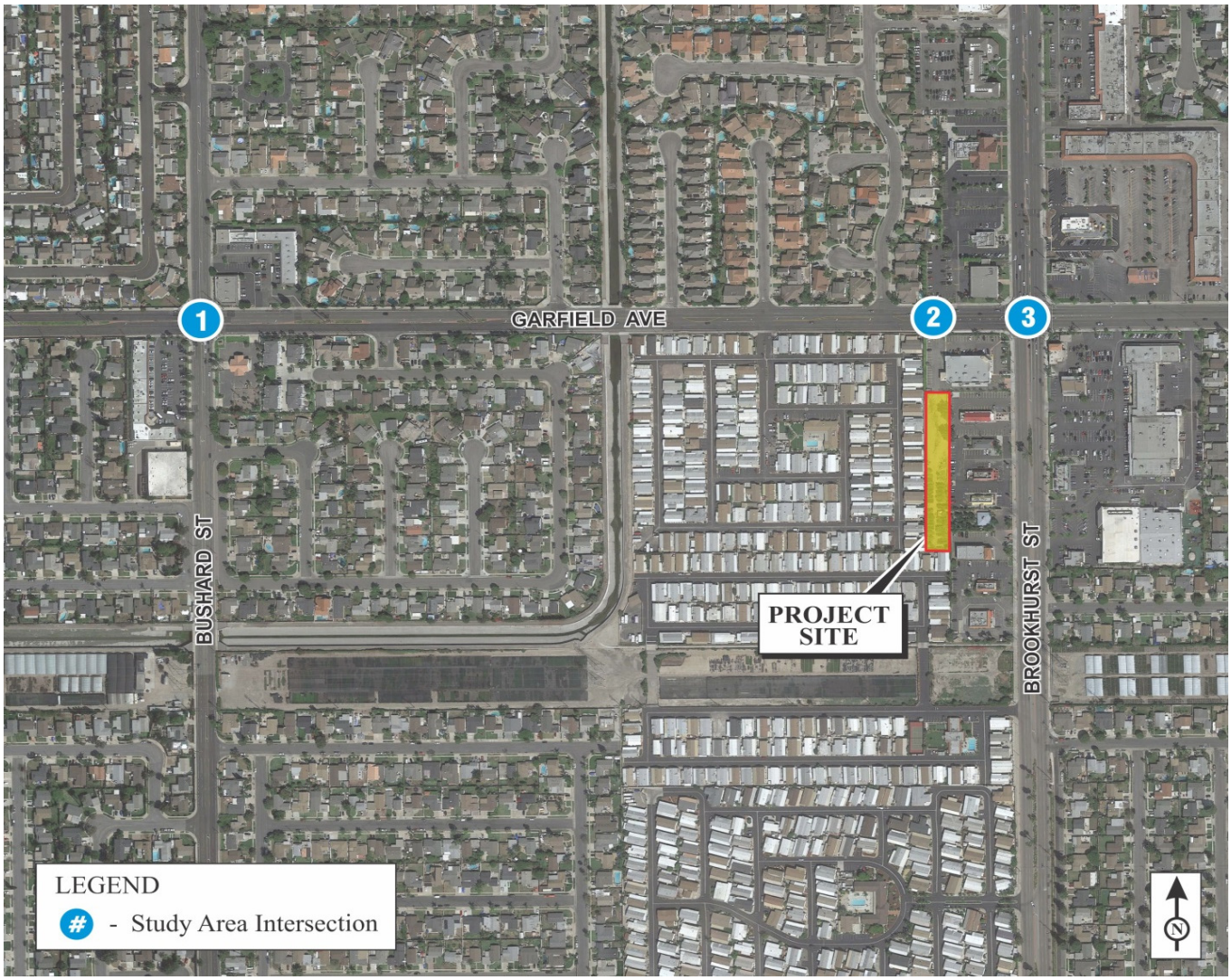
Existing, Opening Year (2018), and Future Year (2030) vehicular traffic conditions are discussed below.

Existing Conditions

Existing traffic conditions are based on the previously described peak-hour count data. Peak-hour intersection turning movement volumes for Existing conditions are shown on Figure 6.

Existing Plus Project Conditions

Existing Plus Project traffic conditions are intended to identify any significant impacts the project may have on adjacent intersections in the theoretical scenario where the project exists today. Existing plus project traffic conditions introduce anticipated project peak-hour traffic to Existing traffic volumes. Peak-hour intersection turning movement volumes for Existing Plus Project conditions are shown on Figure 7.



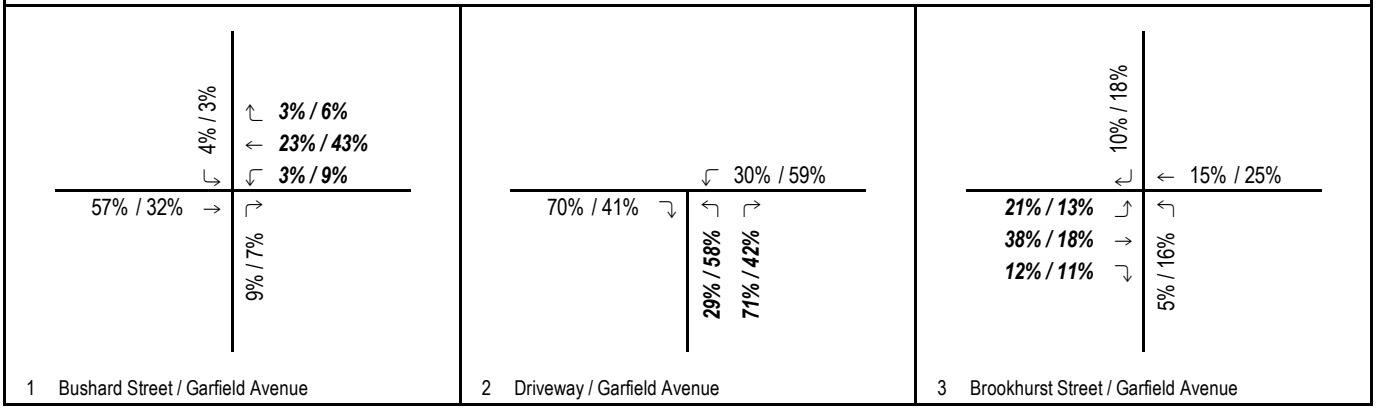


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FIGURE 3

Legend

123% / 456% AM% / PM% Inbound Distribution

123% / 456% AM% / PM% Outbound Distribution

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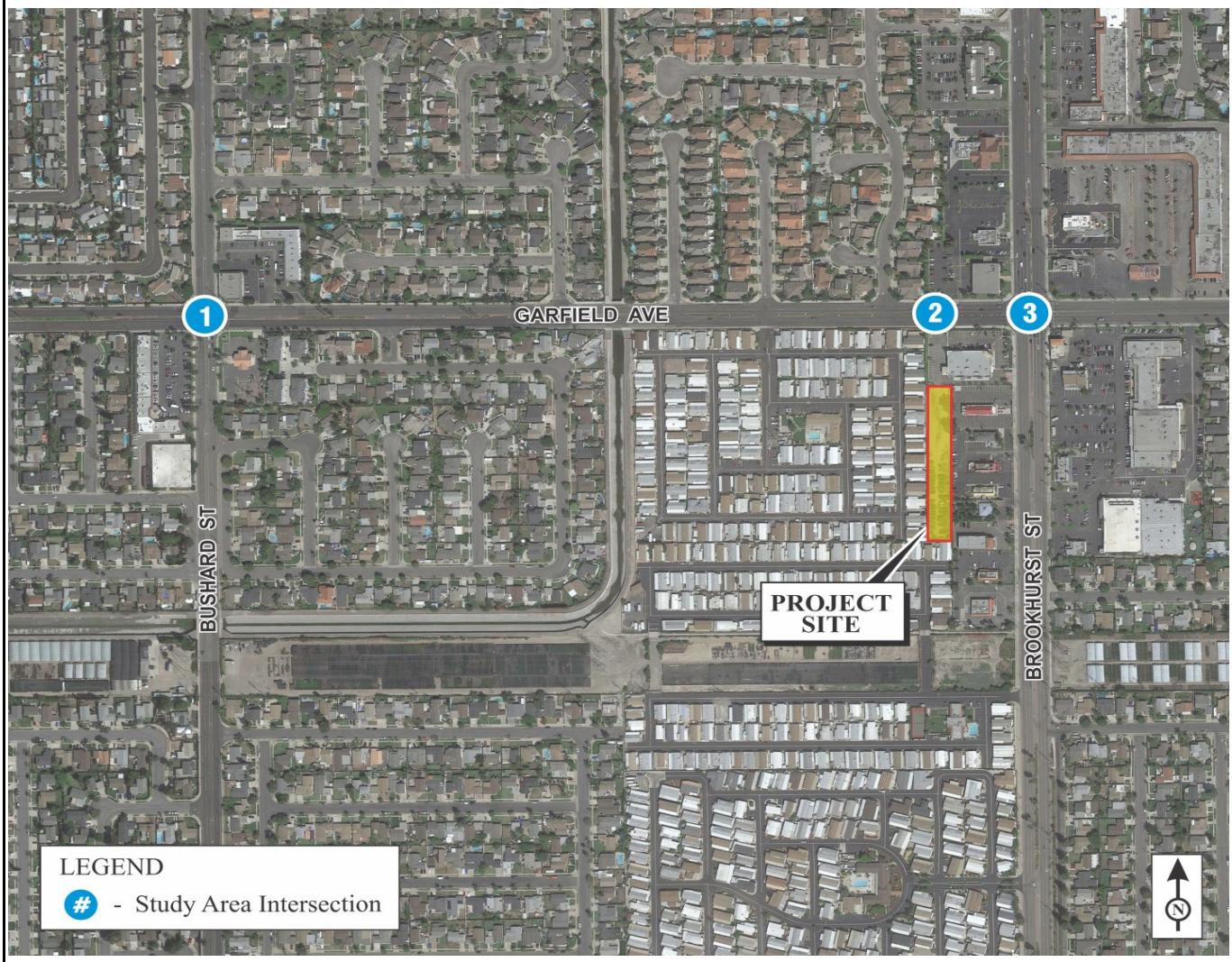
Project Peak Hour Traffic Distribution Percentage

P:\AMG1601\figures\Figure 3 - Project Hour Trip Distribution.xls (3/3/2016)



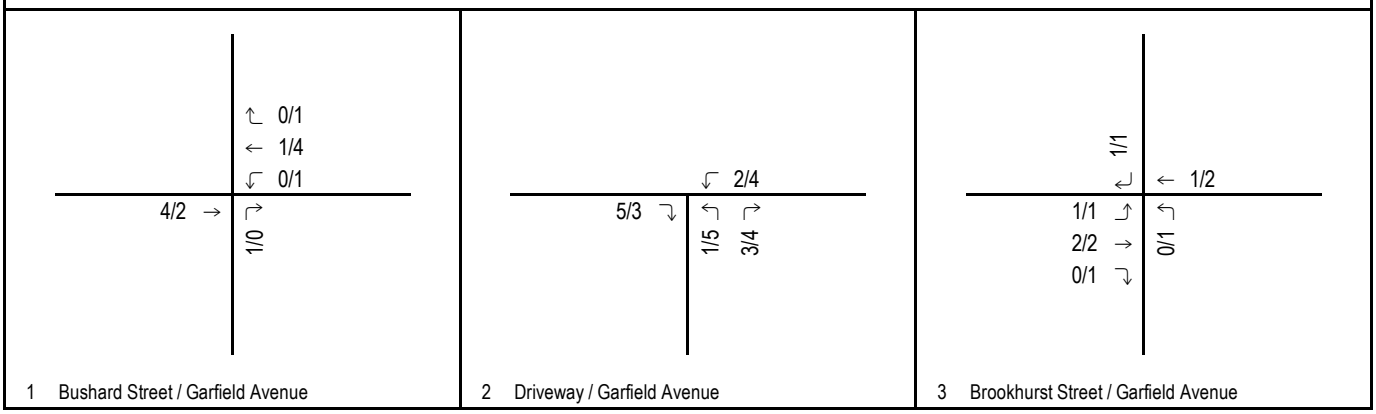


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FIGURE 4

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123/456 AM/PM Volumes

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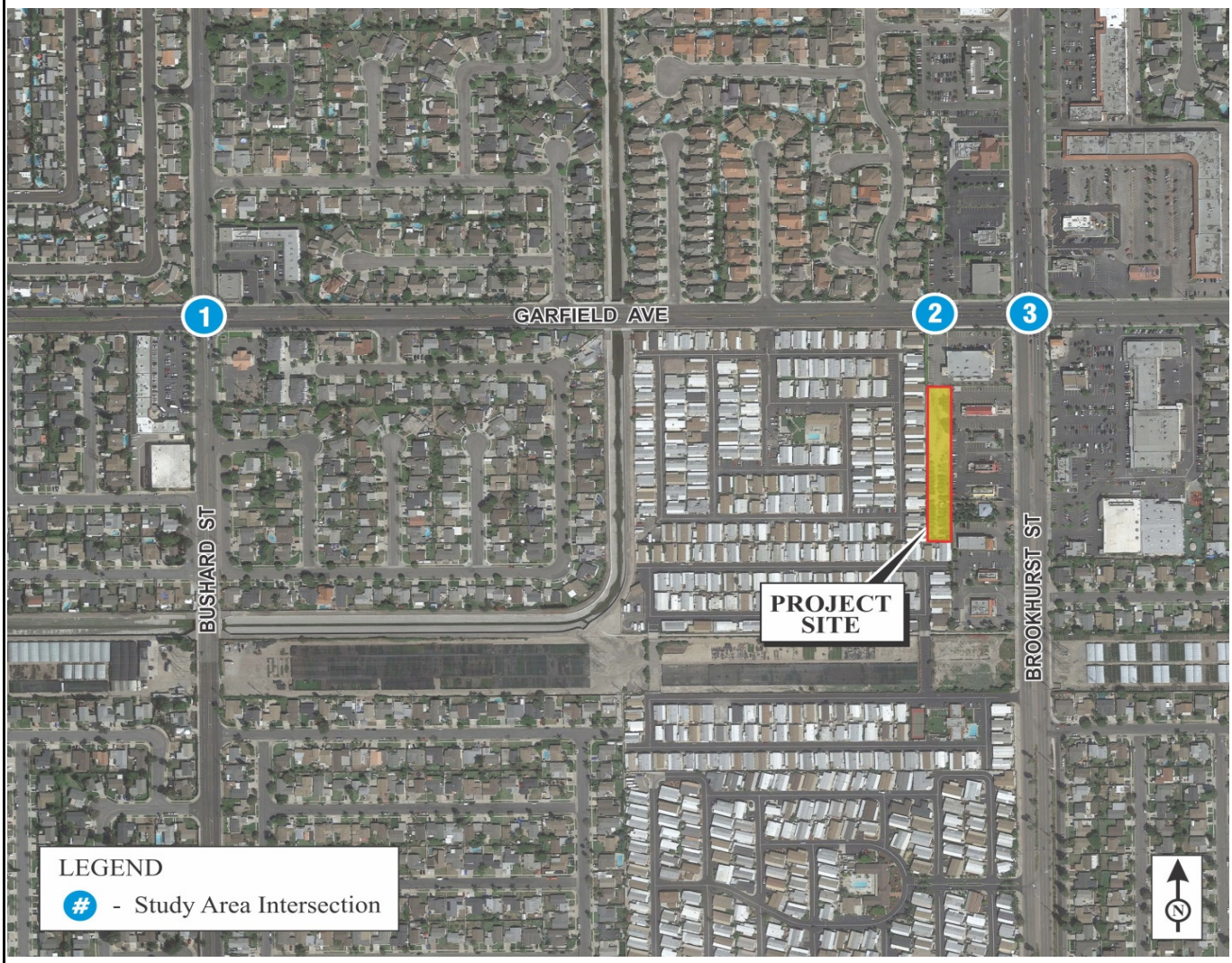
Project Only Peak Hour Traffic Volumes



