APPENDIX 8.6
Traffic Impact Analysis

DRAFT

De Nova Homes Baker Street Residential Project: TRAFFIC IMPACT ANALYSIS

Prepared for:
E|P|D Solutions, Inc.

Prepared by:
Transpo Group

15420.00

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4340 Von Karman Avenue, Suite 110, Newport Beach, CA 92660
p 949.656.7925 | f 425.825.8434 | www.transpogroup.com

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Executive Summary

This section provides an executive summary of the Transportation Impact Analysis through a set of frequently asked questions (FAQs).

Where is the project located and what would be developed?

The proposed project is located on south side of Baker Street, west of Bear Street in the City of Costa Mesa. The project site is currently occupied by 4.71 acres of self-storage. The project would remove the self-storage with 56 single-family dwelling units.

What existing public streets will serve the project and where is access proposed?

Baker Street provides the primary access to the project site. Regional access to the project is provided from SR-73 via the ramps at Bear Street. The site would be served by one driveway on Baker Street between Bear Street and Milbro Street.

Is the site currently served by public transit?

The project site is served by OCTA bus Routes 173 and 55.

How many daily vehicular trips would the project generate and when would peak traffic volumes occur?

The project would replace the existing Baker Street Self Storage. Because the self-storage facility is currently in operation and adding trips to the surrounding roadway network, the vehicle trips generated by the self-storage were subtracted from the trip generation of the proposed residential project. The project would generate 366 net new daily, 30 net new AM peak hour and 29 net new PM peak hour vehicle trips.

What Transportation impacts are anticipated, if any?

All study intersections are forecast to operate at satisfactory LOS D or better during the AM and PM peak hours in the Existing and Opening Year (2017) conditions. With the addition of project traffic, all study area intersections would continue to operate at satisfactory LOS D or better during the weekday AM and PM peak hours. There are no project impacts forecast at any study area intersections.

What measures are proposed to reduce or control traffic impacts?

There are no project impacts and therefore no mitigation measures are proposed.

Chapter 1. Introduction

The purpose of this traffic impact analysis (TIA) is to identify potential traffic-related impacts associated with the proposed development of 56 single family dwelling units (DU) located at 929 Baker Street in the City of Costa Mesa. As necessary, mitigation measures are identified that would offset or reduce significant impacts.

Project Description

Figure 1 illustrates the project site location and the project study area. The proposed project is located on south side of Baker Street, west of Bear Street in the City of Costa Mesa. The project site is currently occupied by 4.71 acres of self-storage. The project would remove the self-storage with 56 single-family dwelling units. The General Plan Designation for the site is Medium Density Residential, which is defined in the Land Use element as <= 12 DU/Ac. The 56 DU proposed by the project is approximately 11.89 DU/Ac, and is therefore consistent with the General Plan. The project site plan is shown in Figure 2. Baker Street provides the primary access to the project site. Regional access to the project is provided from SR-73 via the ramps at Bear Street. The project site is served by OCTA bus Routes 173 and 55.

Study Area and Scope

This analysis focuses on the weekday AM (7:00 to 9:00 AM) peak period and the PM (4:00 to 6:00 PM) peak period. These periods represent the highest cumulative total traffic for the adjacent street system. The study intersections include:

1. Milbro Street/Baker Street
2. Bear Street/Baker Street
3. Bear Street/SR-73 Southbound Ramps
4. Bear Street/SR-73 Northbound Ramps

The study intersections were analyzed for the following six study scenarios:

- Existing Conditions
- Forecast Existing Conditions With-Project Conditions
- Forecast Opening Year 2017 Without-Project Conditions
- Forecast Opening Year 2017 With-Project Conditions

The TIA includes a description of existing conditions in the site vicinity, including roadway network, existing and Opening Year weekday AM and PM peak hour traffic volumes, and traffic operations.

Methodology

Signalized intersections The operational characteristics of an intersection are determined by calculating the intersection's level of service (LOS). The intersection as a whole and its individual turning movements can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. At signalized intersections, LOS was calculated using the *Intersection Capacity Utilization* methodology. LOS at signalized intersections is measured based on the sum of the volume to capacity (v/c) ratio of the critical movements. Table 1 shows the relationship between v/c ratio and LOS for signalized intersections.

Table 1. Level of Service Criteria for Signalized Intersections using ICU Methodology

Level of Service	V/C Ratio	General Description (Signalized Intersections)
A	≤0.60	Free Flow
B	0.61 to ≤ 0.70	Stable Flow (slight delays)
C	0.71 to ≤ 0.80	Stable flow (acceptable delays)
D	0.81 to ≤ 0.90	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	0.91 to ≤ 1.00	Unstable flow (intolerable delay)
F	>1.00	Forced flow (jammed)

At those intersections also under the jurisdiction of Caltrans (the SR-73 ramps at Bear Street), level of service (LOS) was also calculated using the Highway Capacity Manual (HCM) 2010 methodology. In this method, LOS is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 2 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* (Transportation Research Board, 2010).

Table 2. Relationship between Delay and LOS at Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.
1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersections LOS at unsignalized intersections is classified by two intersection types: all-way stop-controlled and two-way stop-controlled. LOS for unsignalized intersections was calculated using the Highway Capacity Manual 2010 methodology. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table 3 shows the relationship between vehicle delay and LOS for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 3. Level of Service Criteria for Unsignalized Intersections

Level of Service	Two-Way and All-Way Stop Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.

Future Traffic Forecasts Opening Year (2017) without-project traffic volumes were determined by adding a growth rate of one percent per year to the existing traffic volumes, plus traffic from approved and pending (cumulative) projects in the City of Costa Mesa.

Significance Criteria The City of Costa Mesa, in the General Plan Circulation Element, has adopted a performance standard of LOS D (peak hour ICU less than or equal to 0.90) for all intersections under the sole control of the City. A significant impact would occur if the project were to cause an intersection to deteriorate from satisfactory to unsatisfactory LOS, or would add 0.01 to the ICU at an intersection already operating at LOS E or F in the no-project condition.

Project Site Location and Study Area

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Project Site Plan

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Chapter 2. Existing and Opening Year Without-Project Conditions

This section describes Existing and Opening Year (2017) without-project conditions within the identified study area. Characteristics are provided for the roadway network, peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit.

Street System

Characteristics of the existing street system in the proposed project vicinity are shown in Table 4. Traffic control and geometrics at study area intersections is illustrated in Figure 3.

Table 4. Study Area Existing Street System Summary

Roadway	Street Classification	Posted Speed Limit	Number of Travel Lanes	Parking	Sidewalks	Bicycle Lanes
Baker Street	Primary Arterial w/o Bear Major Arterial e/o Bear	40 mph	4 (5 between Milbro & Bear)	No	Yes	Yes
Bear Street	Major Arterial n/o Baker Collector s/o Baker	40 mph n/o Baker 30 mph s/o Baker	4 n/o Baker 2 s/o Bear	No	Yes	Yes n/o Baker
Milbro Street	Local Street	25 mph	2	Yes	Yes	No

A bus stop is located adjacent to the project site and is served by OCTA bus routes 173 and 55. Route 173 provides service between downtown Huntington Beach and South Coast Plaza. Route 55 provides service between Fashion Island and the Santa Ana train depot.