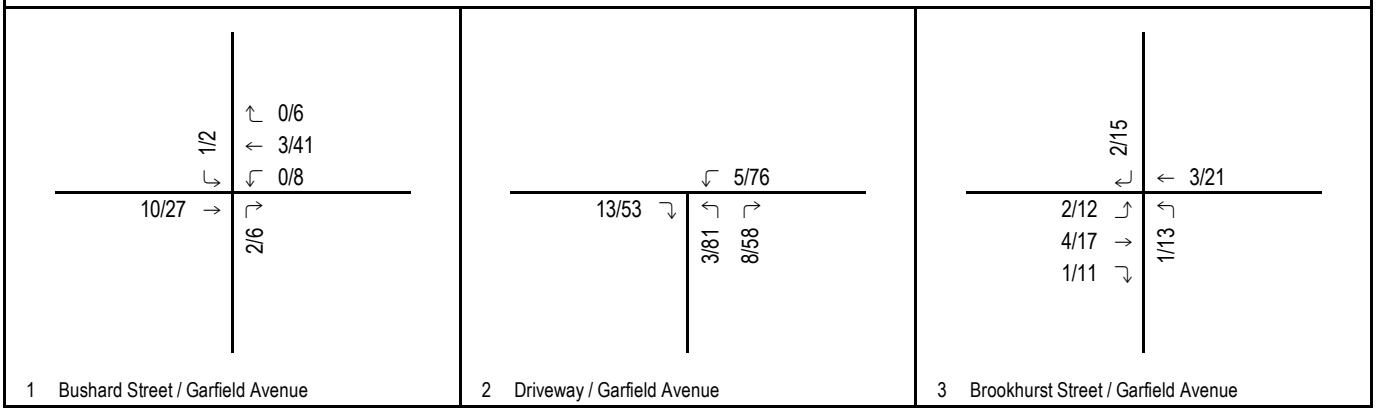


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FIGURE 5

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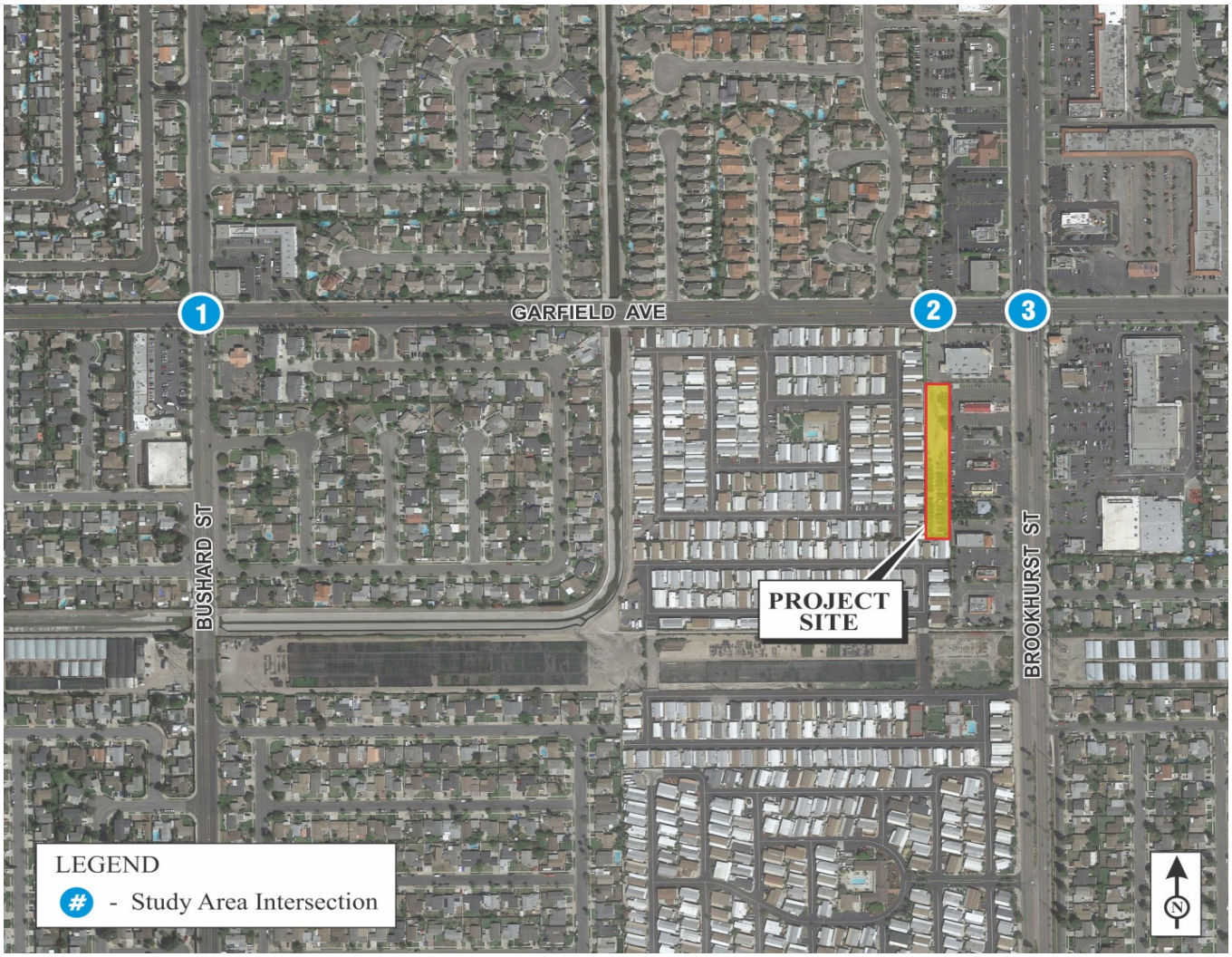
123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Alternative Commercial Use Only Peak Hour Traffic Volumes



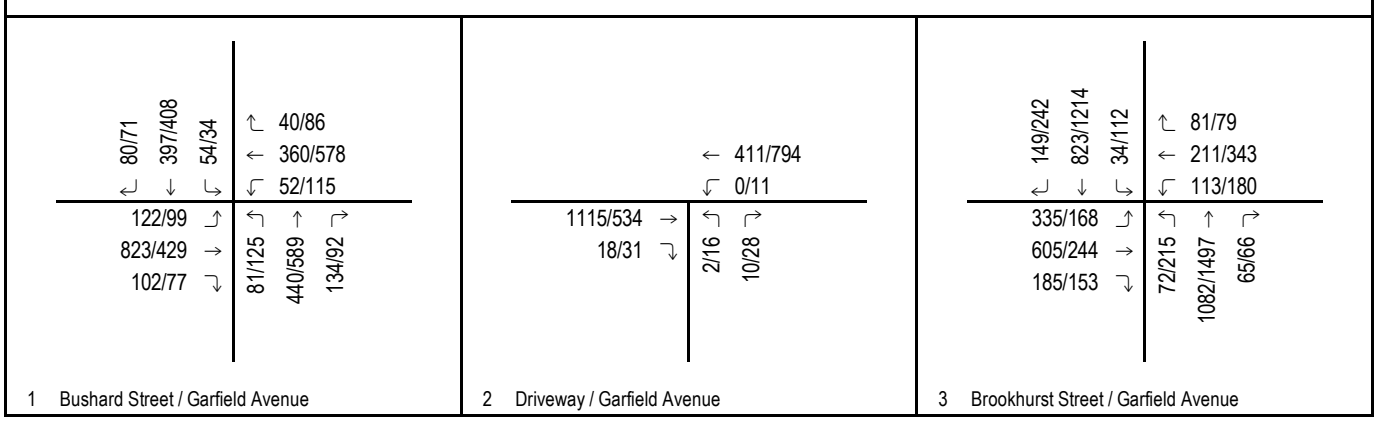


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FIGURE 6

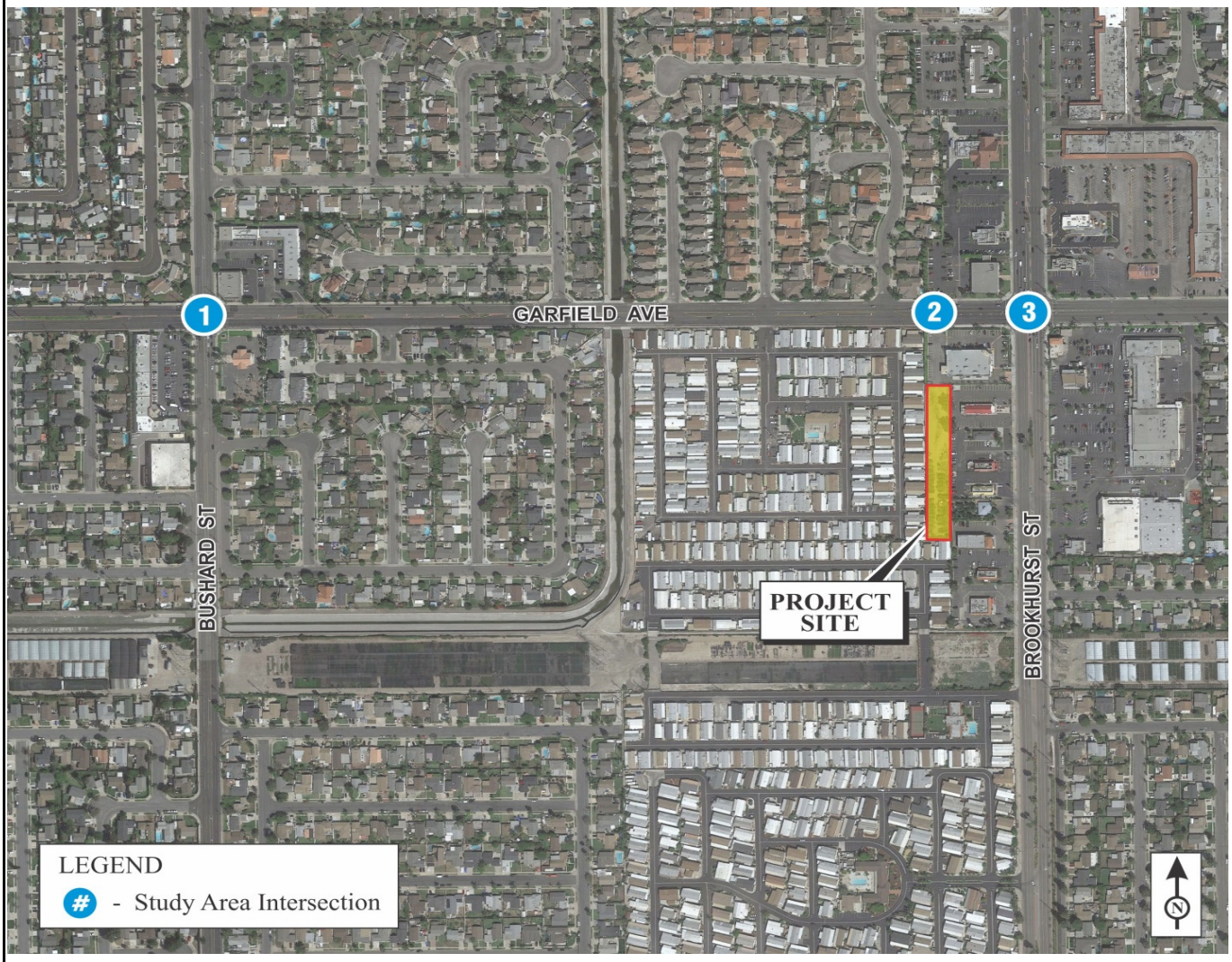
Legend

123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Existing Peak Hour Volume

P:\AMG1601\figures\Figure 6 - Existing Peak Hour Traffic Volume.xls (9/20/2016)



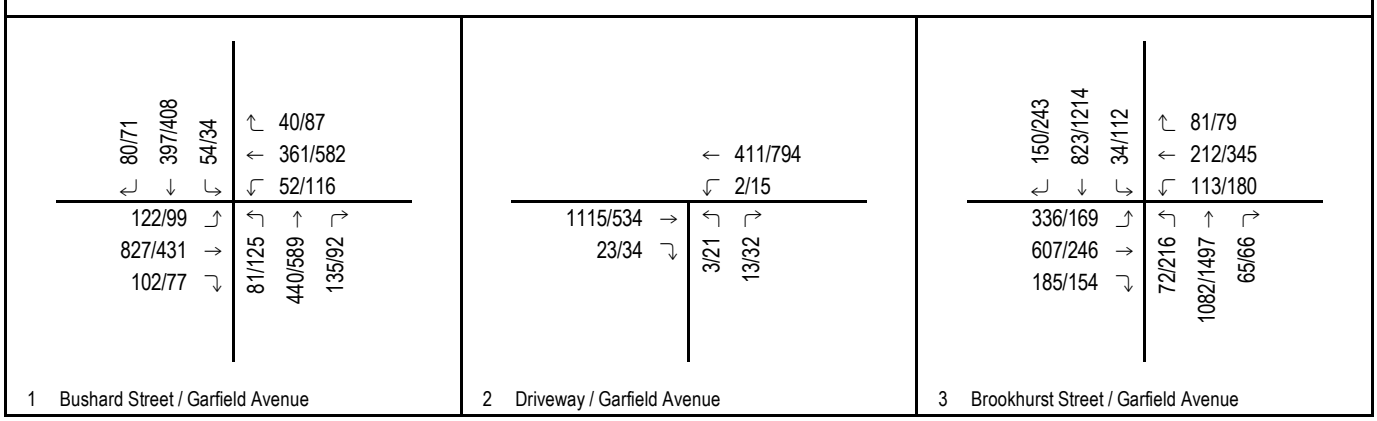


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FIGURE 7

Legend

123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Existing Plus Project Peak Hour Volume

P:\AMG1601\figures\Figure 7 - E+P Peak Hour Traffic Volume.xls (9/20/2016)

Opening Year (2018) Conditions

Opening Year (2018) traffic conditions are intended to represent traffic conditions at the time the project is anticipated to be completed and occupied. This was done by adding 2 percent growth on top of Existing traffic conditions at a rate of 1 percent of growth per year as specified by City staff.

Anticipated traffic from the cumulative development at 10251 Yorktown Avenue has also been included in the event that it is constructed and occupied by Opening Year (2018). Specifically, vehicular trips from 10251 Yorktown Avenue have been added to the intersection of Brookhurst Street/Garfield Avenue. It is anticipated that future residents of 10251 Yorktown Avenue will travel to and from Interstate 405 primarily via Brookhurst Street. Peak-hour intersection turning movement volumes for Opening Year (2018) conditions are shown on Figure 8.

Opening Year (2018) Plus Project Conditions

Opening Year (2018) Plus Project traffic conditions are intended to identify any significant impacts the project may have on adjacent intersections at the time it is anticipated to be completed and occupied. Opening Year (2018) Plus Project traffic conditions introduce anticipated project peak-hour traffic to Opening Year (2018) conditions. Peak-hour intersection turning movement volumes for Opening Year (2018) Plus Project conditions are shown on Figure 9.

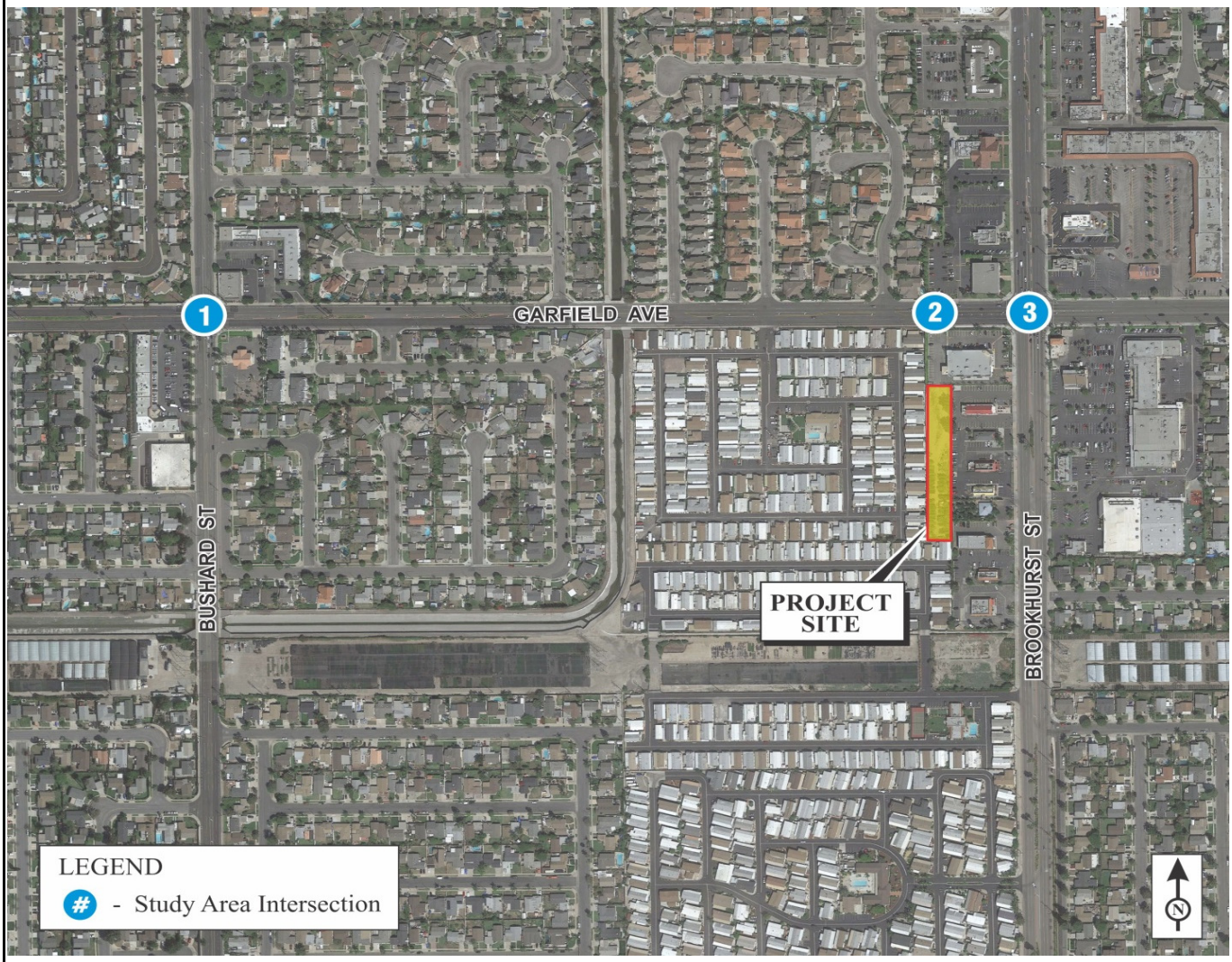
Future Year (2030) Conditions

Future Year (2030) traffic conditions are intended to represent traffic conditions in the long-range analysis year of 2030. Future Year (2030) volumes are based on year 2030 traffic forecasts found in the City's *General Plan Circulation Element Update: Traffic Study* (Austin-Foust Associates, Inc., June 2012). These year 2030 forecasts were developed from a subarea model (the Huntington Beach Traffic Model [HBTM]) of the Orange County Transportation Analysis Model (OCTAM). Land use data utilized in the HBTM are based on the City's General Plan Land Use Element.

It should be noted that the General Plan Traffic Study assessed three different year 2030 scenarios in order to account for traffic conditions under the Current Highway Plan with Committed Intersection Improvements (improvements that are currently funded and therefore can be expected to be completed by the year 2030), the Proposed Highway Plan with Committed Intersection Improvements, and the Proposed Highway Plan with Recommended Intersection Improvements. In an effort to present the most conservative, worst-case analysis of traffic conditions near the project site, intersection turning movement volumes from the 2030 Current Highway Plan with Committed Intersection Improvements scenario were utilized in this study, as this scenario was identified to have the highest a.m. and p.m. peak-hour volumes at the two signalized study area locations out of the three 2030 scenarios. Peak-hour intersection turning movement volumes for Future Year (2030) conditions are shown on Figure 10.

Future Year (2030) Plus Project Conditions

Future Year (2030) Plus Project traffic conditions are intended to identify any significant impacts the project may have on adjacent intersections in the General Plan analysis year of 2030. Future Year



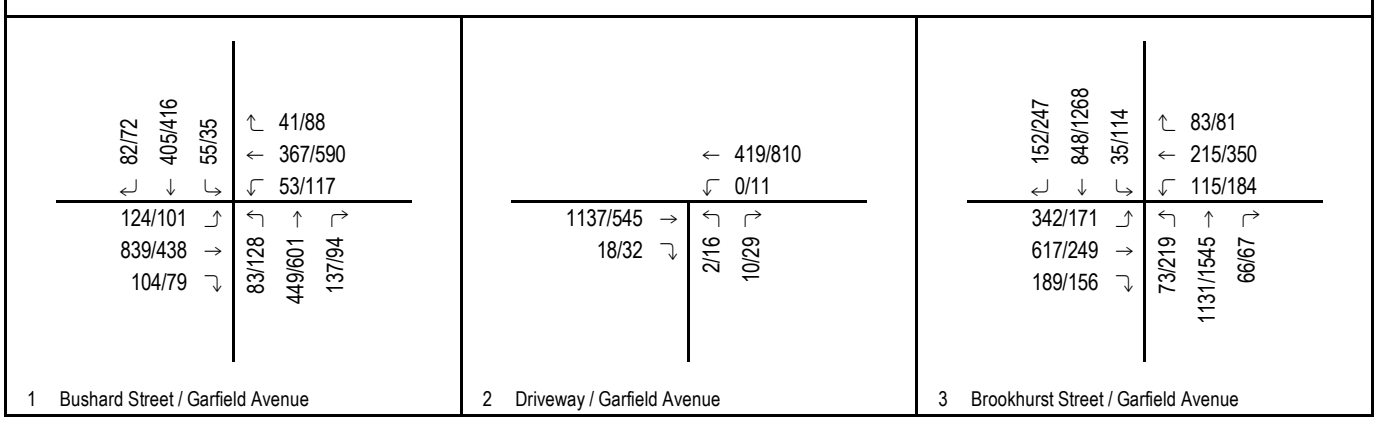


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FIGURE 8

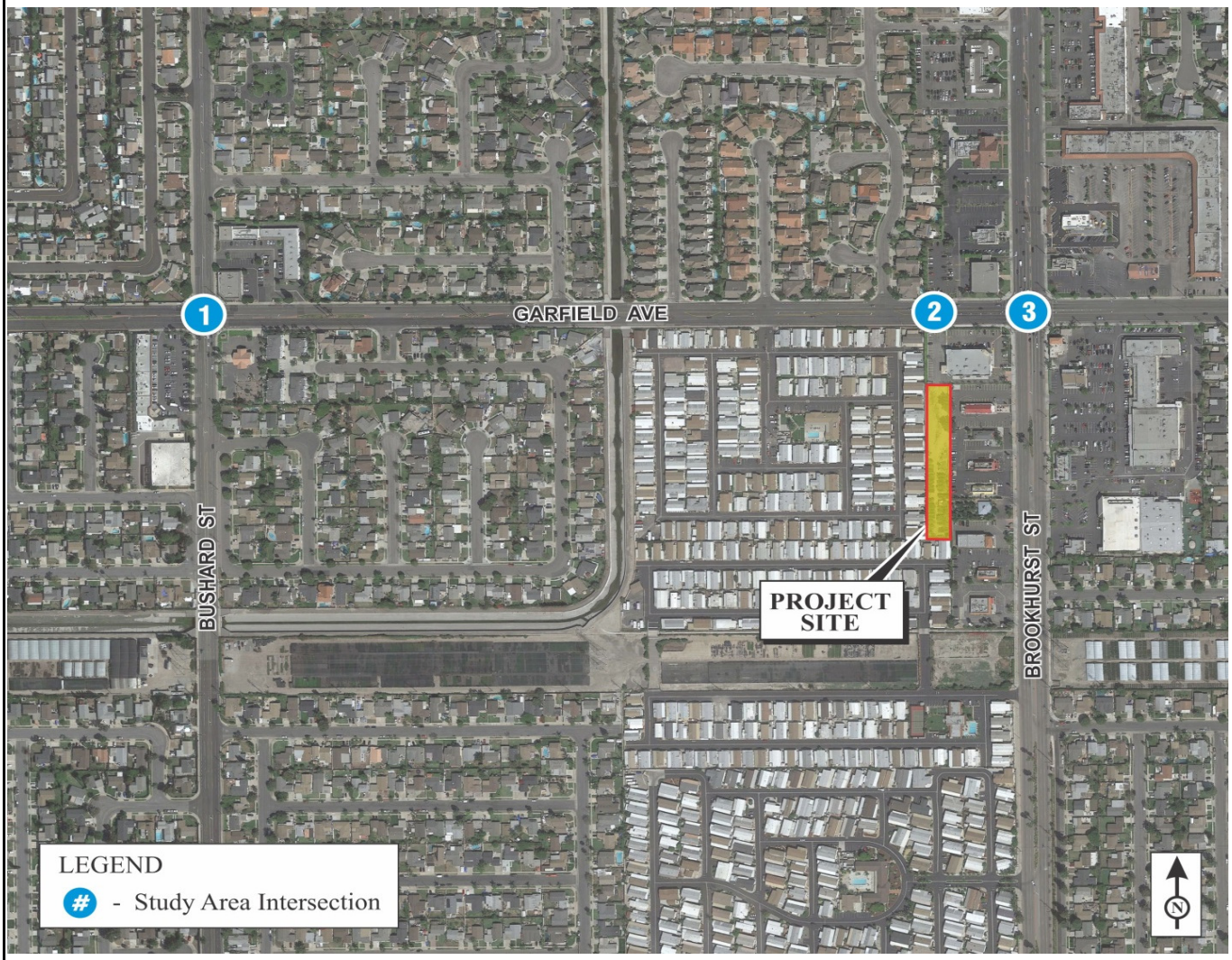
Legend

123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Opening Year (2018) Peak Hour Volume

P:\AMG1601\figures\Figure 8 - OYNP Peak Hour Traffic Volume.xls (9/20/2016)



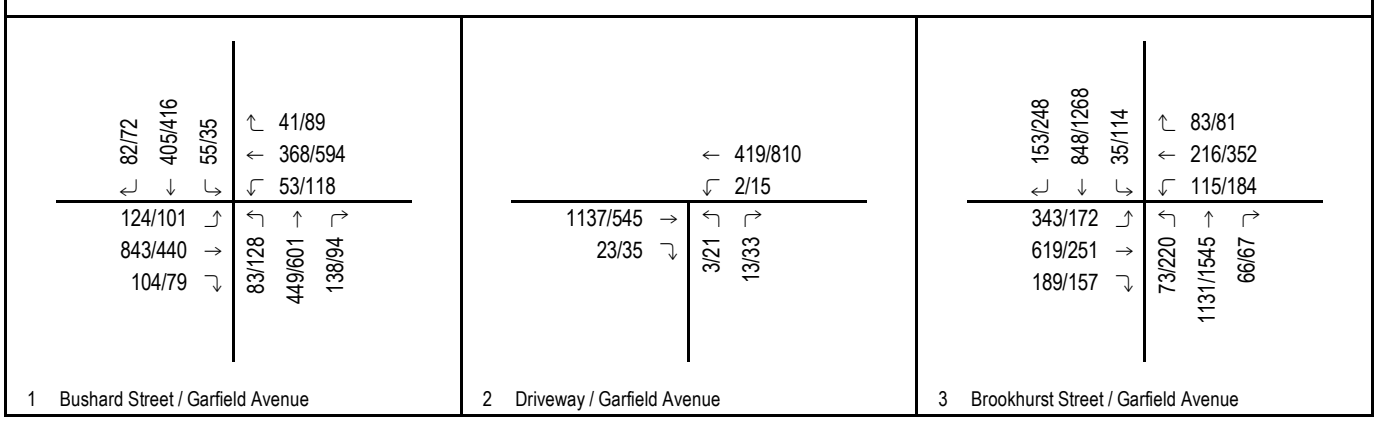


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FIGURE 9

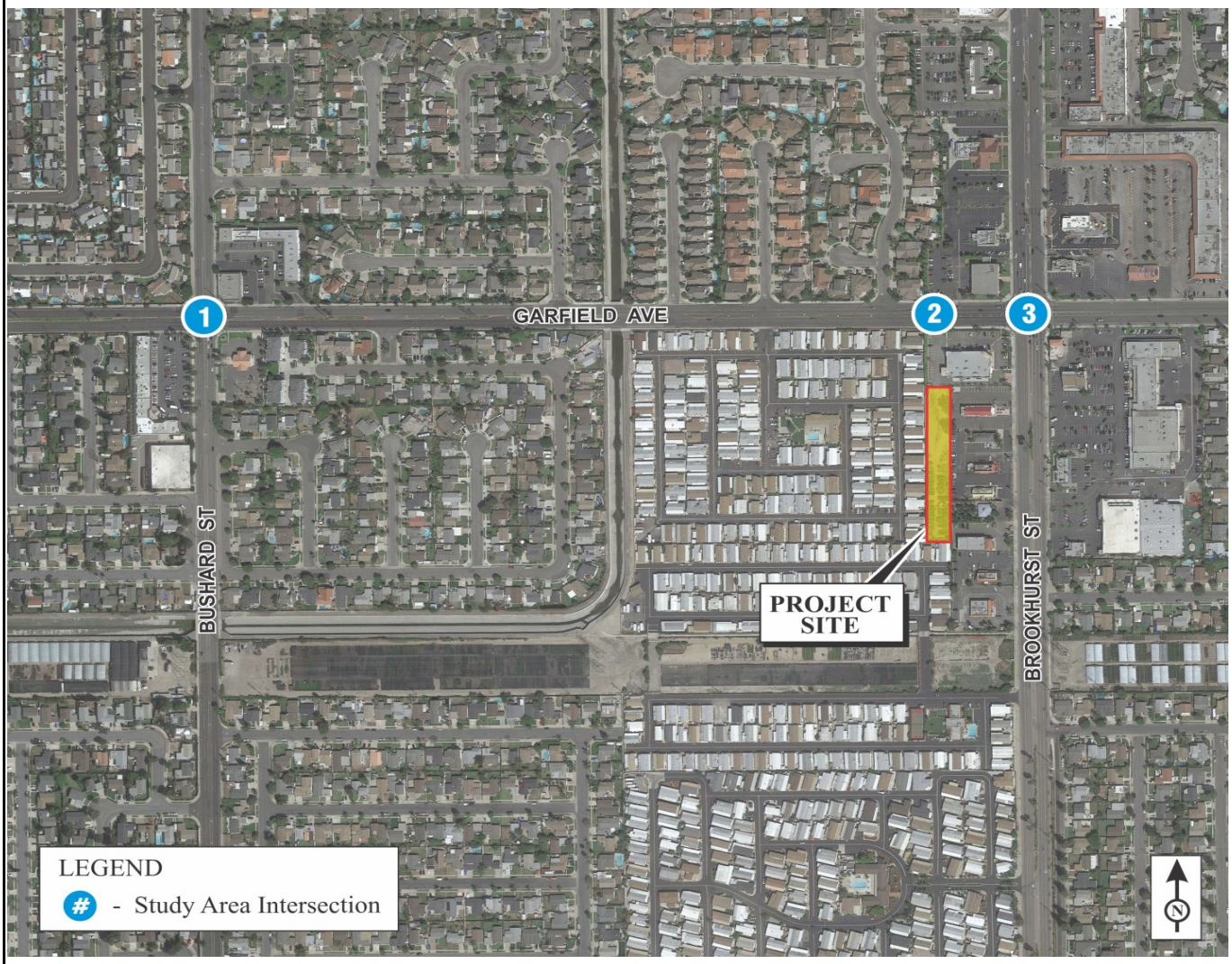
Legend

123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Opening Year (2018) Plus Project Peak Hour Volume

P:\AMG1601\figures\Figure 9 - OYWP Peak Hour Traffic Volume.xls (9/20/2016)



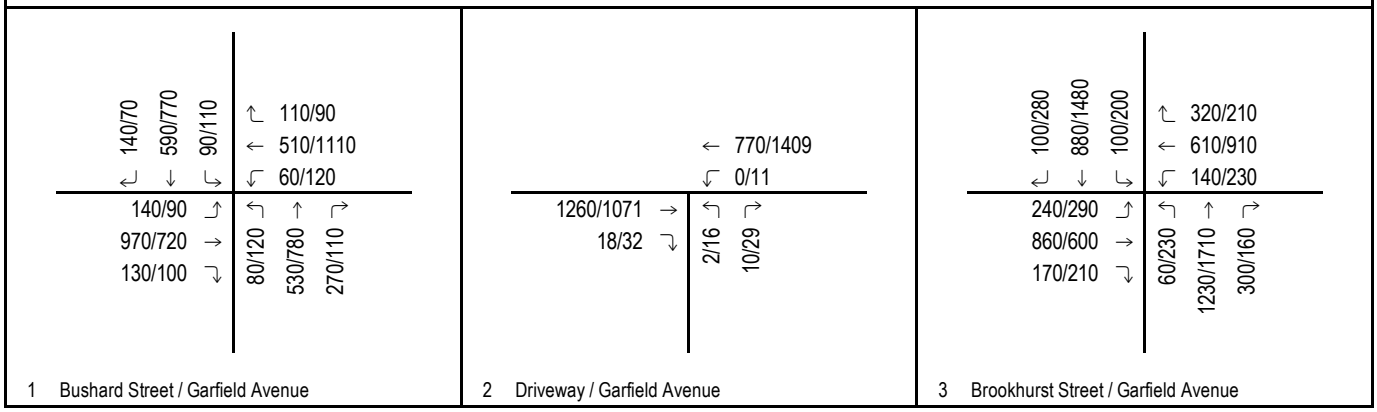


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FIGURE 10

Legend

123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Future Year (2030) Peak Hour Volume

(2030) Plus Project traffic condition introduces anticipated project peak-hour traffic to Future Year (2030) conditions. Peak-hour intersection turning movement volumes for Future Year (2030) Plus Project conditions are shown on Figure 11.