Traffic Volumes

Existing Traffic Volumes

Existing turning movement counts at the study intersections were conducted in November 2015. The existing condition reflects those land uses that were built and occupied at the time of the traffic counts. This includes the existing Baker Street Self Storage that currently occupies the project site. Intersection turning movement counts are provided in Appendix A. Existing weekday AM and PM peak hour traffic volumes are summarized on Figure 4 and were used to evaluate existing traffic conditions.

Opening Year (2017) Traffic Volumes

As noted in the methodology section, project Opening Year traffic volumes were forecast by adding a growth rate of one percent per year to the existing traffic volumes. City of Costa Mesa staff provided a list of 35 cumulative projects throughout the city for use in developing the Opening Year traffic volumes. The list of projects provided by the City can be found in Appendix B. Transpo staff reviewed the project description and location of each project and determined that the following five projects have the potential to add traffic to the Baker Street Residential study area:

- 125 East Baker Street (240 Apartments)
- 789 Paularino Avenue (19 Detached Condominium DU)
- 2626 Harbor Boulevard (33 Single Family Detached DU)

- 585-595 Anton Boulevard (484 Condominium DU)
- 3350 Avenue of The Arts (100 Condominium DU)

It should be noted that the 585-595 Anton Boulevard project is entitled for either 393 Apartment DU or 484 Condominium DU. The trip generation was calculated using 484 Condominium DU as it would generate more trips than 393 apartments. The trip generation for the cumulative development projects is shown in Table 5.

Table 5. Existing Without-project Weekday Peak Hour Intersection LOS

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Single Family Detached Housing[1]		DU	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Apartment[2]		DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
Condominium[3]		DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Cumulative Projects Trip Generation									
125 East Baker Street (Apartments)	240	DU	1,596	24	98	122	97	52	149
789 Paularino Avenue (Detached Condominiums)	19	DU	110	1	7	8	7	3	10
2626 Harbor Blvd (Single Family Detached)	33	DU	314	6	19	25	21	12	33
585-595 Anton Blvd (Condominiums)[4]	484	DU	2,812	36	177	213	169	83	252
3350 Avenue of The Arts (Condominiums)	100	DU	581	7	37	44	35	17	52
Total Trip Generation			5,414	76	337	412	328	168	495

DU = Dwelling Units, Ac = Acre

[1] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 210 - Single Family Detached Housing.

[2] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 220 - Apartment.

[3] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 230 - Residential Condominium/Townhome.

[4] Entitled For either 393 Apartments or 484 Condos. Trip Generation was calculated sing 484 condos as it generates more trips than apartments.

As shown in Table 5, the cumulative projects would generate 5,414 daily trips with 412 trips occurring during the AM peak hour and 495 trips occurring during the PM peak hour. The Opening Year (2017) traffic volumes are shown in Figure 5.

Intersection Operations

A LOS analysis was prepared for the Existing and Opening Year (2017) without-project conditions using the methodology discussed in Chapter 1. Tables 6 and 7 show the existing LOS at study area intersections. Detailed LOS calculations are provided in Appendix C. The adopted LOS threshold for the study locations is LOS D.

Table 6. Existing Without-project Weekday Peak Hour Intersection LOS (ICU Methodology)

	AM Peak		PM Peak	
Intersection	**LOS[1]**	**V/C[2]**	**LOS[1]**	**V/C[2]**
1. Milbro Street/Baker Street	B	0.619	A	0.521
2. Bear Street/Baker Street	C	0.737	D	0.812
3. Bear Street/SR-73 SB Ramps	B	0.685	B	0.632
4. Bear Street/SR-73 NB Ramps	B	0.651	C	0.789

[1] Level of Service, based on Intersection Capacity Utilization (ICU)
2 Volume-to-capacity ratio

Table 7. Existing Without-project Weekday Peak Hour Intersection LOS (HCM Methodology)

	AM Peak		PM Peak	
Intersection	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
3. Bear Street/SR-73 SB Ramps	B	12.1	B	19.3
4. Bear Street/SR-73 NB Ramps	B	12.5	D	40.0

[1] HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.

[2] Delay in seconds/vehicle

As shown in Tables 6 and 7, all study intersections currently operate at satisfactory LOS D or better during both the AM and PM peak hours. Tables 8 and 9 show the Opening Year (2017) LOS at study area intersections.

Table 8. Opening Year Without-project Weekday Peak Hour Intersection LOS (ICU Methodology)

	AM Peak		PM Peak	
Intersection	**LOS[1]**	**V/C[2]**	**LOS[1]**	**V/C[2]**
1. Milbro Street/Baker Street	B	0.632	A	0.533
2. Bear Street/Baker Street	C	0.752	D	0.834
3. Bear Street/SR-73 SB Ramps	C	0.719	B	0.666
4. Bear Street/SR-73 NB Ramps	B	0.686	D	0.822

[1] Level of Service, based on Intersection Capacity Utilization (ICU)
2 Volume-to-capacity ratio

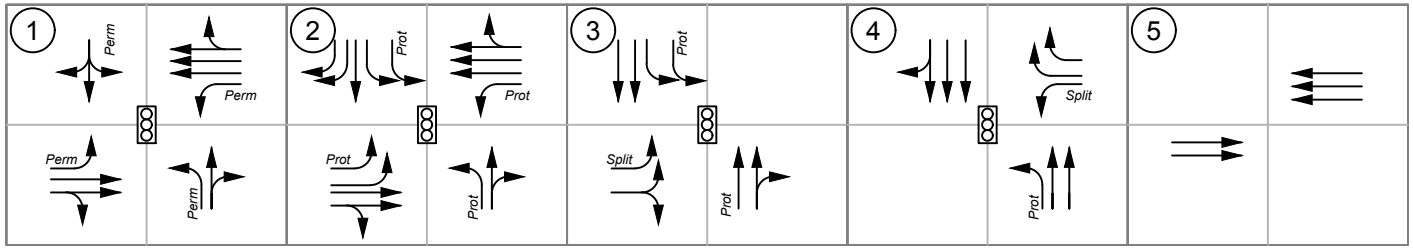
Table 9. Opening Year Without-project Weekday Peak Hour Intersection LOS (HCM Methodology)

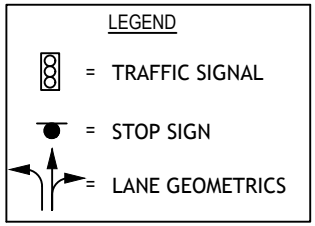
Intersection	AM Peak		PM Peak	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]
3. Bear Street/SR-73 SB Ramps	B	17.8	C	30.9
4. Bear Street/SR-73 NB Ramps	B	14.7	D	51.1

[1] HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.

[2] Delay in seconds/vehicle

As shown in Tables 8 and 9, all study intersections are forecast to operate at satisfactory LOS D or better in the Opening Year (2017) without-project condition during both the AM and PM peak hours.