Alternative Commercial Use Conditions

Analysis of traffic conditions with the addition of the alternative commercial use was based on traffic volumes similar to how Existing, Opening Year (2018), and Future Year (2030) plus project traffic volume forecasts were developed.

Existing, Opening Year (2018), and Future Year (2030) plus alternative commercial use peak-hour intersection turning movement volumes are shown on Figures 12, 13, and 14, respectively.

CAPACITY ANALYSIS

Intersection capacity analysis for Existing, Opening Year (2018), and Future Year (2030) vehicular traffic conditions is discussed below.

Analysis Methodology and Performance Criteria

Consistent with City guidelines, signalized intersection analysis has been performed according to peak-hour intersection capacity utilization (ICU) methodology with the following assumptions:

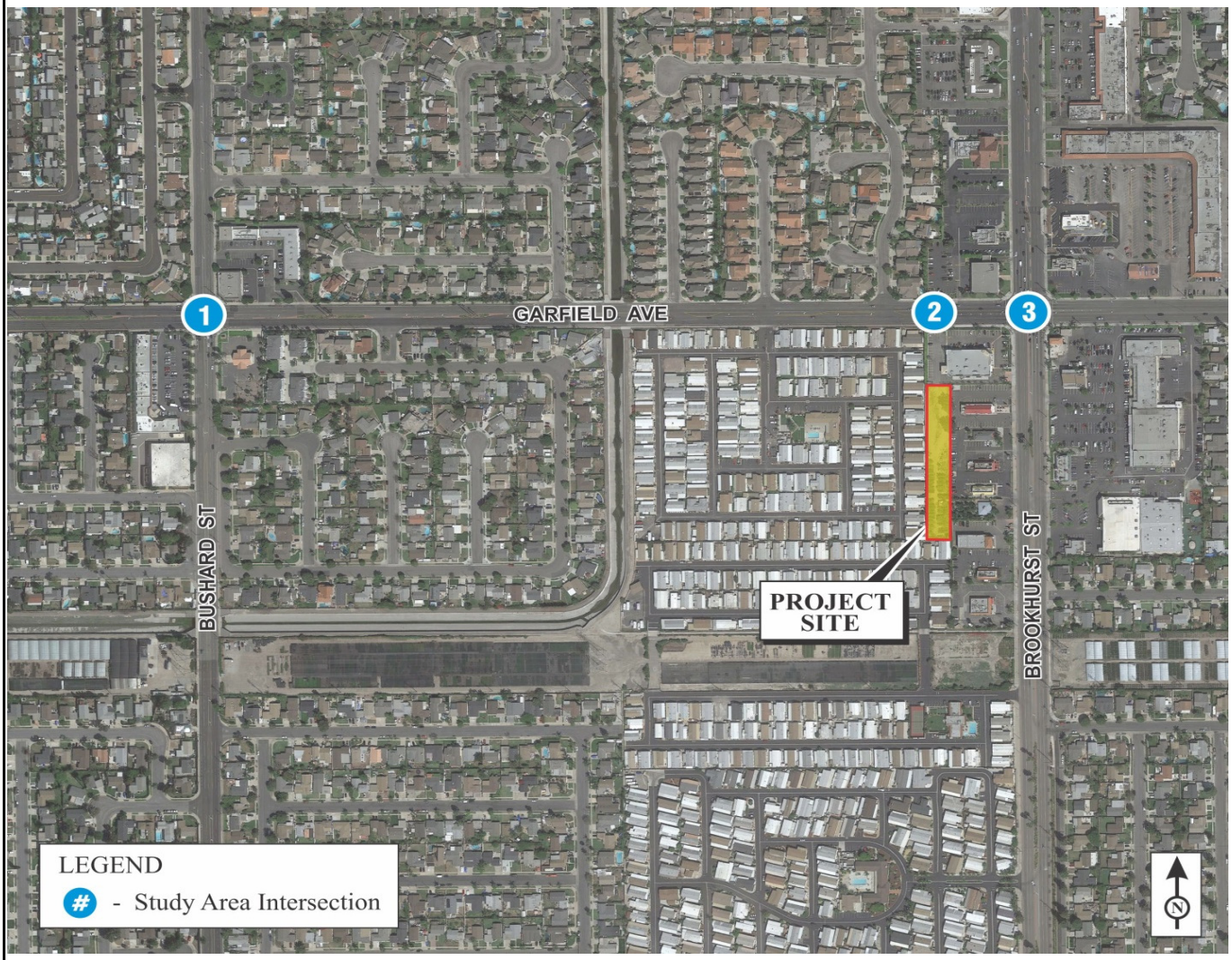
- **Saturation Flow Rate:** 1,700 vehicles/hour/lane
- **Clearance Interval:** 0.05
- **Right-Turn-on-Red Factor:** 0.50

The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation.

Consistent with City guidelines, signalized intersections are considered to be operating at unsatisfactory levels when the ICU exceeds 0.90 (LOS D). The relationship of ICU to LOS is demonstrated in Table D.

Table D: Intersection Capacity Utilization Level of Service Thresholds

Level of Service	Intersection Capacity Utilization
A	0.00–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.00



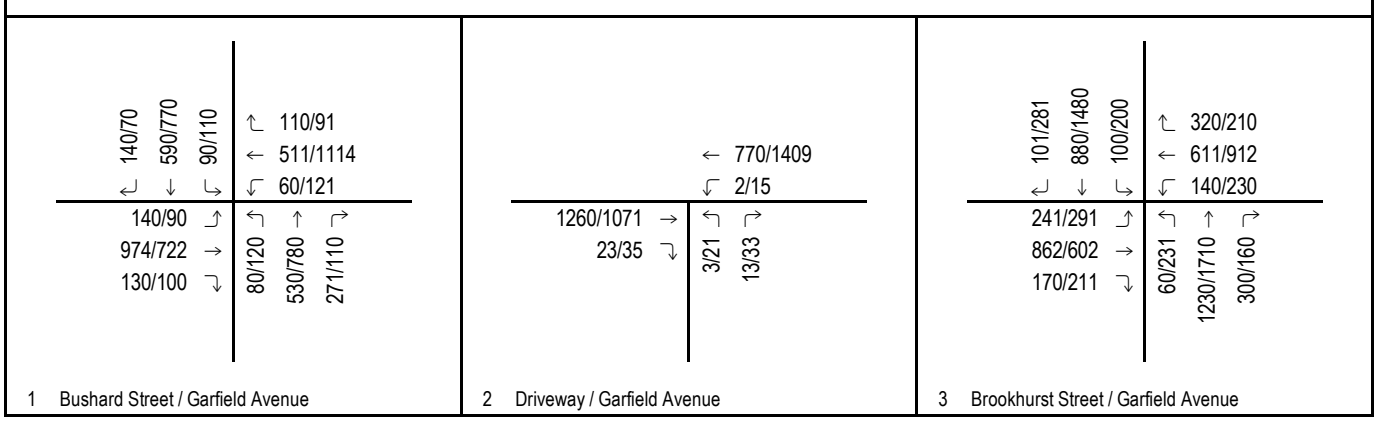


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FIGURE 11

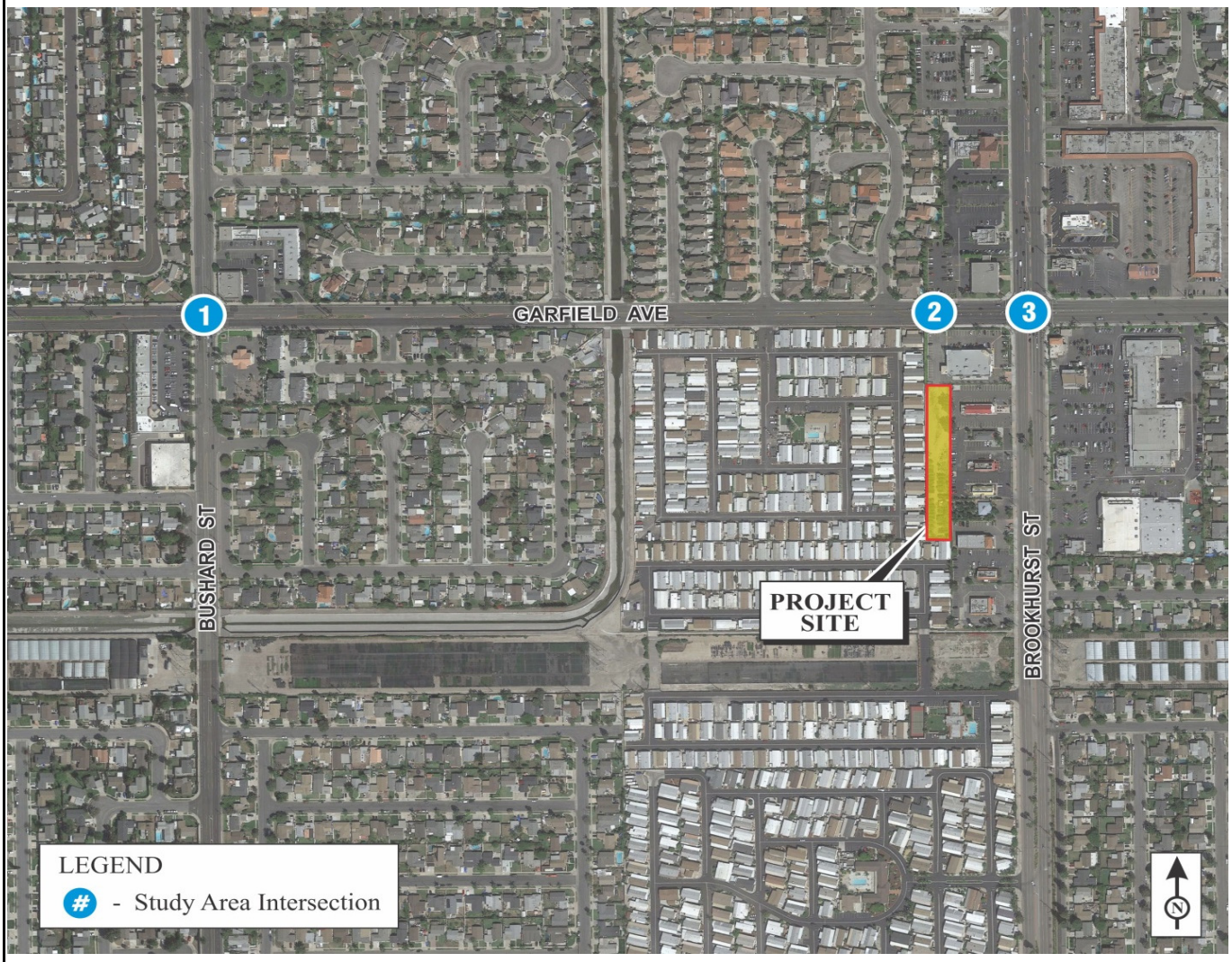
Legend

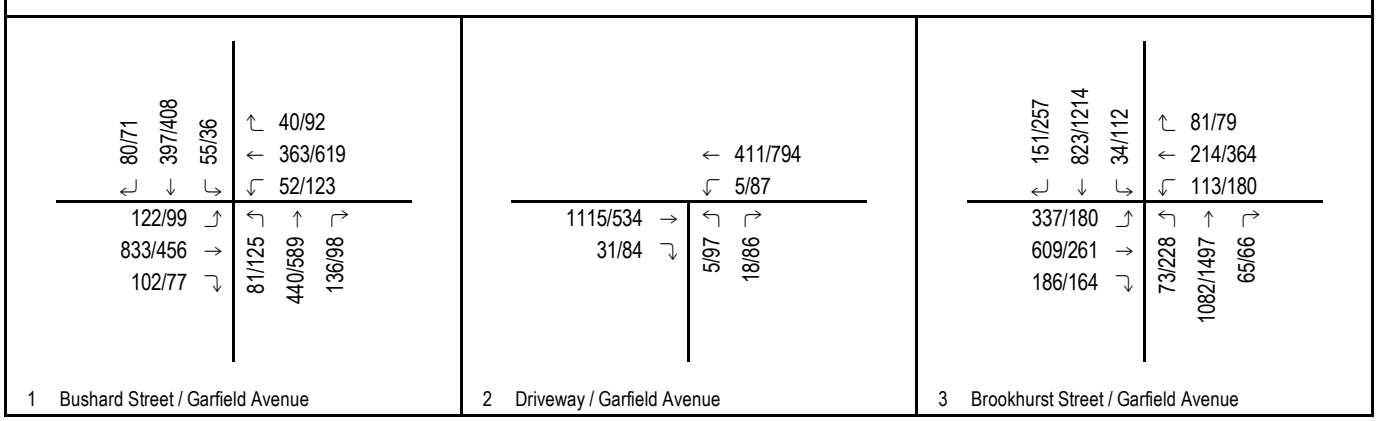
123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Future Year (2030) Plus Project Peak Hour Volume

P:\AMG1601\figures\Figure 11 - 2030 WP Peak Hour Traffic Volume.xls (10/28/2016)





LSA

FIGURE 12

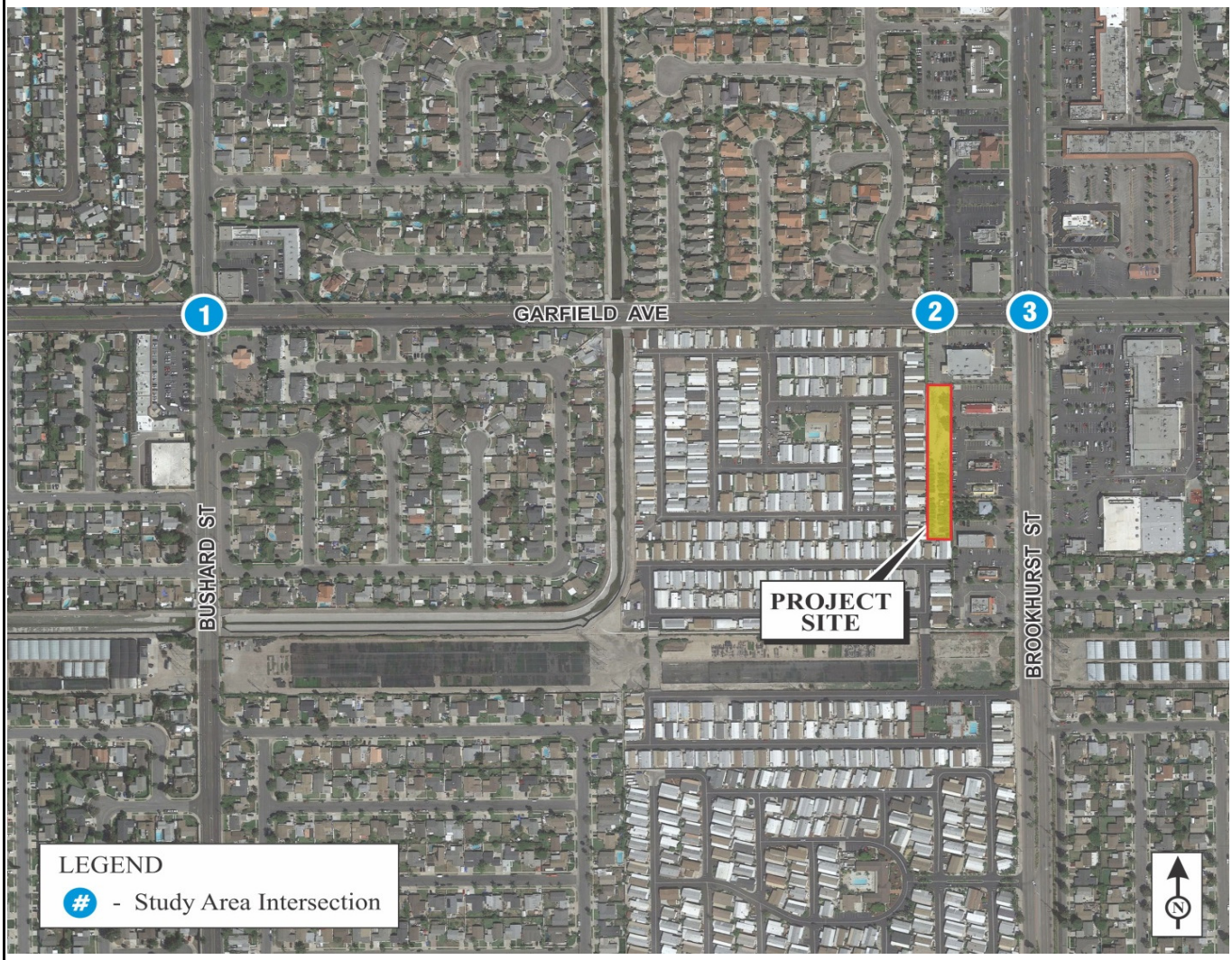
Legend

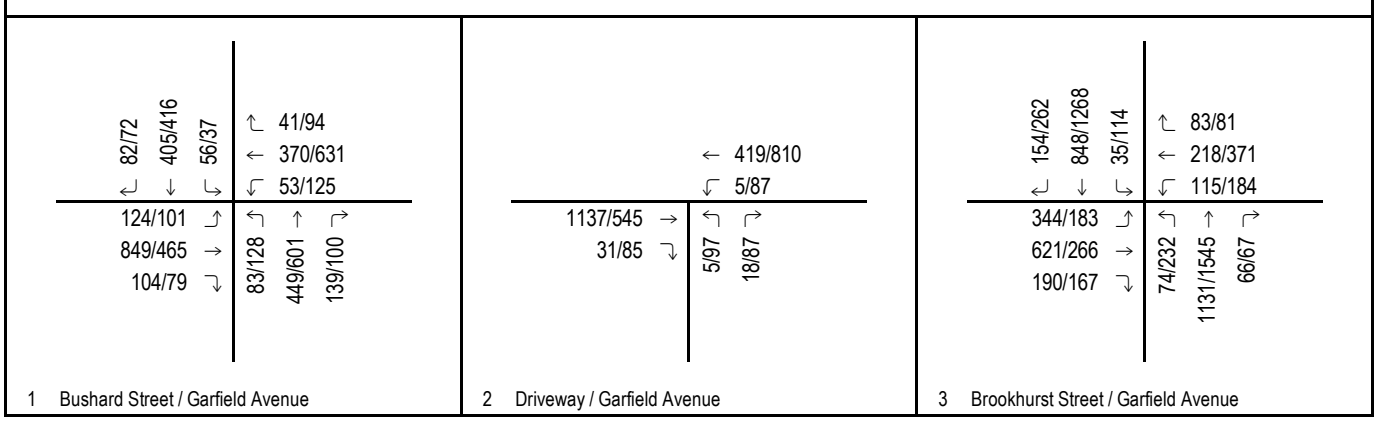
123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Existing Plus Alternative Commercial Use Peak Hour Volume

P:\AMG1601\figures\Figure 12 - Alt Analysis E+P Peak Hour Traffic Volume.xls (9/20/2016)





LSA

FIGURE 13

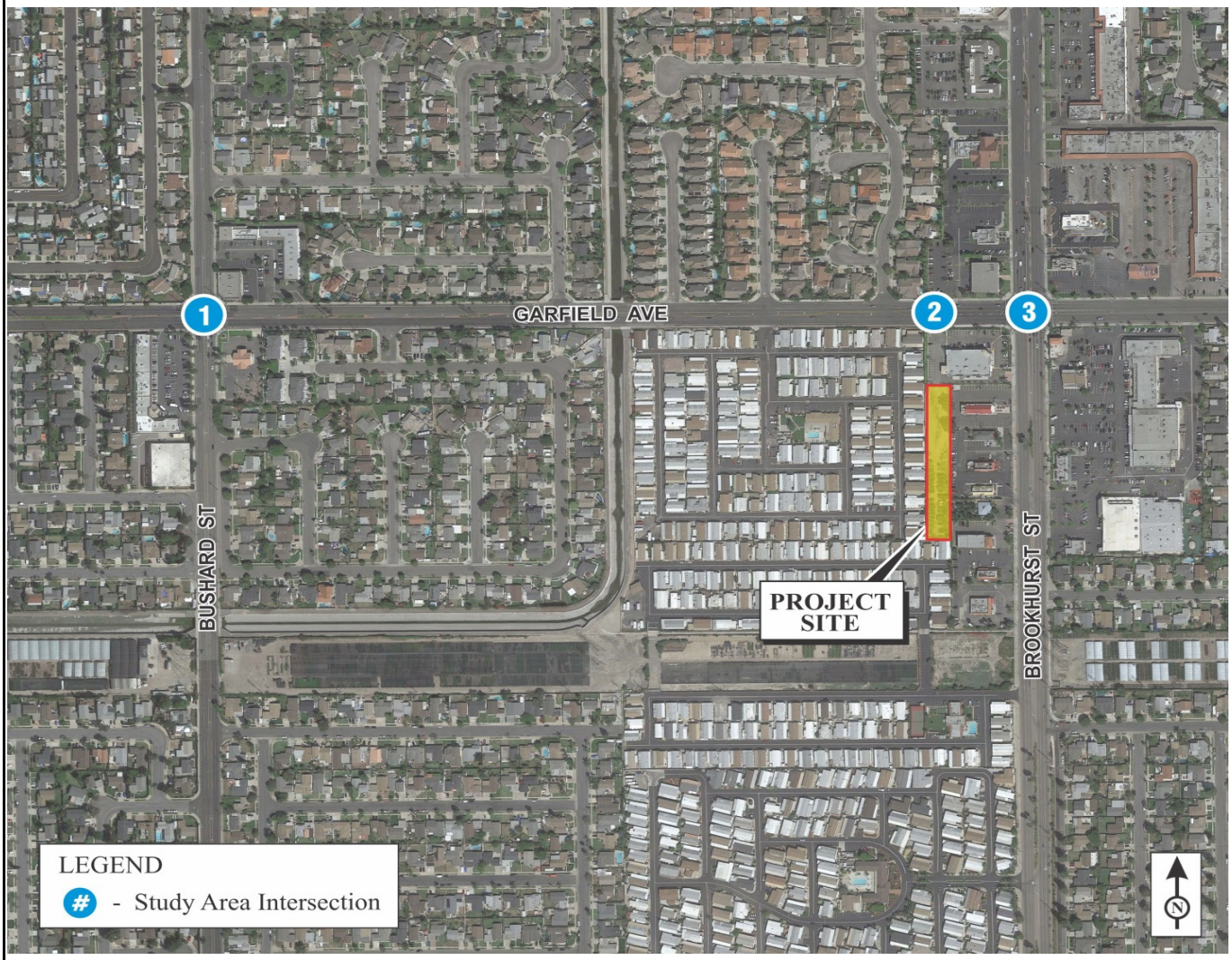
Legend

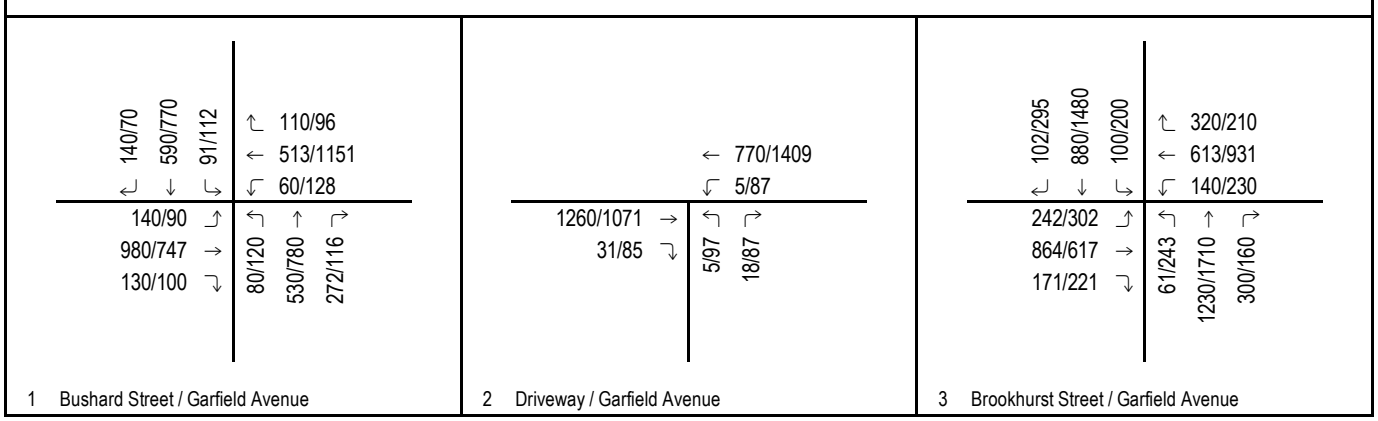
123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Opening Year (2018) Plus Alternative Commercial Use Peak Hour Volume

P:\AMG1601\figures\Figure 13 - Alt Analysis OYWP Peak Hour Traffic Volume.xls (9/20/2016)





LSA

FIGURE 14

Legend

123/456 AM/PM Volumes

Autumn Care Residential Care Facility

Future Year (2030) Plus Alternative Commercial Use Peak Hour Volume

P:\AMG1601\figures\Figure 14 - Alt Analysis 2030 WP Peak Hour Traffic Volume.xls (10/28/2016)

As City guidelines do not provide guidance on methodology for unsignalized intersection analysis, the methodology for two-way stop-controlled peak-hour intersection analysis from the 2010 Highway Capacity Manual (HCM 2010) has been utilized. The HCM 2010 two-way stop-controlled intersection methodology presents LOS in terms of the worst movement delay of either the major or minor streets (in seconds per vehicle). The resulting delay is expressed in terms of LOS, similar to the ICU methodology. The relationship of delay to LOS is demonstrated in Table E.

Table E: Highway Capacity Manual Level of Service Thresholds

Level of Service	Unsignalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Significance Criteria

The project is deemed to have a significant impact if it would result in deterioration of the intersection LOS to an unacceptable level or in an increase in the ICU value of 0.01 or greater at an intersection that operates at LOS “E” or “F” without the project.

PROJECT IMPACT ANALYSIS

Analysis of the project’s impact on intersection capacity for Existing, Opening Year (2018), and Future Year (2030) vehicular traffic conditions is discussed below.

Existing Conditions

Existing and Existing Plus Project peak-hour intersection operations are shown in Table F. As shown in Table F, the two signalized intersections adjacent to the project site and the project driveway are anticipated to operate at an acceptable LOS C or better.

Table F: Existing Intersection LOS Summary

	Existing				Existing Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
Bushard Street/Garfield Avenue	0.49	A	0.47	A	0.49	A	0.47	A
Driveway/Garfield Avenue *HCM*	*15.5*	C	*11.7*	B	*15.8*	C	*12.0*	B
Brookhurst Street/Garfield Avenue	0.54	A	0.61	B	0.54	A	0.61	B

Note: Delay is reported in seconds per vehicle using the HCM 2010 methodology.
HCM = Highway Capacity Manual LOS = level of service
ICU = Intersection Capacity Utilization

Because all study area intersections are anticipated to operate at acceptable LOS, the project is not anticipated to create a significant impact under Existing conditions. All intersection analysis worksheets are included in Appendix C.

Opening Year (2018) Conditions

Opening Year (2018) and Opening Year (2018) Plus Project peak-hour intersection operations are shown in Table G. As shown in Table G, the two signalized intersections adjacent to the project site and the project driveway are anticipated to operate at an acceptable LOS C or better.

Table G: Opening Year (2018) Intersection LOS Summary

	Opening Year (2018)				Opening Year (2018) Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
Bushard Street/Garfield Avenue	0.50	A	0.48	A	0.50	A	0.48	A
Driveway/Garfield Avenue *HCM*	*15.7*	C	*11.7*	B	*16.1*	C	*12.0*	B
Brookhurst Street/Garfield Avenue	0.56	A	0.63	B	0.56	A	0.63	B

Note: Delay is reported in seconds per vehicle using the HCM 2010 methodology.
HCM = Highway Capacity Manual LOS = level of service
ICU = Intersection Capacity Utilization

Because all study area intersections are anticipated to operate at acceptable LOS, the project is not anticipated to create a significant impact under Opening Year (2018) conditions.

Future Year (2030) Conditions

Future Year (2030) and Future Year (2030) Plus Project peak-hour intersection operations are shown in Table H. As shown in Table H, the intersection of Brookhurst Street/Garfield Avenue is anticipated to operate at an unacceptable LOS E during the Future Year (2030) p.m. peak hour regardless of project traffic. The intersection of Bushard Street/Garfield Avenue and the project driveway are anticipated to continue acceptable peak-hour operations under Future Year (2030) and Future Year (2030) Plus Project conditions.

Table H: Future Year (2030) Intersection LOS Summary

	Future Year (2030)				Future Year (2030) Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
Bushard Street/Garfield Avenue	0.59	A	0.73	C	0.59	A	0.73	C
Driveway/Garfield Avenue *HCM*	*16.4*	C	*17.3*	C	*16.8*	C	*18.4*	C
Brookhurst Street/Garfield Avenue	0.68	B	0.94	E	0.68	B	0.94	E

Note: Delay is reported in seconds per vehicle using the HCM 2010 methodology.
HCM = Highway Capacity Manual
ICU = Intersection Capacity Utilization
LOS = level of service

Because the addition of project traffic to the intersection of Brookhurst Street/Garfield Avenue does not result in an increase in ICU greater than 0.01, and because the intersection of Bushard Street/ Garfield Avenue and the project driveway will continue to operate acceptably, the development of the project is not anticipated to result in any significant impacts under Future Year (2030) traffic conditions.