Existing Traffic Controls and Geometrics

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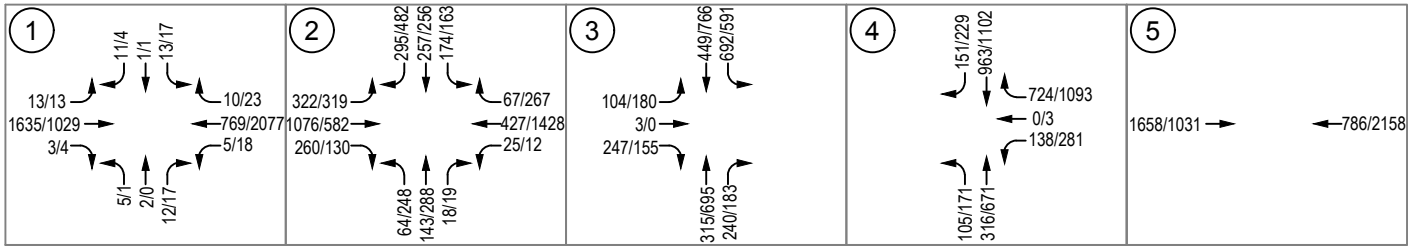

Existing Peak Hour Traffic Volumes

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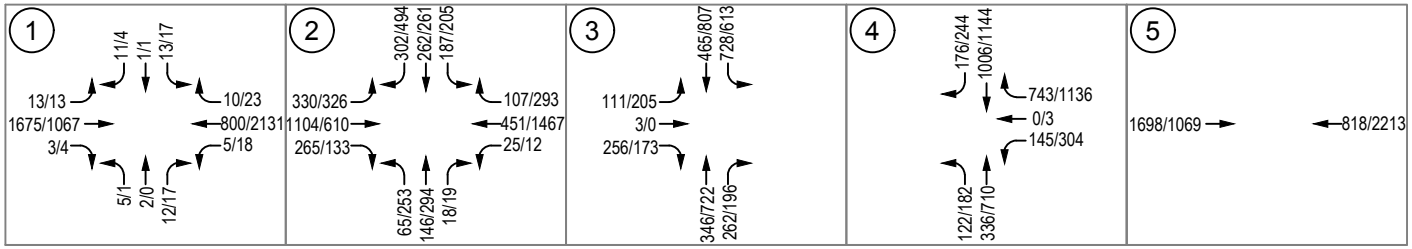

Opening Year 2017 Without Project Peak Hour Traffic Volumes

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Chapter 3. Project Impacts

This section documents project-generated impacts on the surrounding transportation system and at the study intersections.

Trip Generation

The proposed project analyzed in this study is a 56-unit single-family residential development. The vehicle trip generation for the project was developed using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition, 2012). The project would replace the existing Baker Street Self Storage. Because the self-storage facility is currently in operation and adding trips to the surrounding roadway network, the vehicle trips generated by the self-storage were subtracted from the trip generation of the proposed residential project.

Table 10 shows the trip generation of the project during the AM and PM peak hours and on a daily basis, as well as the existing self-storage trip generation and the net new trips expected to be generated by the project. The General Plan allows up to 12 DU/Ac on the project site. The project would construct approximately 11.89 DU/Ac. As a result, the trip generation for the maximum use allowed under the General Plan is approximately the same as the project trip generation shown in Table 10.

Table 10. Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Single Family Detached Housing[1]		DU	9.520	0.188	0.563	0.750	0.630	0.370	1.000
Self Storage[2]		Ac	35.430	1.161	1.419	2.580	1.785	1.785	3.570
Project Trip Generation									
Proposed Residential Project	56	DU	533	11	32	42	35	21	56
Existing Self-Storage	-4.71	Ac	-167	-5	-7	-12	-8	-8	-17
Total Trip Generation			366	5	25	30	27	12	39

DU = Dwelling Units, Ac = Acre

[1] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 210 - Single Family Detached Housing.

[2] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 151 - Mini Warehouse.

As shown in Table 7, the project would generate 366 net new daily, 30 net new AM peak hour and 29 net new PM peak hour vehicle trips.

Trip Distribution and Assignment

Project trips were distributed to the study area intersections using logical travel paths between the project and local and regional destinations. The forecast trip distribution is shown in Figure 6. Project trips were assigned to the study area intersections by multiplying

the project trip generation by the trip distribution percent at each location. The project trip assignment is shown in Figure 7.

Traffic Volumes

Existing and Opening Year (2017) with-project traffic volumes were determined by adding the project trips to the Existing and Opening Year (2017) without-project traffic volumes. Figure 8 shows the Existing with-project weekday AM and PM peak hour traffic volumes at the study intersections. Figure 9 shows the Opening Year (2017) with-project weekday AM and PM peak hour traffic volumes.

Existing With-Project Intersection Operations

An intersection operations analysis was conducted for the study area to evaluate the Existing with-Project weekday AM and PM peak hour conditions with the project. Intersection operations were calculated using the LOS methodology described previously. Tables 11 and 12 provide a comparison between the Existing without and with-project conditions for the weekday AM and PM peak hours. Detailed LOS worksheets are included in Appendix C.

Table 11. Existing and Existing With-project Weekday Peak Hour Intersection LOS (ICU Methodology)

	Existing				Existing plus Project				V/C Change	
	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
Intersection	LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]		
1. Milbro Street/Baker Street	B	0.619	A	0.521	B	0.619	A	0.521	0.000	0.000
2. Bear Street/Baker Street	C	0.737	D	0.812	C	0.740	D	0.817	0.003	0.005
3. Bear Street/SR-73 SB Ramps	B	0.685	B	0.632	B	0.690	B	0.636	0.005	0.004
4. Bear Street/SR-73 NB Ramps	B	0.651	C	0.789	B	0.655	C	0.791	0.004	0.002

[1] Level of Service, based on Intersection Capacity Utilization (ICU)
2 Volume-to-capacity ratio

Table 12. Existing and Existing With-project Weekday Peak Hour Intersection LOS (HCM Methodology)

	Existing				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
3. Bear Street/SR-73 SB Ramps	B	12.1	B	19.3	B	12.4	C	20.2
4. Bear Street/SR-73 NB Ramps	B	12.5	D	40.0	B	12.9	D	40.8

[1] HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.
[2] Delay in seconds/vehicle

As shown in Tables 11 and 12, all study intersections currently operate at satisfactory LOS D or better during the AM and PM peak hours and are forecast to continue to operate at satisfactory LOS D or better during the weekday AM and PM peak hours with the addition of project traffic. All study area intersections would meet the City's LOS D standard and no project impacts are anticipated in the Existing with-Project condition.

Opening Year (2017) with-Project Intersection Operations

An intersection operations analysis was conducted in the study area to evaluate the Opening Year (2017) with-project weekday AM and PM peak hour conditions with the project. Intersection operations were calculated using the LOS methodology described previously. Tables 13 and 14 provide a comparison between the Opening Year (2017) without and with-project conditions for the weekday AM and PM peak hours. Detailed LOS worksheets are included in Appendix C.