ALTERNATIVE COMMERCIAL USE IMPACT ANALYSIS

The analysis of the alternative commercial use's impact on intersection capacity for Existing, Opening Year (2018), and Future Year (2030) vehicular traffic conditions was conducted in a similar manner as the analysis conducted for the proposed project. It should be emphasized that this alternative analysis is provided for informational purposes only at the request of the City's Planning Department. A summary of the analysis is shown on Table I.

Table I: Alternative Commercial Use Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
	Existing				**Existing Plus Alternative Commercial Use**			
Bushard Street/Garfield Avenue	0.49	A	0.47	A	0.49	A	0.48	A
Driveway/Garfield Avenue *HCM*	*15.5*	C	*11.7*	B	*16.4*	C	*18.0*	C
Brookhurst Street/Garfield Avenue	0.54	A	0.61	B	0.54	A	0.64	B
	Opening Year (2018)				**Opening Year (2018) Plus Plus Alternative Commercial Use**			
Bushard Street/Garfield Avenue	0.50	A	0.48	A	0.50	A	0.49	A
Driveway/Garfield Avenue *HCM*	*15.7*	C	*11.7*	B	16.6	C	18.3	C
Brookhurst Street/Garfield Avenue	0.56	A	0.63	B	0.56	A	0.65	B
	Future Year (2030)				**Future Year (2030) Plus Alternative Commercial Use**			
Bushard Street/Garfield Avenue	0.59	A	0.73	C	0.59	A	0.74	C
Driveway/Garfield Avenue *HCM*	*16.4*	C	*17.3*	C	17.4	C	281.5	F
Brookhurst Street/Garfield Avenue	0.68	B	0.94	E	0.68	B	0.95	E

Note: Delay is reported in seconds per vehicle using the HCM 2010 methodology.
HCM = Highway Capacity Manual LOS = level of service
ICU = Intersection Capacity Utilization
= Significant Impact

As shown in Table I, the addition of the theoretical alternative commercial use would not result in traffic impacts to the three study area intersections under Existing and Opening Year (2018) conditions but would change the driveway LOS from B to C in the p.m. peak hour. However, the addition of the alternative commercial use could result in a significant impact at the intersections of Driveway/Garfield Avenue and Brookhurst Street/Garfield Avenue under Future Year (2030) conditions. The alternative commercial uses' contribution of traffic to the intersection of Brookhurst Street/Garfield Avenue exceeds the City's threshold of 0.01 at a deficient location.

Although the City does not specifically prescribe a significance threshold for unsignalized intersections, the alternative commercial uses' contribution to Driveway/Garfield Avenue results in deficient operations under Future Year (2030) conditions.

All intersection analysis worksheets for Existing, Opening Year (2018), and Future Year (2030) Plus Alternative Commercial Use conditions are included in Appendix D.

ALTERNATIVE COMMERCIAL USE MITIGATION MEASURE

According to the City's Circulation Element Traffic Study, the same intersection of Brookhurst Street/Garfield Avenue is anticipated to operate at acceptable LOS C (0.72) and LOS D (0.85) during the a.m. and p.m. peak hours under the 2030 Proposed Highway Plan with Committed Intersection Improvements scenario. Under this scenario, no geometric or operational improvements were envisioned for this location. Rather, the improved operations are due to differing travel patterns resulting from committed improvements elsewhere in the City's roadway network. The addition of alternative commercial use traffic to the same intersection under the same scenario results in acceptable operations of LOS C (0.73) and LOS D (0.88) and would not result in a significant impact under the City's 2030 Proposed Highway Plan with Committed Intersection Improvements scenario.

The intersection of Driveway/Garfield Avenue will continue to operate at deficient levels under the 2030 Proposed Highway Plan with Committed Intersection Improvements scenario. Specifically, this location will operate at deficient LOS E (45.8 seconds) during the p.m. peak hour. In the event that an alternative commercial use is constructed, it is recommended that the future operator of the site explore and design for the use of additional access points on Brookhurst Street. The distribution of alternative commercial use traffic from one access point to multiple access points may alleviate the deficient driveway operations anticipated under Future Year (2030) conditions.

As such, the alternative commercial use's vehicular traffic contribution would be partially mitigated through the contribution towards citywide roadway improvements. This may take the form of payment into the City's Traffic Impact Fee (TIF) Program and fair share payments, if necessary, into future planned improvements at this location. Future TIF payments would vary depending on the prevailing TIF Program fee schedule and the proposed alternative use at that future time. Similarly, fair share payments would depend on the identification and cost of any future improvements that may increase vehicular capacity. The fair share percentage of future improvements to be paid by the alternative commercial use should be identified in a future analysis of future volumes.

CONCLUSIONS

Based on the results of this analysis, the development of the project will not create any significant adverse impacts under Existing, Opening Year (2018), and Future Year (2030) traffic conditions.

Additionally, an analysis of an alternative commercial use at this location would also not create any significant adverse impacts with the alternative commercial use's TIF and fair share, if necessary, contribution towards the City's 2030 Proposed Highway Plan with Committed Intersection Improvements.

APPENDIX A

APPROVED SCOPE OF WORK

Donson Liu

From: Sam, Darren <Darren.Sam@surfcity-hb.org>
Sent: Monday, February 29, 2016 7:40 AM
To: Donson Liu
Subject: RE: Autumn Care TIA Scope

Donson,
Presuming the project description does not change the scope is acceptable. I checked our CIPs and no nearby projects to account for in the study.
Darren

From: Donson Liu [mailto:Donson.Liu@lsa-assoc.com]
Sent: Monday, February 22, 2016 3:57 PM
To: Sam, Darren
Cc: Ken Wilhelm; Nicholas Park
Subject: Autumn Care TIA Scope

Hi Mr. Sam,

We spoke on the phone last month regarding assumptions for a Traffic Impact Assessment for the proposed Autumn Care assisted living facility (project) on the southwest corner of Brookhurst Street / Garfield Avenue. The project consists of a 44 unit, 76 bed assisted living facility that will take access at Garfield Avenue via the existing full-access Walgreens driveway. The project would require a General Plan Amendment as it proposes to increase the FAR density from 0.35 to 1.00.

I wanted to confirm our TIA assumptions in writing with you before we proceed with our traffic study:

Study Area Intersections:

Bushard Street / Garfield Avenue
Walgreens Driveway / Garfield Avenue
Brookhurst Street / Garfield Avenue

Analysis Scenarios:

Weekday a.m. and p.m. peak-hour intersection operations will be analyzed for the following scenarios:

Existing (2016)
Existing plus Project
Opening Year
Opening Year Plus Project
Future (2030)
Future (2030) Plus Project

Future forecasts:

Opening Year – 1% of growth per year + applicable cumulative projects from the City website
Future (2030) – 2030 Current Roadway Plan (Com. Lanes) volumes from the 2012 General Plan Update Traffic Study

Project Volumes:

Trip Generation: ITE Land Use Code 254 – Assisted Living Facility
Trip Distribution: Based on Existing peak-hour counts at Bushard Street/Garfield Avenue and Brookhurst Street/Garfield Avenue

Based on our previous call, I believe the above assumptions were considered acceptable due to the proposed trip generation (202 ADT, 11 a.m. trips, 17 p.m. trips). I have also checked the City's Capital Improvement Program for Fiscal Years 2012/13 through 2016/17, and noticed that there did not appear to be any transportation projects in the vicinity of the study area. Are there any CIP projects that I should include in my analysis?

If you could confirm these assumptions in an email reply, I would greatly appreciate it. If you have any questions or comments, please do not hesitate to contact me.

Thank you,

Donson Liu, TE
Transportation Engineer
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614
P: 949-553-0666 ext. 280
F:949-553-8076

Please consider the environment before printing this email.

APPENDIX B

COUNT DATA

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Bushard St and Garfield Ave , Huntington Beach

Date: 2/9/2016

Day: Tuesday

Project #: 16-1028-001

City: Huntington Beach

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Bushard St)

Lanes	0	2	1		
AM	80	397	54	602	AM
NOON	0	0	0	0	NOON
PM	71	408	34	774	PM

Eastbound Approach (Garfield Ave)

Lanes	AM	NOON	PM
	521	0	774
1	122	0	99
2	823	0	429
0	102	0	77

Westbound Approach

Lanes	AM	NOON	PM
0	40	0	86
2	360	0	578
1	52	0	115
	1011	0	555

Northbound Approach

Lanes	1	2	0	
AM	551	81	440	134	AM
NOON	0	0	0	0	NOON
PM	600	125	589	92	PM

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	531	0	513
	602	0	774
West Leg	521	0	774
	1047	0	605
East Leg	452	0	779
	1011	0	555
South Leg	551	0	600
	655	0	806

Total Volume Per Leg

	AM	NOON	PM
North Leg	1133	0	1287
West Leg	1568	0	1379
East Leg	1463	0	1334
South Leg	1206	0	1406

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Walgreens Dwy and Garfield Ave , Huntington Beach

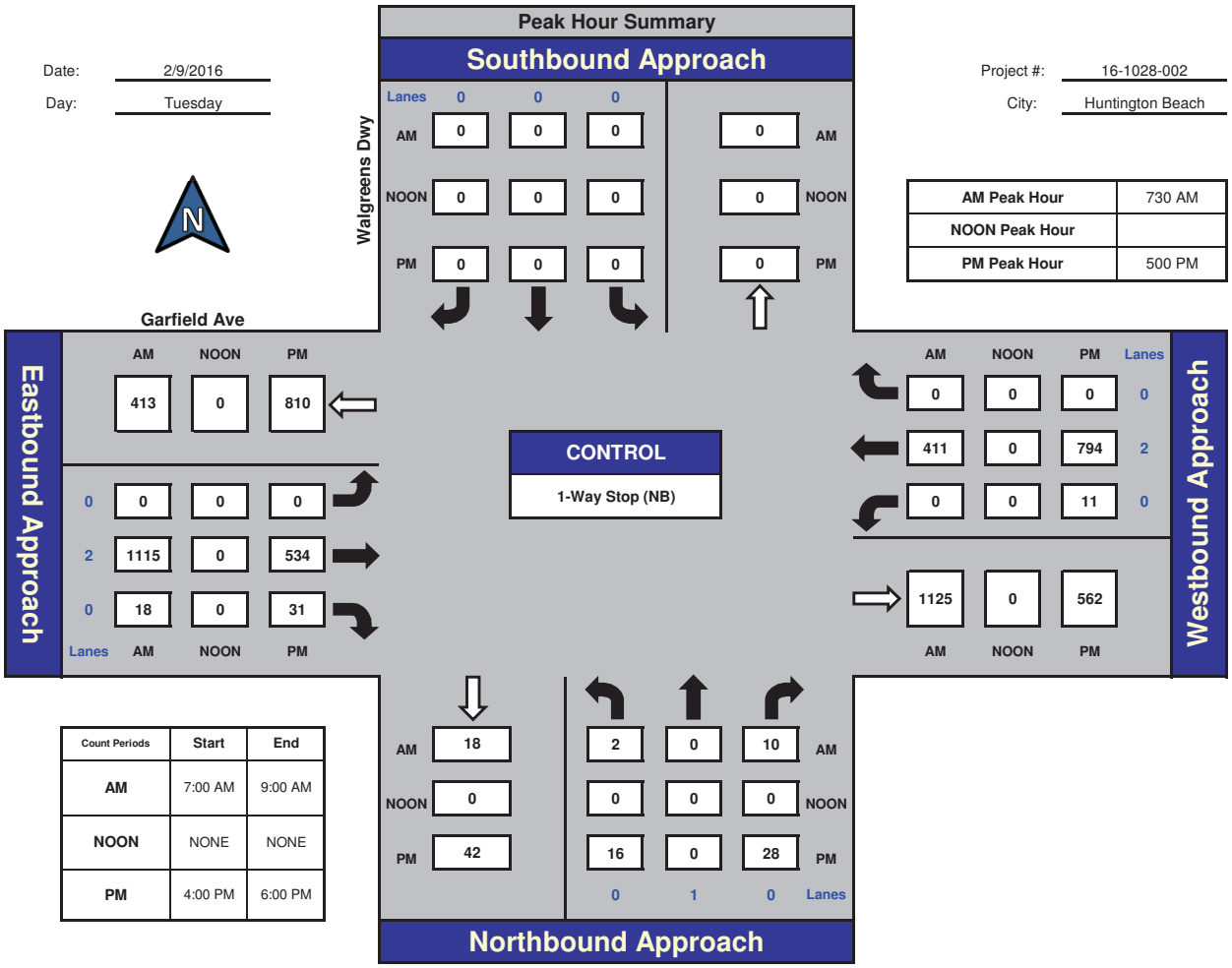
Date: 2/9/2016

Day: Tuesday

Project #: 16-1028-002

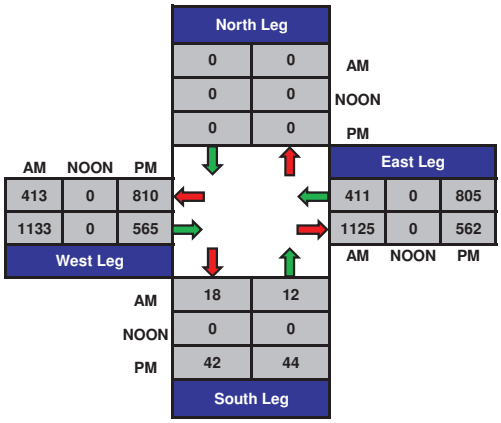
City: Huntington Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

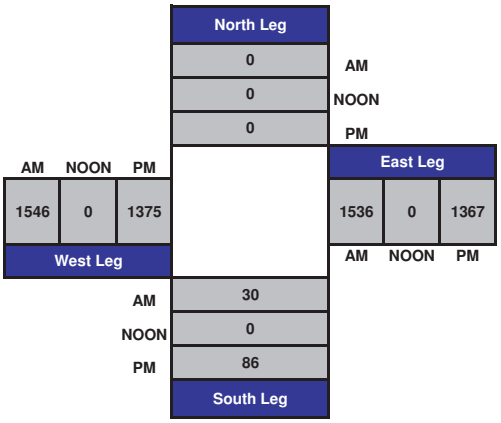


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Brookhurst St and Garfield Ave , Huntington Beach

Date: 2/9/2016

Day: Tuesday

Project #: 16-1028-003

City: Huntington Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Brookhurst St)

Lanes	1	3	1		
AM	149	823	34	1498	AM
NOON	0	0	0	0	NOON
PM	242	1214	112	1744	PM

Eastbound Approach (Garfield Ave)

Lanes	AM	NOON	PM
	432	0	800
1	335	0	168
2	605	0	244
0	185	0	153

Westbound Approach

AM	NOON	PM	Lanes
81	0	79	1
211	0	343	2
113	0	180	1
704	0	422	

Northbound Approach

AM	1121	72	1082	65	AM
NOON	0	0	0	0	NOON
PM	1547	215	1497	66	PM
Lanes		1	3	0	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	1006	1498	AM
	0	0	NOON
	1568	1744	PM