Table 13. Opening Year (2017) and Opening Year (2017) With-project Weekday Peak Hour Intersection LOS (ICU Methodology)

	Opening Year				Opening Year plus Project				V/C Change	
	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
Intersection	LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]		
1. Milbro Street/Baker Street	B	0.632	A	0.533	B	0.633	A	0.533	0.001	0.000
2. Bear Street/Baker Street	C	0.752	D	0.834	C	0.755	D	0.839	0.003	0.005
3. Bear Street/SR-73 SB Ramps	C	0.719	B	0.666	C	0.724	B	0.669	0.005	0.003
4. Bear Street/SR-73 NB Ramps	B	0.686	D	0.822	B	0.69	D	0.824	0.004	0.002

[1] Level of Service, based on Intersection Capacity Utilization (ICU)
2 Volume-to-capacity ratio

Table 14. Opening Year (2017) and Opening Year (2017) With-project Weekday Peak Hour Intersection LOS (HCM Methodology)

	Opening Year				Opening Year plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
3. Bear Street/SR-73 SB Ramps	B	17.8	C	30.9	B	19.5	C	32.1
4. Bear Street/SR-73 NB Ramps	B	14.7	D	51.1	B	15.0	D	51.7

[1] HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.

[2] Delay in seconds/vehicle

As shown in Tables 13 and 14, all study intersections currently operate at satisfactory LOS D or better during the AM and PM peak hours and are forecast to continue to operate at satisfactory LOS D or better during the weekday AM and PM peak hours with the addition of project traffic. All study area intersections would meet the City's LOS D standard and no project impacts are anticipated in the Opening Year (2017) with-Project condition.

Project Access

The existing Baker Street Self-Storage is served by two full-access driveways on Baker Street. The project proposes to consolidate the two driveways into one full-access driveway located approximately 340 feet west of Bear Street. An analysis of the existing and proposed driveway was prepared to evaluate the without and with project traffic operations. The existing driveways have been evaluated as one consolidated driveway to provide a comparison between existing and with project conditions. Table 15 shows the traffic operations at the project driveway for the no-project and plus-project conditions.

Table 15. Project Driveway Operations Analysis

Intersection	AM Peak LOS	AM Peak Delay[1]	PM Peak LOS	PM Peak Delay[1]
Existing	**E**	**38.3**	C	23.5
Existing plus Project	**E**	**49.5**	D	29.5
Opening Year (2017)	**E**	**41.6**	D	25.4
Opening Year (2017) plus Project	**F**	**55.0**	D	32.1

Note: The two existing project driveways have been combined to one driveway in the no-project analysis.

[1] Delay in seconds/vehicle

As shown in Table 15, the project driveway currently operates at LOS E during the a.m. peak hour, which exceeds the City's goal of LOS D. It should be noted that the Objective CIR-1A.11 in the City's General Plan Circulation Element specifies that the LOS D standard applies to intersections "under the sole control of the City". Because the project driveway would be a private driveway, the entire intersection would not be under the control of the City and therefore the criteria would not apply.

The delay at the project driveway identified in Table 15 would only be experienced by project residents turning left out of the driveway onto Baker Street during the AM peak hour. The majority of the drivers at the intersection, those proceeding eastbound and westbound on Baker Street, would not experience any delay at the project driveway. It is possible that residents turning left out of the driveway could become impatient and instead turn right and then make a U-turn at Bear Street. If this were to occur, approximately 4 vehicles would be added to the eastbound U-turn movement at Bear Street. The LOS would not change with the addition of U-turns to the Bear Street/Baker Street intersection.

Figure 10 shows the project driveway in relation to the turn lanes on Baker Street. As shown in the figure, the eastbound left-turn lanes at Bear Street are approximately 290 feet long. The proposed driveway would be located approximately 340 feet from Bear Street. This is 50 feet west of the terminus of the eastbound left-turn lane at Bear Street and approximately 15 feet east of the existing bus stop and concrete bus pad. To identify the existing eastbound left-turn queue at Bear Street, the left-turn queue was observed on Tuesday, November 17, 2015. The maximum queue observed was 13 vehicles during the 15 minutes from 8:00 AM to 8:15 AM. A queue of 13 vehicles was again observed between 5:00 PM and 5:15 PM. Review of the video used to conduct the queuing surveys shows that the maximum queue of 13 vehicles did not exceed the length of the turn lane (290 feet, or approx. 22.3 feet per vehicle). This queue would end approximately 50 feet east of the project driveway, thereby leaving room for at least two vehicles to queue while turning into the project driveway. This is adequate to accommodate the 95th percentile queue of one vehicle or less in the Existing and Opening Year (2017) with-project conditions.

Alternative Transportation

As noted in Chapter 2, the project site is served by OCTA Routes 173 and 55. In addition, there are sidewalks and bicycle lanes on both Baker Street and Bear Street. Pedestrian and bicycle counts were collected at the same time as the traffic counts at study area intersections. According to the counts, there were approximately 46 pedestrian and bicycle crossings at Milbro Street/Baker Street during the AM peak period and 57 pedestrian and bicycle crossings during the PM peak period. At Bear Street/Baker Street, there were

approximately 33 bicycle and pedestrian crossings during the AM peak period and 52 during the PM peak period.

The project is not anticipated to result in a significant addition of transit, bicycle or pedestrian trips. According to the 2014 American Communities Survey, in Costa Mesa, approximately 3 percent of commute trips are made by transit and 10 percent are made by walking or bicycle. For the proposed project (56 DU), this would be fewer than two commute trips by transit and fewer than 6 trips by walking or bicycle. The transit, walking and bicycle trips generated by the project are unlikely to exceed the capacity of the existing bicycle or pedestrian network.

Project Trip Distribution

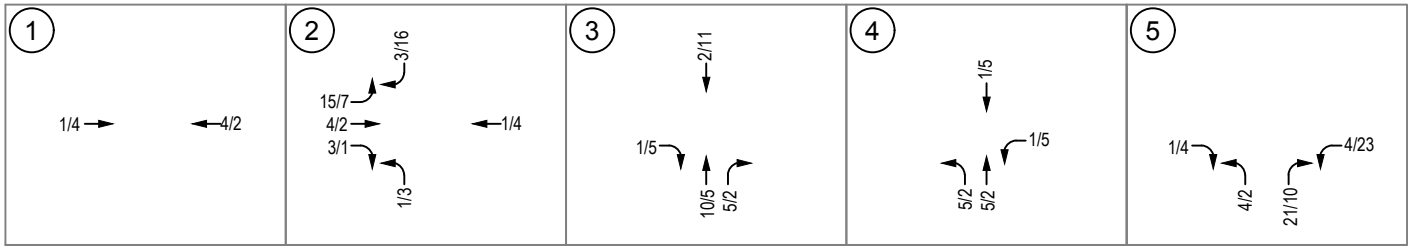
De Nova Homes

FIGURE

6

transpogroup
WHAT TRANSPORTATION CAN BE.