West Leg	AM	NOON	PM
	432	0	800
	1125	0	565

East Leg	AM	NOON	PM
	405	0	602
	704	0	422

	South Leg	
AM	1121	1219
NOON	0	0
PM	1547	1778

Total Volume Per Leg

North Leg	
2504	AM
0	NOON
3312	PM

West Leg	AM	NOON	PM
	1557	0	1365

East Leg	AM	NOON	PM
	1109	0	1024

	South Leg
AM	2340
NOON	0
PM	3325

APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS

```
ExAM                        Tue Feb 23, 2016 10:12:55                 Page 2-1
--------------------------------------------------------------------------------
                            Autumn Care TIA (AMG1601)
                               Existing Conditions
                                  AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):          0.487
Loss Time (sec):       5                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        23                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:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      81  440   134    54  397    80   122  823   102    52  360    40
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:   81  440   134    54  397    80   122  823   102    52  360    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:    81  440   134    54  397    80   122  823   102    52  360    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81  440   134    54  397    80   122  823   102    52  360    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   81  440   134    54  397    80   122  823   102    52  360    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.08  0.03 0.12  0.05  0.07 0.24  0.06  0.03 0.11  0.02
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1115	18	0	411	2	10
Future Vol, veh/h	1115	18	0	411	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1282	21	0	472	2	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1282	0	1518	641
Stage 1	-	-	-	-	1282	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	537	-	110	417
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	537	-	110	417
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	537	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	15.5	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Autumn Care TIA (AMG1601)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	72	1082	65		34	823	149		335	605	185		113	211	81	
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:	72	1082	65		34	823	149		335	605	185		113	211	81	
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:	72	1082	65		34	823	149		335	605	185		113	211	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	1082	65		34	823	149		335	605	185		113	211	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:	72	1082	65		34	823	149		335	605	185		113	211	81	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.04		0.02	0.16	0.09		0.20	0.18	0.11		0.07	0.06	0.05	
Crit Moves:		****			****				****					****		

Autumn Care TIA (AMG1601)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	125	589	92		34	408	71		99	429	77		115	578	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:	125	589	92		34	408	71		99	429	77		115	578	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:	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:	125	589	92		34	408	71		99	429	77		115	578	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	589	92		34	408	71		99	429	77		115	578	86	
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:	125	589	92		34	408	71		99	429	77		115	578	86	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.17	0.05		0.02	0.12	0.04		0.06	0.13	0.05		0.07	0.17	0.05	
Crit Moves:	****					****			****					****		

HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

10/31/2016

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	534	31	11	794	16	28
Future Vol, veh/h	534	31	11	794	16	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	32	11	819	16	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	983	275
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1015	-	246	722
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	622	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1015	-	241	722
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1015	-
HCM Lane V/C Ratio	0.078	-	-	0.011	-
HCM Control Delay (s)	11.7	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-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ExPM                        Tue Feb 23, 2016 10:13:44                Page 3-1
--------------------------------------------------------------------------------
                            Autumn Care TIA (AMG1601)
                               Existing Conditions
                                  PM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.610
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     215 1497    66   112 1214   242   168  244   153   180  343    79
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:  215 1497    66   112 1214   242   168  244   153   180  343    79
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:   215 1497    66   112 1214   242   168  244   153   180  343    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  215 1497    66   112 1214   242   168  244   153   180  343    79
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:  215 1497    66   112 1214   242   168  244   153   180  343    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 5100  1700  1700 5100  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.29  0.04  0.07 0.24  0.14  0.10 0.07  0.09  0.11 0.10  0.05
Crit Moves:  ****                 ****                    ****  ****
********************************************************************************

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC.  IRVINE, CA
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E+P AM                      Tue Feb 23, 2016 10:14:07                 Page 2-1
--------------------------------------------------------------------------------
                            Autumn Care TIA (AMG1601)
                       Existing plus Project Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.488
Loss Time (sec):        5                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         23                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:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      81  440   135    54  397    80   122  827   102    52  361    40
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:   81  440   135    54  397    80   122  827   102    52  361    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:    81  440   135    54  397    80   122  827   102    52  361    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81  440   135    54  397    80   122  827   102    52  361    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   81  440   135    54  397    80   122  827   102    52  361    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.08  0.03 0.12  0.05  0.07 0.24  0.06  0.03 0.11  0.02
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1115	23	2	411	3	13
Future Vol, veh/h	1115	23	2	411	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1282	26	2	472	3	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1282	0	1523	641
Stage 1	-	-	-	-	1282	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	537	-	109	417
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	537	-	108	417
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	-	-	537	-
HCM Lane V/C Ratio	0.052	-	-	0.004	-
HCM Control Delay (s)	15.8	-	-	11.7	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Autumn Care TIA (AMG1601)
Existing plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	72	1082	65		34	823	150		336	607	185		113	212	81	
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:	72	1082	65		34	823	150		336	607	185		113	212	81	
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:	72	1082	65		34	823	150		336	607	185		113	212	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	1082	65		34	823	150		336	607	185		113	212	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:	72	1082	65		34	823	150		336	607	185		113	212	81	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.04		0.02	0.16	0.09		0.20	0.18	0.11		0.07	0.06	0.05	
Crit Moves:		****			****				****					****		

Autumn Care TIA (AMG1601)
Existing plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	125	589	92		34	408	71		99	431	77		116	582	87	
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:	125	589	92		34	408	71		99	431	77		116	582	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:	125	589	92		34	408	71		99	431	77		116	582	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	589	92		34	408	71		99	431	77		116	582	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:	125	589	92		34	408	71		99	431	77		116	582	87	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.17	0.05		0.02	0.12	0.04		0.06	0.13	0.05		0.07	0.17	0.05	
Crit Moves:	****					****			****					****		

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	534	34	15	794	21	32
Future Vol, veh/h	534	34	15	794	21	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	35	15	819	22	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	991	275
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1015	-	243	722
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1015	-	236	722
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	599	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	1015	-
HCM Lane V/C Ratio	0.096	-	-	0.015	-
HCM Control Delay (s)	12	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-


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E+P PM                    Tue Feb 23, 2016 10:14:36                Page 3-1
--------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
                     Existing plus Project Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.612
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     216 1497    66   112 1214   243   169  246   154   180  345    79
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:  216 1497    66   112 1214   243   169  246   154   180  345    79
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:   216 1497    66   112 1214   243   169  246   154   180  345    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  216 1497    66   112 1214   243   169  246   154   180  345    79
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:  216 1497    66   112 1214   243   169  246   154   180  345    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 5100  1700  1700 5100  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.29  0.04  0.07 0.24  0.14  0.10 0.07  0.09  0.11 0.10  0.05
Crit Moves:  ****                 ****                    ****  ****
********************************************************************************

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC.  IRVINE, CA
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OY NP AM                    Tue Feb 23, 2016 10:14:53                 Page 2-1
--------------------------------------------------------------------------------
                           Autumn Care TIA (AMG1601)
                     Opening Year without Project Conditions
                                  AM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.496
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23                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:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      83  449   137    55  405    82   124  839   104    53  367    41
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:   83  449   137    55  405    82   124  839   104    53  367    41
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:    83  449   137    55  405    82   124  839   104    53  367    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83  449   137    55  405    82   124  839   104    53  367    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:   83  449   137    55  405    82   124  839   104    53  367    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.08  0.03 0.12  0.05  0.07 0.25  0.06  0.03 0.11  0.02
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
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Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1137	18	0	419	2	10
Future Vol, veh/h	1137	18	0	419	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1307	21	0	482	2	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1307	0	1548	653
Stage 1	-	-	-	-	1307	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	525	-	105	410
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	525	-	105	410
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	525	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	15.7	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Autumn Care TIA (AMG1601)
Opening Year without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	73	1131	66		35	848	152		342	617	189		115	215	83	
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:	73	1131	66		35	848	152		342	617	189		115	215	83	
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:	73	1131	66		35	848	152		342	617	189		115	215	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1131	66		35	848	152		342	617	189		115	215	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:	73	1131	66		35	848	152		342	617	189		115	215	83	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.04		0.02	0.17	0.09		0.20	0.18	0.11		0.07	0.06	0.05	
Crit Moves:		****			****				****					****		

Autumn Care TIA (AMG1601)
Opening Year without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	601	94		35	416	72		101	438	79		117	590	88	
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:	128	601	94		35	416	72		101	438	79		117	590	88	
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:	128	601	94		35	416	72		101	438	79		117	590	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	601	94		35	416	72		101	438	79		117	590	88	
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:	128	601	94		35	416	72		101	438	79		117	590	88	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.18	0.06		0.02	0.12	0.04		0.06	0.13	0.05		0.07	0.17	0.05	
Crit Moves:	****					****			****					****		

HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

10/31/2016

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	545	32	11	810	16	29
Future Vol, veh/h	545	32	11	810	16	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	33	11	835	16	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	562	0	1002	281
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1005	-	239	716
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	234	716
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	580	-	-	1005	-
HCM Lane V/C Ratio	0.08	-	-	0.011	-
HCM Control Delay (s)	11.7	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-


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OY NP PM                    Tue Feb 23, 2016 10:15:23                 Page 3-1
--------------------------------------------------------------------------------
                            Autumn Care TIA (AMG1601)
                     Opening Year without Project Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):          0.627
Loss Time (sec):       5                 Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        31                 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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     219 1545   67  114 1268  247  171  249  156  184  350   81
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:  219 1545   67  114 1268  247  171  249  156  184  350   81
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:   219 1545   67  114 1268  247  171  249  156  184  350   81
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  219 1545   67  114 1268  247  171  249  156  184  350   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:  219 1545   67  114 1268  247  171  249  156  184  350   81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
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 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:  1700 5100 1700 1700 5100 1700 1700 3400 1700 1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.30  0.04  0.07 0.25  0.15  0.10 0.07  0.09  0.11 0.10  0.05
Crit Moves:  ****                 ****                    ****  ****
********************************************************************************
```


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OY WP AM                    Tue Feb 23, 2016 10:15:41                    Page 2-1
--------------------------------------------------------------------------------
                            Autumn Care TIA (AMG1601)
                       Opening Year with Project Conditions
                                   AM Peak Hour
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.497
Loss Time (sec):        5                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         24                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:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      83  449   138    55  405    82   124  843   104    53  368    41
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:   83  449   138    55  405    82   124  843   104    53  368    41
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:    83  449   138    55  405    82   124  843   104    53  368    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83  449   138    55  405    82   124  843   104    53  368    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:   83  449   138    55  405    82   124  843   104    53  368    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.08  0.03 0.12  0.05  0.07 0.25  0.06  0.03 0.11  0.02
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
```

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Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1137	23	2	419	3	13
Future Vol, veh/h	1137	23	2	419	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1307	26	2	482	3	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1307	0	1552	653
Stage 1	-	-	-	-	1307	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	525	-	104	410
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	525	-	103	410
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	525	-
HCM Lane V/C Ratio	0.053	-	-	0.004	-
HCM Control Delay (s)	16.1	-	-	11.9	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Autumn Care TIA (AMG1601)
Opening Year with Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	73	1131	66		35	848	153		343	619	189		115	216	83	
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:	73	1131	66		35	848	153		343	619	189		115	216	83	
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:	73	1131	66		35	848	153		343	619	189		115	216	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1131	66		35	848	153		343	619	189		115	216	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:	73	1131	66		35	848	153		343	619	189		115	216	83	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.04		0.02	0.17	0.09		0.20	0.18	0.11		0.07	0.06	0.05	
Crit Moves:		****			****				****					****		

Autumn Care TIA (AMG1601)
Opening Year with Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	601	94		35	416	72		101	440	79		118	594	89	
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:	128	601	94		35	416	72		101	440	79		118	594	89	
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:	128	601	94		35	416	72		101	440	79		118	594	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	601	94		35	416	72		101	440	79		118	594	89	
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:	128	601	94		35	416	72		101	440	79		118	594	89	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.18	0.06		0.02	0.12	0.04		0.06	0.13	0.05		0.07	0.17	0.05	
Crit Moves:	****					****			****					****		

HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

10/31/2016

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	545	35	15	810	21	33
Future Vol, veh/h	545	35	15	810	21	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	36	15	835	22	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	562	0	1010	281
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1005	-	236	716
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	229	716
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	-	-	1005	-
HCM Lane V/C Ratio	0.098	-	-	0.015	-
HCM Control Delay (s)	12	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-


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OY WP PM                    Tue Feb 23, 2016 10:15:59                 Page 3-1
--------------------------------------------------------------------------------
                            Autumn Care TIA (AMG1601)
                      Opening Year with Project Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):          0.629
Loss Time (sec):        5                 Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         31                 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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     220 1545   67  114 1268  248  172  251  157  184  352   81
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:  220 1545   67  114 1268  248  172  251  157  184  352   81
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:   220 1545   67  114 1268  248  172  251  157  184  352   81
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  220 1545   67  114 1268  248  172  251  157  184  352   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:  220 1545   67  114 1268  248  172  251  157  184  352   81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
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 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:  1700 5100 1700 1700 5100 1700 1700 3400 1700 1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.30 0.04 0.07 0.25 0.15 0.10 0.07 0.09 0.11 0.10 0.05
Crit Moves:  ****                ****                ****  ****
********************************************************************************
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Autumn Care TIA (AMG1601)
Future (2030) without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.591
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 | 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	80	530	270		90	590	140		140	970	130		60	510	110	
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:	80	530	270		90	590	140		140	970	130		60	510	110	
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:	80	530	270		90	590	140		140	970	130		60	510	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	530	270		90	590	140		140	970	130		60	510	110	
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:	80	530	270		90	590	140		140	970	130		60	510	110	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.16		0.05	0.17	0.08		0.08	0.29	0.08		0.04	0.15	0.06	
Crit Moves:	****					****				****			****			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1260	18	0	770	2	10
Future Vol, veh/h	1260	18	0	770	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1370	20	0	837	2	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1370	0	1788	685
Stage 1	-	-	-	-	1370	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	497	-	72	391
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	497	-	72	391
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	497	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	16.4	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Autumn Care TIA (AMG1601)
Future (2030) without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.679
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 | 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				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	60	1230	300		100	880	100		240	860	170		140	610	320	
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:	60	1230	300		100	880	100		240	860	170		140	610	320	
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:	60	1230	300		100	880	100		240	860	170		140	610	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1230	300		100	880	100		240	860	170		140	610	320	
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	1230	300		100	880	100		240	860	170		140	610	320	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.24	0.18		0.06	0.17	0.06		0.14	0.25	0.10		0.08	0.18	0.19	
Crit Moves:		****			****				****						****	

Autumn Care TIA (AMG1601)
Future (2030) without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.726
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 | 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	120	780	110		110	770	70		90	720	100		120	1110	90	
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:	120	780	110		110	770	70		90	720	100		120	1110	90	
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:	120	780	110		110	770	70		90	720	100		120	1110	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	780	110		110	770	70		90	720	100		120	1110	90	
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:	120	780	110		110	770	70		90	720	100		120	1110	90	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.06		0.06	0.23	0.04		0.05	0.21	0.06		0.07	0.33	0.05	
Crit Moves:	****					****			****					****		

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1071	32	11	1409	16	29
Future Vol, veh/h	1071	32	11	1409	16	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1104	33	11	1453	16	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1104	0	1853	552
Stage 1	-	-	-	-	1104	-
Stage 2	-	-	-	-	749	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	628	-	66	477
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	428	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	628	-	60	477
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	389	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	628	-
HCM Lane V/C Ratio	0.137	-	-	0.018	-
HCM Control Delay (s)	17.3	-	-	10.8	0.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-


```
------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
                   Future (2030) without Project Conditions
                                PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.941
Loss Time (sec):       5                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       119                 Level Of Service:                   E
******************************************************************************
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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     230 1710  160  200 1480  280  290  600  210  230  910  210
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:  230 1710  160  200 1480  280  290  600  210  230  910  210
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:   230 1710  160  200 1480  280  290  600  210  230  910  210
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  230 1710  160  200 1480  280  290  600  210  230  910  210
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 1710  160  200 1480  280  290  600  210  230  910  210
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
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 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:  1700 5100 1700 1700 5100 1700 1700 3400 1700 1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.34 0.09 0.12 0.29 0.16 0.17 0.18 0.12 0.14 0.27 0.12
Crit Moves:        ****        ****             ****                 ****
******************************************************************************
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Future (2030) WP AM        Tue Feb 23, 2016 10:18:21                Page 2-1
--------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
                     Future (2030) with Project Conditions
                                AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.592
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28                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:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  530  271    90  590  140   140  974  130    60  511  110
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:   80  530  271    90  590  140   140  974  130    60  511  110
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:    80  530  271    90  590  140   140  974  130    60  511  110
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   80  530  271    90  590  140   140  974  130    60  511  110
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:   80  530  271    90  590  140   140  974  130    60  511  110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
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 2.00 1.00  1.00 2.00 1.00
Final Sat.:  1700 3400 1700  1700 3400 1700  1700 3400 1700  1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.16 0.16  0.05 0.17 0.08  0.08 0.29 0.08  0.04 0.15 0.06
Crit Moves:  ****                ****              ****        ****
********************************************************************************
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Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1260	23	2	770	3	13
Future Vol, veh/h	1260	23	2	770	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1370	25	2	837	3	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1370	0	1793	685
Stage 1	-	-	-	-	1370	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	497	-	72	391
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	497	-	71	391
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	624	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	497	-
HCM Lane V/C Ratio	0.054	-	-	0.004	-
HCM Control Delay (s)	16.8	-	-	12.3	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Autumn Care TIA (AMG1601)
Future (2030) with Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	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				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	60	1230	300		100	880	101		241	862	170		140	611	320	
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:	60	1230	300		100	880	101		241	862	170		140	611	320	
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:	60	1230	300		100	880	101		241	862	170		140	611	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1230	300		100	880	101		241	862	170		140	611	320	
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	1230	300		100	880	101		241	862	170		140	611	320	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.24	0.18		0.06	0.17	0.06		0.14	0.25	0.10		0.08	0.18	0.19	
Crit Moves:		****				****				****					****	

Autumn Care TIA (AMG1601)
Future (2030) with Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	120	780	110		110	770	70		90	722	100		121	1114	91	
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:	120	780	110		110	770	70		90	722	100		121	1114	91	
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:	120	780	110		110	770	70		90	722	100		121	1114	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	780	110		110	770	70		90	722	100		121	1114	91	
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:	120	780	110		110	770	70		90	722	100		121	1114	91	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.06		0.06	0.23	0.04		0.05	0.21	0.06		0.07	0.33	0.05	
Crit Moves:	****					****			****					****		

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1071	35	15	1409	21	33
Future Vol, veh/h	1071	35	15	1409	21	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1104	36	15	1453	22	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1104	0	1861	552
Stage 1	-	-	-	-	1104	-
Stage 2	-	-	-	-	757	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	628	-	65	477
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	628	-	57	477
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	325	-	-	628	-
HCM Lane V/C Ratio	0.171	-	-	0.025	-
HCM Control Delay (s)	18.4	-	-	10.9	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-


```
Future (2030) WP PM        Tue Feb 23, 2016 10:18:48                Page 3-1
--------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
                     Future (2030) with Project Conditions
                                PM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.942
Loss Time (sec):       5                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       121                 Level Of Service:                   E
********************************************************************************
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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     231 1710  160  200 1480  281  291  602  211  230  912  210
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:  231 1710  160  200 1480  281  291  602  211  230  912  210
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:   231 1710  160  200 1480  281  291  602  211  230  912  210
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  231 1710  160  200 1480  281  291  602  211  230  912  210
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:  231 1710  160  200 1480  281  291  602  211  230  912  210
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
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 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:  1700 5100 1700 1700 5100 1700 1700 3400 1700 1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.34 0.09 0.12 0.29 0.17 0.17 0.18 0.12 0.14 0.27 0.12
Crit Moves:        ****        ****             ****                  ****
********************************************************************************
```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

APPENDIX D

ALTERNATIVE COMMERCIAL USE INTERSECTION ANALYSIS WORKSHEETS

```
E+P AM                      Thu Sep 15, 2016 14:05:50                 Page 2-1
--------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
           Existing plus Project Conditions - Max 1.0 FAR Comm. Alt.
                                AM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.490
Loss Time (sec):        5                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         23                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:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      81  440   136    55  397    80   122  833   102    52  363    40
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:   81  440   136    55  397    80   122  833   102    52  363    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:    81  440   136    55  397    80   122  833   102    52  363    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81  440   136    55  397    80   122  833   102    52  363    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   81  440   136    55  397    80   122  833   102    52  363    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.08  0.03 0.12  0.05  0.07 0.25  0.06  0.03 0.11  0.02
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
```

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Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1115	31	5	411	5	18
Future Vol, veh/h	1115	31	5	411	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1282	36	6	472	6	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1282	0	1530	641
Stage 1	-	-	-	-	1282	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	537	-	108	417
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	537	-	106	417
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	-	-	537	-
HCM Lane V/C Ratio	0.077	-	-	0.011	-
HCM Control Delay (s)	16.4	-	-	11.8	0.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Autumn Care TIA (AMG1601)
Existing plus Project Conditions - Max 1.0 FAR Comm. Alt.
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	73	1082	65		34	823	151		337	609	186		113	214	81	
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:	73	1082	65		34	823	151		337	609	186		113	214	81	
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:	73	1082	65		34	823	151		337	609	186		113	214	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1082	65		34	823	151		337	609	186		113	214	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:	73	1082	65		34	823	151		337	609	186		113	214	81	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.04		0.02	0.16	0.09		0.20	0.18	0.11		0.07	0.06	0.05	
Crit Moves:		****			****				****					****		

Autumn Care TIA (AMG1601)
Existing plus Project Conditions - Max 1.0 FAR Comm. Alt.
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	125	589	98		36	408	71		99	456	77		123	619	92	
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:	125	589	98		36	408	71		99	456	77		123	619	92	
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:	125	589	98		36	408	71		99	456	77		123	619	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	589	98		36	408	71		99	456	77		123	619	92	
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:	125	589	98		36	408	71		99	456	77		123	619	92	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.17	0.06		0.02	0.12	0.04		0.06	0.13	0.05		0.07	0.18	0.05	
Crit Moves:	****					****			****					****		

HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

10/31/2016

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	534	84	87	794	97	86
Future Vol, veh/h	534	84	87	794	97	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	87	90	819	100	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	1140	275
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	589	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1015	-	194	722
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1015	-	162	722
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	464	-	-	1015	-
HCM Lane V/C Ratio	0.407	-	-	0.088	-
HCM Control Delay (s)	18	-	-	8.9	0.6
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0.3	-


```
E+P PM                    Thu Sep 15, 2016 14:06:24                Page 3-1
-------------------------------------------------------------------------------
                         Autumn Care TIA (AMG1601)
          Existing plus Project Conditions - Max 1.0 FAR Comm. Alt.
                              PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.635
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31                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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     228 1497   66  112 1214  257  180  261  164  180  364   79
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:  228 1497   66  112 1214  257  180  261  164  180  364   79
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:   228 1497   66  112 1214  257  180  261  164  180  364   79
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  228 1497   66  112 1214  257  180  261  164  180  364   79
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:  228 1497   66  112 1214  257  180  261  164  180  364   79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
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 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:  1700 5100 1700 1700 5100 1700 1700 3400 1700 1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.29 0.04 0.07 0.24 0.15 0.11 0.08 0.10 0.11 0.11 0.05
Crit Moves:  ****                ****        ****                 ****
*******************************************************************************
```

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```
OY WP AM                    Thu Sep 15, 2016 14:06:51                    Page 2-1
--------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
          Opening Year with Project Conditions - Max 1.0 FAR Comm. Alt.
                                  AM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.499
Loss Time (sec):        5                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         24                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:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      83  449   139    56  405    82   124  849   104    53  370    41
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:   83  449   139    56  405    82   124  849   104    53  370    41
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:    83  449   139    56  405    82   124  849   104    53  370    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83  449   139    56  405    82   124  849   104    53  370    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:   83  449   139    56  405    82   124  849   104    53  370    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.08  0.03 0.12  0.05  0.07 0.25  0.06  0.03 0.11  0.02
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1137	31	5	419	5	18
Future Vol, veh/h	1137	31	5	419	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1307	36	6	482	6	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1307	0	1559	653
Stage 1	-	-	-	-	1307	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	525	-	103	410
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	525	-	101	410
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	336	-	-	525	-
HCM Lane V/C Ratio	0.079	-	-	0.011	-
HCM Control Delay (s)	16.6	-	-	11.9	0.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Autumn Care TIA (AMG1601)
Opening Year with Project Conditions - Max 1.0 FAR Comm. Alt.
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	74	1131	66		35	848	154		344	621	190		115	218	83	
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:	74	1131	66		35	848	154		344	621	190		115	218	83	
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:	74	1131	66		35	848	154		344	621	190		115	218	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	1131	66		35	848	154		344	621	190		115	218	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:	74	1131	66		35	848	154		344	621	190		115	218	83	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.04		0.02	0.17	0.09		0.20	0.18	0.11		0.07	0.06	0.05	
Crit Moves:		****			****				****					****		

Autumn Care TIA (AMG1601)
Opening Year with Project Conditions - Max 1.0 FAR Comm. Alt.
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	601	100		37	416	72		101	465	79		125	631	94	
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:	128	601	100		37	416	72		101	465	79		125	631	94	
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:	128	601	100		37	416	72		101	465	79		125	631	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	601	100		37	416	72		101	465	79		125	631	94	
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:	128	601	100		37	416	72		101	465	79		125	631	94	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.18	0.06		0.02	0.12	0.04		0.06	0.14	0.05		0.07	0.19	0.06	
Crit Moves:	****					****			****					****		

HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

10/31/2016

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	545	85	87	810	97	87
Future Vol, veh/h	545	85	87	810	97	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	88	90	835	100	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	562	0	1159	281
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1005	-	189	716
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	513	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	157	716
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1005	-
HCM Lane V/C Ratio	0.414	-	-	0.089	-
HCM Control Delay (s)	18.3	-	-	8.9	0.6
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.3	-


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---------------------------------------------------------------------------------
                          Autumn Care TIA (AMG1601)
        Opening Year with Project Conditions - Max 1.0 FAR Comm. Alt.
                                PM Peak Hour
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*********************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
*********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.652
Loss Time (sec):        5                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         33                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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     232 1545   67  114 1268  262  183  266  167  184  371   81
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:  232 1545   67  114 1268  262  183  266  167  184  371   81
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:   232 1545   67  114 1268  262  183  266  167  184  371   81
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  232 1545   67  114 1268  262  183  266  167  184  371   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:  232 1545   67  114 1268  262  183  266  167  184  371   81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
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 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:  1700 5100 1700 1700 5100 1700 1700 3400 1700 1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.30 0.04 0.07 0.25 0.15 0.11 0.08 0.10 0.11 0.11 0.05
Crit Moves:  ****                ****        ****                ****
*********************************************************************************
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Future (2030) WP AM        Thu Sep 15, 2016 14:07:27                Page 2-1
--------------------------------------------------------------------------------
                         Autumn Care TIA (AMG1601)
        Future (2030) with Project Conditions - Max 1.0 FAR Comm. Alt.
                                AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.594
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29                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:         Permitted        Permitted       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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  2  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  530   272    91  590   140   140  980   130    60  513   110
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:   80  530   272    91  590   140   140  980   130    60  513   110
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:    80  530   272    91  590   140   140  980   130    60  513   110
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  530   272    91  590   140   140  980   130    60  513   110
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:   80  530   272    91  590   140   140  980   130    60  513   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 3400  1700  1700 3400  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.16  0.16  0.05 0.17  0.08  0.08 0.29  0.08  0.04 0.15  0.06
Crit Moves:  ****                 ****              ****        ****
********************************************************************************
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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1260	31	5	770	5	18
Future Vol, veh/h	1260	31	5	770	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1370	34	5	837	5	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1370	0	1799	685
Stage 1	-	-	-	-	1370	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	497	-	71	391
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	497	-	70	391
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	497	-
HCM Lane V/C Ratio	0.079	-	-	0.011	-
HCM Control Delay (s)	17.4	-	-	12.3	0.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Autumn Care TIA (AMG1601)
Future (2030) with Project Conditions - Max 1.0 FAR Comm. Alt.
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	61	1230	300		100	880	102		242	864	171		140	613	320	
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:	61	1230	300		100	880	102		242	864	171		140	613	320	
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:	61	1230	300		100	880	102		242	864	171		140	613	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	1230	300		100	880	102		242	864	171		140	613	320	
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	1230	300		100	880	102		242	864	171		140	613	320	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	5100	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.24	0.18		0.06	0.17	0.06		0.14	0.25	0.10		0.08	0.18	0.19	
Crit Moves:		****			****				****						****	

Autumn Care TIA (AMG1601)
Future (2030) with Project Conditions - Max 1.0 FAR Comm. Alt.
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Bushard Street (NS) / Garfield Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	120	780	116		112	770	70		90	747	100		128	1151	96	
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:	120	780	116		112	770	70		90	747	100		128	1151	96	
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:	120	780	116		112	770	70		90	747	100		128	1151	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	780	116		112	770	70		90	747	100		128	1151	96	
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:	120	780	116		112	770	70		90	747	100		128	1151	96	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
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	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.07		0.07	0.23	0.04		0.05	0.22	0.06		0.08	0.34	0.06	
Crit Moves:	****					****			****					****		

HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

10/31/2016

Intersection	
Int Delay, s/veh	20.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1071	85	87	1409	97	87
Future Vol, veh/h	1071	85	87	1409	97	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1104	88	90	1453	100	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1104	0	2010	552
Stage 1	-	-	-	-	1104	-
Stage 2	-	-	-	-	906	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	628	-	~ 51	477
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	628	-	~ 13	477
Mov Cap-2 Maneuver	-	-	-	-	~ 82	-
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	~ 91	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	281.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	135	-	-	628	-
HCM Lane V/C Ratio	1.405	-	-	0.143	-
HCM Control Delay (s)	281.5	-	-	11.7	3.9
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	12.5	-	-	0.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon


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------------------------------------------------------------------------------
                         Autumn Care TIA (AMG1601)
        Future (2030) with Project Conditions - Max 1.0 FAR Comm. Alt.
                              PM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.954
Loss Time (sec):       5                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       136                 Level Of Service:                   E
******************************************************************************
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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     243 1710   160   200 1480   295   302  617   221   230  931   210
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:  243 1710   160   200 1480   295   302  617   221   230  931   210
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:   243 1710   160   200 1480   295   302  617   221   230  931   210
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  243 1710   160   200 1480   295   302  617   221   230  931   210
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:  243 1710   160   200 1480   295   302  617   221   230  931   210
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 5100  1700  1700 5100  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.34  0.09  0.12 0.29  0.17  0.18 0.18  0.13  0.14 0.27  0.12
Crit Moves:        ****        ****             ****                   ****
******************************************************************************
```


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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.728
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40                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        Prot+Permit      Prot+Permit
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     101 1300   220    50 1000   122   512  504   161   130  313   120
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:  101 1300   220    50 1000   122   512  504   161   130  313   120
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:   101 1300   220    50 1000   122   512  504   161   130  313   120
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  101 1300   220    50 1000   122   512  504   161   130  313   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:  101 1300   220    50 1000   122   512  504   161   130  313   120
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 5100  1700  1700 5100  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25  0.13  0.03 0.20  0.07  0.30 0.15  0.09  0.08 0.09  0.07
Crit Moves:       ****        ****        ****                    ****
******************************************************************************
```

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HCM 2010 TWSC
2: Walgreens Driveway & Garfield Avenue

11/1/2016

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	951	85	87	1199	97	87
Future Vol, veh/h	951	85	87	1199	97	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	980	88	90	1236	100	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	980	0	1777	490
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	797	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	700	-	~ 74	524
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	404	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	700	-	~ 44	524
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	238	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	45.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	700	-
HCM Lane V/C Ratio	0.71	-	-	0.128	-
HCM Control Delay (s)	45.8	-	-	10.9	2
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	4.9	-	-	0.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Brookhurst Street (NS) / Garfield Avenue (EW)
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.884
Loss Time (sec):       5                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                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       Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     273 1840    90    80 1550   515   392  407   221   200  471   130
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:  273 1840    90    80 1550   515   392  407   221   200  471   130
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:   273 1840    90    80 1550   515   392  407   221   200  471   130
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  273 1840    90    80 1550   515   392  407   221   200  471   130
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:  273 1840    90    80 1550   515   392  407   221   200  471   130
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
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 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1700 5100  1700  1700 5100  1700  1700 3400  1700  1700 3400  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.36  0.05  0.05 0.30  0.30  0.23 0.12  0.13  0.12 0.14  0.08
Crit Moves:  ****                ****     ****                   ****
*******************************************************************************
```