Dec 21, 2015 - 2:30am rudyg C:\Users\rudyg\Documents\Baker Street Residential\Graphics\Graphics - Baker St Residential.dwg Layout: 6 - Project Trip Distribution



Project Trip Assignment

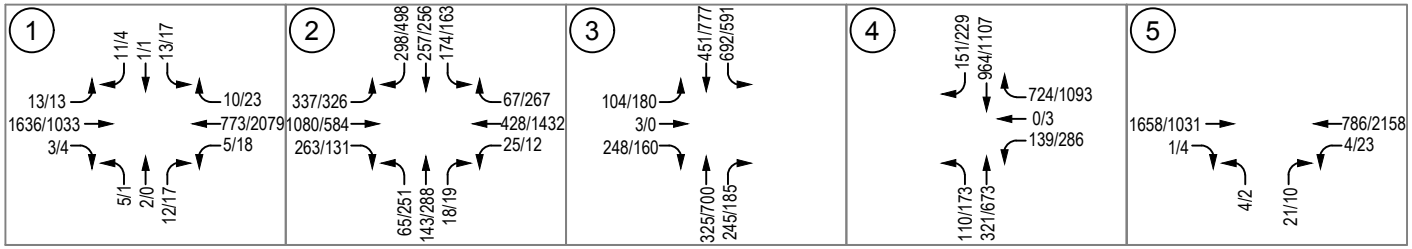
De Nova Homes

FIGURE

7

transpogroup
WHAT TRANSPORTATION CAN BE.

Dec 21, 2015 - 2:30am rudyg C:\Users\rudyg\Documents\Baker Street Residential\Graphics\Graphics - Baker St Residential.dwg Layout: 7 - Project Trip Assignment



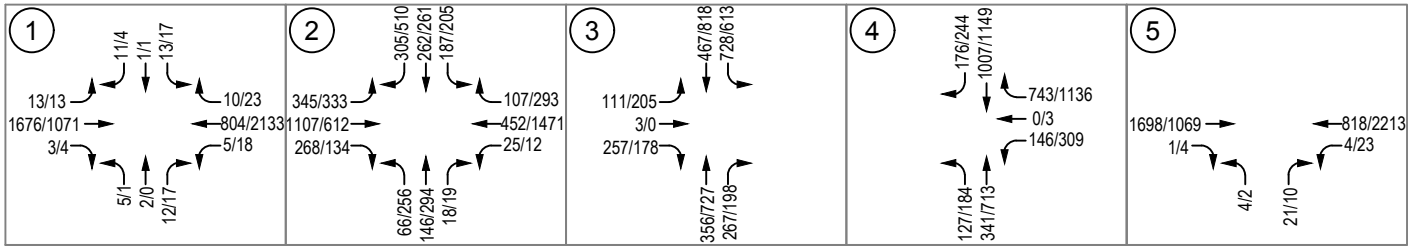
Existing With Project Peak Hour Traffic Volumes

De Nova Homes

FIGURE
8

transpogroup
WHAT TRANSPORTATION CAN BE.

Dec 21, 2015 - 2:30am rudyg C:\Users\rudyg\Documents\Baker Street Residential\Graphics\Graphics - Baker St Residential.dwg Layout: 8 - Existing With Project Traffic Volumes



Opening Year 2017 With Project Peak Hour Traffic Volumes

FIGURE

9

De Nova Homes

transpogroup
WHAT TRANSPORTATION CAN BE.

Dec 21, 2015 - 2:30am rudyg C:\Users\rudyg\Documents\Baker Street Residential\Graphics\Graphics - Baker St Residential.dwg Layout: 9 - Opening Year 2017 With Project

Project Driveway Location on Baker Street

De Nova Homes

FIGURE
10

transpogroup
WHAT TRANSPORTATION CAN BE.

Jan 14, 2016 - 12:14pm rudyg C:\Users\rudyg\Documents\Baker Street Residential\Queueing Graphics\Queuing Graphic.dwg Layout: L1

Chapter 4. Findings and Recommendations

This transportation impact study summarizes the project traffic impacts of the proposed De Nova Homes Baker Street residential development. General findings and recommendations include:

- The proposed project is located on south side of Baker Street, west of Bear Street in the City of Costa Mesa. The project site is currently occupied by 4.71 acres of self-storage. The project would remove the self-storage with 56 single-family dwelling units.
- Baker Street provides the primary access to the project site. Regional access to the project is provided from SR-73 via the ramps at Bear Street. The site would be served by one driveway on Baker Street between Bear Street and Milbro Street. The project site is served by OCTA bus Routes 173 and 55.
- The project would replace the existing Baker Street Self Storage. Because the self-storage facility is currently in operation and adding trips to the surrounding roadway network, the vehicle trips generated by the self-storage were subtracted from the trip generation of the proposed residential project. The project would generate 366 net new daily, 30 net new AM peak hour and 29 net new PM peak hour vehicle trips.
- All study intersections currently operate at satisfactory LOS D or better during the AM and PM peak hours and are forecast to continue to operate at satisfactory LOS D or better during the weekday AM and PM peak hours with the addition of project traffic.
- All study intersections are forecast to operate at satisfactory LOS D or better during the AM and PM peak hours in the Opening Year (2017) condition and are forecast to continue to operate at satisfactory LOS D or with the addition of project traffic.
- The project would not alter any sidewalks or bicycle lanes, nor would it generate a significant number of bicycle or pedestrian trips.

Appendix A: Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
Tue, Nov 17, 15	LOCATION:	Costa Mesa	PROJECT #:	SC1511
	NORTH & SOUTH:	Milbro	LOCATION #:	1
	EAST & WEST:	Baker	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Milbro			SOUTHBOUND Milbro			EASTBOUND Baker			WESTBOUND Baker				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	0	4	8	0	0	1	245	0	1	97	0	359	0	0	0	0	0
	7:15 AM	0	0	4	5	0	0	2	307	0	3	127	0	448	0	0	0	0	0
	7:30 AM	4	0	7	6	0	4	2	383	1	1	238	2	648	0	0	0	0	0
	7:45 AM	1	0	4	4	0	4	5	452	1	0	223	3	697	0	0	1	0	1
	8:00 AM	0	1	1	1	1	1	4	403	1	3	152	3	571	0	0	0	1	1
	8:15 AM	0	1	0	2	0	2	2	397	0	1	156	2	563	0	0	1	0	1
	8:30 AM	1	0	3	0	0	3	0	385	0	1	164	4	561	0	0	0	0	0
	8:45 AM	0	0	6	5	0	3	3	394	1	2	144	1	559	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	2	29	31	1	17	19	2,966	4	12	1,301	15	4,406	0	0	3	1	4
	APPROACH %	23%	5%	73%	63%	2%	35%	1%	99%	0%	1%	98%	1%						
	APP/DEPART	40	/	33	49	/	16	2,989	/	3,027	1,328	/	1,330	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	2	12	13	1	11	13	1,635	3	5	769	10	2,479					
	APPROACH %	26%	11%	63%	52%	4%	44%	1%	99%	0%	1%	98%	1%						
	PEAK HR FACTOR		0.432			0.625			0.901			0.813		0.889					
	APP/DEPART	19	/	23	25	/	8	1,651	/	1,661	784	/	787	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	4	0	3	7	228	0	2	367	5	617	0	0	0	0	0
	4:15 PM	3	0	1	3	0	3	1	242	2	4	418	3	680	0	0	0	0	0
	4:30 PM	1	0	1	3	0	1	1	237	1	3	451	6	705	0	0	0	0	0
	4:45 PM	1	0	3	2	0	2	2	238	0	7	544	5	804	0	0	0	0	0
	5:00 PM	0	0	6	4	0	0	5	247	3	4	501	6	776	0	0	1	0	1
	5:15 PM	0	0	3	4	0	1	4	294	0	1	521	4	832	0	0	1	0	1
	5:30 PM	0	0	5	7	1	1	2	250	1	6	511	8	792	0	0	0	0	0
	5:45 PM	2	0	4	3	0	3	4	216	3	3	556	6	800	0	0	0	0	0
	VOLUMES	8	0	23	30	1	14	26	1,952	10	30	3,869	43	6,006	0	0	2	0	2
	APPROACH %	26%	0%	74%	67%	2%	31%	1%	98%	1%	1%	98%	1%						
	APP/DEPART	31	/	67	45	/	41	1,988	/	2,005	3,942	/	3,893	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	0	17	17	1	4	13	1,029	4	18	2,077	23	3,204					
	APPROACH %	6%	0%	94%	77%	5%	18%	1%	98%	0%	1%	98%	1%						
	PEAK HR FACTOR		0.750			0.611			0.878			0.952		0.963					
	APP/DEPART	18	/	34	22	/	23	1,046	/	1,063	2,118	/	2,084	0					

Milbro

NORTH SIDE

Baker WEST SIDE

EAST SIDE **Baker**

SOUTH SIDE

Milbro

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	5	1	0	6	0	2	1	0	3	0	3	0	0	3
	7:15 AM	5	1	0	1	7	2	0	0	0	2	3	1	0	1	5
	7:30 AM	3	4	0	3	10	1	1	0	3	5	2	3	0	0	5
	7:45 AM	2	1	0	0	3	2	0	0	0	2	0	1	0	0	1
	8:00 AM	2	6	1	0	9	1	5	1	0	7	1	1	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	7	3	0	0	10	5	1	0	0	6	2	2	0	0	4
	8:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	20	20	2	4	46	12	9	2	3	26	8	11	0	1	20
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	4:15 PM	5	3	0	1	9	5	2	0	1	8	0	1	0	0	1
	4:30 PM	2	5	1	1	9	2	2	1	1	6	0	3	0	0	3
	4:45 PM	2	3	0	0	5	1	2	0	0	3	1	1	0	0	2
	5:00 PM	4	3	0	0	7	2	2	0	0	4	2	1	0	0	3
	5:15 PM	6	4	0	0	10	4	0	0	0	4	2	4	0	0	6
	5:30 PM	1	3	1	0	5	0	1	1	0	2	1	2	0	0	3
	5:45 PM	4	5	2	0	11	3	4	2	0	9	1	1	0	0	2
	TOTAL	25	26	4	2	57	17	13	4	2	36	8	13	0	0	21

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
Tue, Nov 17, 15	LOCATION:	Costa Mesa	PROJECT #:	SC1511
	NORTH & SOUTH:	Bear	LOCATION #:	2
	EAST & WEST:	Baker	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

Add U-Turns to Left Turns

		NORTHBOUND Bear			SOUTHBOUND Bear			EASTBOUND Baker			WESTBOUND Baker				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	0	2	1	2	2	2	0	1	3	0		X	X	X	X	
AM	7:00 AM	11	29	3	35	38	29	57	187	40	3	60	19	511	0	0	0	0	0
	7:15 AM	15	24	3	28	49	52	62	197	41	9	77	18	575	0	0	0	0	0
	7:30 AM	16	37	3	35	58	103	65	252	60	7	142	24	802	0	0	0	0	0
	7:45 AM	17	43	6	47	57	81	102	301	82	6	102	13	857	0	0	0	0	0
	8:00 AM	16	34	4	53	73	59	78	257	53	8	90	11	736	0	0	0	0	0
	8:15 AM	15	29	5	39	69	52	77	266	65	4	93	19	733	0	0	0	0	0
	8:30 AM	11	28	5	35	70	55	64	258	71	0	86	21	704	0	0	0	0	0
	8:45 AM	16	20	8	46	64	62	73	240	85	3	82	20	719	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	117	244	37	318	478	493	578	1,958	497	40	732	145	5,637	0	0	0	0	0
	APPROACH %	29%	61%	9%	25%	37%	38%	19%	65%	16%	4%	80%	16%						
	APP/DEPART	398	/	967	1,289	/	1,015	3,033	/	2,313	917	/	1,342	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	64	143	18	174	257	295	322	1,076	260	25	427	67	3,128					
	APPROACH %	28%	64%	8%	24%	35%	41%	19%	65%	16%	5%	82%	13%						
	PEAK HR FACTOR		0.852			0.926			0.855			0.750		0.912					
	APP/DEPART	225	/	532	726	/	542	1,658	/	1,268	519	/	786	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	43	56	6	40	58	93	57	126	31	8	273	63	854	0	0	0	0	0
	4:15 PM	47	55	6	35	58	101	79	132	30	3	267	56	869	0	0	0	0	0
	4:30 PM	59	71	12	30	61	122	90	135	26	2	306	68	982	0	0	0	0	0
	4:45 PM	71	71	6	30	61	114	61	131	34	2	351	73	1,005	0	0	0	0	0
	5:00 PM	52	74	2	38	75	122	81	142	31	4	350	62	1,033	0	0	0	0	0
	5:15 PM	68	76	5	48	54	124	97	168	32	1	366	70	1,109	0	0	0	0	0
	5:30 PM	57	67	6	47	66	122	80	141	33	5	361	62	1,047	0	0	0	0	0
	5:45 PM	61	63	8	37	51	115	76	117	40	3	362	49	982	0	0	0	0	0
	VOLUMES	458	533	51	305	484	913	621	1,092	257	28	2,636	503	7,881	0	0	0	0	0
	APPROACH %	44%	51%	5%	18%	28%	54%	32%	55%	13%	1%	83%	16%						
	APP/DEPART	1,042	/	1,657	1,702	/	769	1,970	/	1,448	3,167	/	4,007	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	248	288	19	163	256	482	319	582	130	12	1,428	267	4,194					
	APPROACH %	45%	52%	3%	18%	28%	53%	31%	56%	13%	1%	84%	16%						
	PEAK HR FACTOR		0.931			0.959			0.868			0.977		0.945					
	APP/DEPART	555	/	874	901	/	398	1,031	/	764	1,707	/	2,158	0					

Bear

NORTH SIDE

Baker WEST SIDE

EAST SIDE **Baker**

SOUTH SIDE

Bear

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	7:15 AM	4	2	1	1	8	1	0	0	0	1	3	2	1	1	7
	7:30 AM	2	2	1	1	6	2	1	0	0	3	0	1	1	1	3
	7:45 AM	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1
	8:00 AM	0	5	0	0	5	0	4	0	0	4	0	1	0	0	1
	8:15 AM	2	1	0	0	3	1	0	0	0	1	1	1	0	0	2
	8:30 AM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3
	8:45 AM	1	1	0	2	4	1	1	0	1	3	0	0	0	1	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	10	16	2	5	33	5	6	0	2	13	5	10	2	3	20
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	4:15 PM	1	8	1	4	14	0	7	0	3	10	1	1	1	1	4
	4:30 PM	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3
	4:45 PM	1	2	0	1	4	1	2	0	1	4	0	0	0	0	0
	5:00 PM	2	1	0	3	6	2	1	0	3	6	0	0	0	0	0
	5:15 PM	2	3	1	3	9	1	0	0	2	3	1	3	1	1	6
	5:30 PM	5	2	2	0	9	3	1	0	0	4	2	1	2	0	5
	5:45 PM	1	3	0	0	4	0	2	0	0	2	1	1	0	0	2
	TOTAL	13	23	4	12	52	8	14	0	10	32	5	9	4	2	20

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
Tue, Nov 17, 15	LOCATION:	Costa Mesa	PROJECT #:	SC1511
	NORTH & SOUTH:	Bear	LOCATION #:	3
	EAST & WEST:	SR 73 SB Ramp	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Bear			SOUTHBOUND Bear			EASTBOUND SR 73 SB Ramp			WESTBOUND SR 73 SB Ramp				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 2	ST 2	SR X	EL 1.5	ET 0	ER 0.5	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	40	41	113	44	0	29	0	56	0	0	0	323	0	0	0	0	0
	7:15 AM	0	56	46	113	94	0	21	0	34	0	0	0	364	0	0	0	0	0
	7:30 AM	0	65	64	174	146	0	21	0	47	0	0	0	517	0	0	0	0	0
	7:45 AM	0	88	68	190	91	0	36	1	53	0	0	0	527	0	0	0	0	0
	8:00 AM	0	86	49	161	121	0	29	2	81	0	0	0	529	0	0	0	0	0
	8:15 AM	0	76	59	167	91	0	18	0	66	0	0	0	477	0	0	0	0	0
	8:30 AM	0	70	43	155	121	0	22	0	70	0	0	0	481	0	0	0	0	0
	8:45 AM	0	78	52	151	80	0	24	0	58	0	0	0	443	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	559	422	1,224	788	0	200	3	465	0	0	0	3,661	0	0	0	0	0
	APPROACH %	0%	57%	43%	61%	39%	0%	30%	0%	70%	0%	0%	0%						
	APP/DEPART	981	/	759	2,012	/	1,253	668	/	1,649	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	315	240	692	449	0	104	3	247	0	0	0	2,050					
	APPROACH %	0%	57%	43%	61%	39%	0%	29%	1%	70%	0%	0%	0%						
	PEAK HR FACTOR		0.889			0.891			0.790			0.000		0.969					
	APP/DEPART	555	/	419	1,141	/	696	354	/	935	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	145	31	161	161	0	32	0	39	0	0	0	569	0	0	0	0	0
	4:15 PM	0	151	44	118	177	0	36	0	35	0	0	0	561	0	0	0	0	0
	4:30 PM	0	183	47	139	151	0	32	1	36	0	0	0	589	0	0	0	0	0
	4:45 PM	0	182	33	135	162	0	50	0	40	0	0	0	602	0	1	0	0	1
	5:00 PM	0	149	51	136	194	0	38	0	44	0	0	0	612	0	0	0	0	0
	5:15 PM	0	179	44	173	206	0	48	0	31	0	0	0	681	0	0	0	0	0
	5:30 PM	0	185	55	147	204	0	44	0	40	0	0	0	675	0	0	0	0	0
	5:45 PM	0	163	31	150	174	0	38	1	24	0	0	0	581	0	0	0	0	0
	VOLUMES	0	1,337	336	1,159	1,429	0	318	2	289	0	0	0	4,870	0	1	0	0	1
	APPROACH %	0%	80%	20%	45%	55%	0%	52%	0%	47%	0%	0%	0%						
	APP/DEPART	1,673	/	1,656	2,588	/	1,718	609	/	1,496	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	695	183	591	766	0	180	0	155	0	0	0	2,570					
	APPROACH %	0%	79%	21%	44%	56%	0%	54%	0%	46%	0%	0%	0%						
	PEAK HR FACTOR		0.915			0.895			0.931			0.000		0.943					
	APP/DEPART	878	/	876	1,357	/	921	335	/	773	0	/	0	0					

Bear

NORTH SIDE

SR 73 SB Ramp WEST SIDE EAST SIDE **SR 73 SB Ramp**

SOUTH SIDE

Bear

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	7:15 AM	0	0	4	3	7	0	0	0	1	1	0	0	4	2	6
	7:30 AM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1
	7:45 AM	0	0	0	5	5	0	0	0	1	1	0	0	0	4	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	5	20	25	0	0	0	11	11	0	0	5	9	14
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	2	2	4	0	0	2	0	2	0	0	0	2	2
	4:15 PM	0	0	1	6	7	0	0	0	1	1	0	0	1	5	6
	4:30 PM	0	0	4	2	6	0	0	4	0	4	0	0	0	2	2
	4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:15 PM	0	0	1	2	3	0	0	0	2	2	0	0	1	0	1
	5:30 PM	0	0	2	1	3	0	0	0	1	1	0	0	2	0	2
	5:45 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	TOTAL	0	0	10	20	30	0	0	6	7	13	0	0	4	13	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
Tue, Nov 17, 15	LOCATION:	Costa Mesa	PROJECT #:	SC1511
	NORTH & SOUTH:	Bear	LOCATION #:	4
	EAST & WEST:	SR 73 NB Ramp	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Bear			SOUTHBOUND Bear			EASTBOUND SR 73 NB Ramp			WESTBOUND SR 73 NB Ramp				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 3	SR 0	EL X	ET X	ER X	WL 1	WT 0	WR 2	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	16	53	0	0	141	25	0	0	0	16	0	84	335	0	0	0	0	0
	7:15 AM	20	57	0	0	185	20	0	0	0	22	0	80	384	0	0	0	0	0
	7:30 AM	30	57	0	0	287	25	0	0	0	32	0	101	532	0	0	0	0	0
	7:45 AM	28	92	0	0	252	83	0	0	0	29	0	127	611	0	0	0	0	0
	8:00 AM	30	86	0	0	258	28	0	0	0	26	0	160	588	0	0	0	0	0
	8:15 AM	24	70	0	0	225	16	0	0	0	35	0	236	606	0	0	0	0	0
	8:30 AM	23	68	0	0	228	24	0	0	0	48	0	201	592	0	0	0	0	0
	8:45 AM	20	82	0	0	189	27	0	0	0	42	0	168	528	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	191	565	0	0	1,765	248	0	0	0	250	0	1,157	4,176	0	0	0	0	0
	APPROACH %	25%	75%	0%	0%	88%	12%	0%	0%	0%	18%	0%	82%						
	APP/DEPART	756	/	1,722	2,013	/	2,015	0	/	0	1,407	/	439	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	105	316	0	0	963	151	0	0	0	138	0	724	2,397					
	APPROACH %	25%	75%	0%	0%	86%	14%	0%	0%	0%	16%	0%	84%						
	PEAK HR FACTOR		0.877			0.831			0.000			0.795		0.981					
	APP/DEPART	421	/	1,040	1,114	/	1,101	0	/	0	862	/	256	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	54	122	0	0	270	56	0	0	0	52	1	234	789	0	0	0	0	0
	4:15 PM	50	139	0	0	226	67	0	0	0	69	0	252	803	0	0	0	0	0
	4:30 PM	63	152	0	0	227	81	0	0	0	63	0	295	881	0	0	0	0	0
	4:45 PM	47	186	0	0	238	53	0	0	0	59	0	257	840	0	0	0	0	0
	5:00 PM	52	135	0	0	253	71	0	0	0	77	1	282	871	0	0	0	0	0
	5:15 PM	44	182	0	0	319	54	0	0	0	59	0	269	927	0	0	0	0	0
	5:30 PM	37	193	0	0	270	51	0	0	0	81	0	270	902	0	0	0	0	0
	5:45 PM	38	161	0	0	260	53	0	0	0	64	2	272	850	0	0	0	0	0
	VOLUMES	385	1,270	0	0	2,063	486	0	0	0	524	4	2,131	6,863	0	0	0	0	0
	APPROACH %	23%	77%	0%	0%	81%	19%	0%	0%	0%	20%	0%	80%						
	APP/DEPART	1,655	/	3,401	2,549	/	2,587	0	/	0	2,659	/	875	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	171	671	0	0	1,102	229	0	0	0	281	3	1,093	3,550					
	APPROACH %	20%	80%	0%	0%	83%	17%	0%	0%	0%	20%	0%	79%						
	PEAK HR FACTOR		0.915			0.892			0.000			0.956		0.957					
	APP/DEPART	842	/	1,764	1,331	/	1,383	0	/	0	1,377	/	403	0					

Bear

NORTH SIDE

SR 73 NB Ramp WEST SIDE EAST SIDE **SR 73 NB Ramp**

SOUTH SIDE

Bear

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1
	7:15 AM	2	0	1	2	5	0	0	0	0	0	2	0	1	2	5
	7:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	7:45 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	7	7	0	0	0	6	6	0	0	0	1	1
	8:30 AM	0	4	0	2	6	0	4	0	0	4	0	0	0	2	2
	8:45 AM	0	0	2	1	3	0	0	2	0	2	0	0	0	1	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	5	3	17	27	0	4	2	9	15	2	1	1	8	12
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	2	1	3
	4:15 PM	0	0	1	5	6	0	0	0	2	2	0	0	1	3	4
	4:30 PM	0	0	4	2	6	0	0	4	0	4	0	0	0	2	2
	4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:00 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	5:15 PM	0	0	0	4	4	0	0	0	3	3	0	0	0	1	1
	5:30 PM	0	0	2	1	3	0	0	0	1	1	0	0	2	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	9	17	26	0	0	4	7	11	0	0	5	10	15

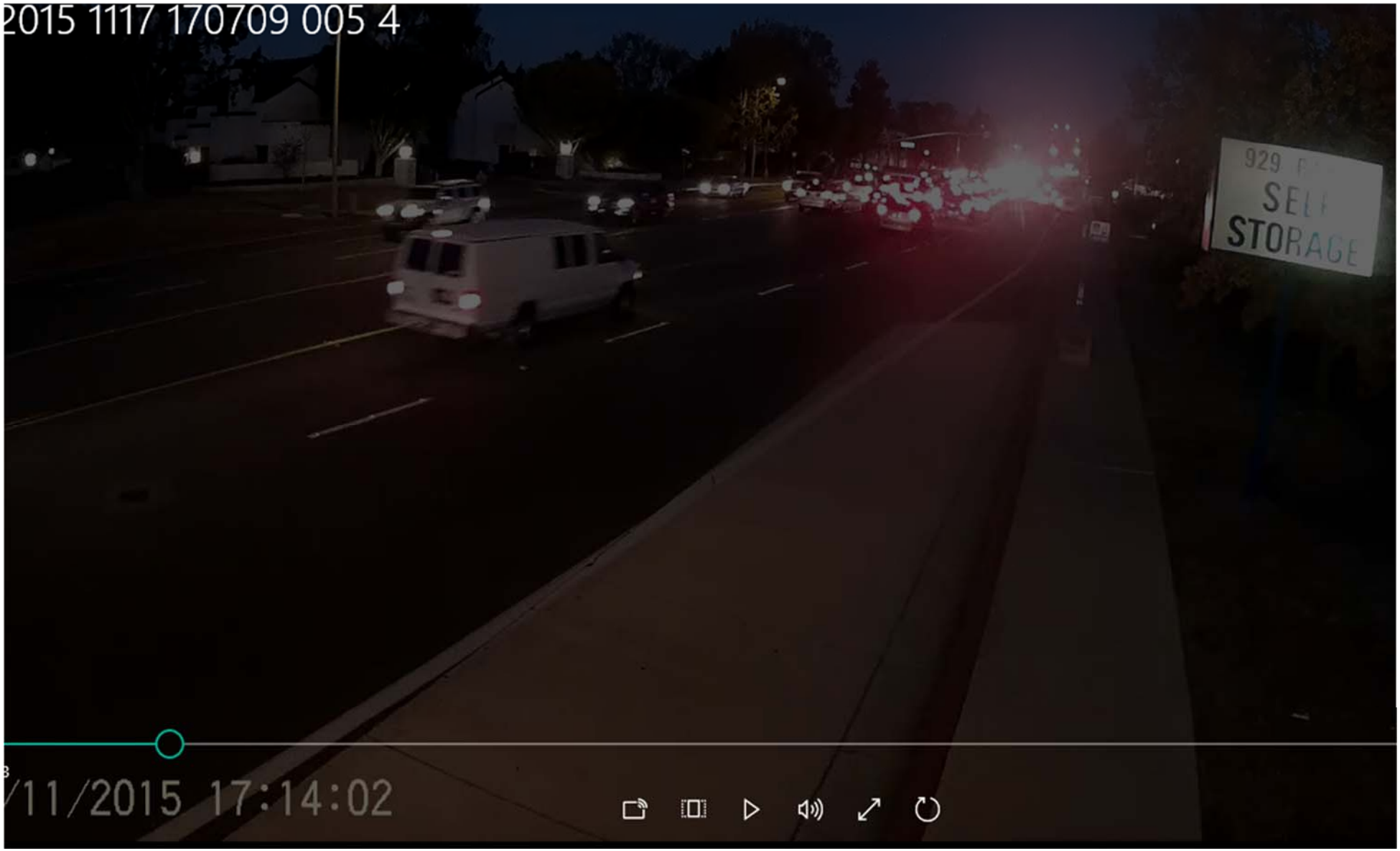
11/17/2015 Costa Mesa Prepared by AimTD LLC

Queue Count for Two Left Turn Lanes, EB on Baker/Bear

Time	Left Ln 1	Left Ln 2
7:00 AM	3	6
7:15 AM	4	6
7:45 AM	7	12
8:00 AM	7	13
8:15 AM	6	10
8:30 AM	4	10
8:45 AM	3	9
9:00 AM	7	8
4:00 PM	4	7
4:15 PM	4	8
4:30 PM	7	7
4:45 PM	6	8
5:00 PM	11	13
5:15 PM	8	10
5:30 PM	6	8
5:45 PM	5	7

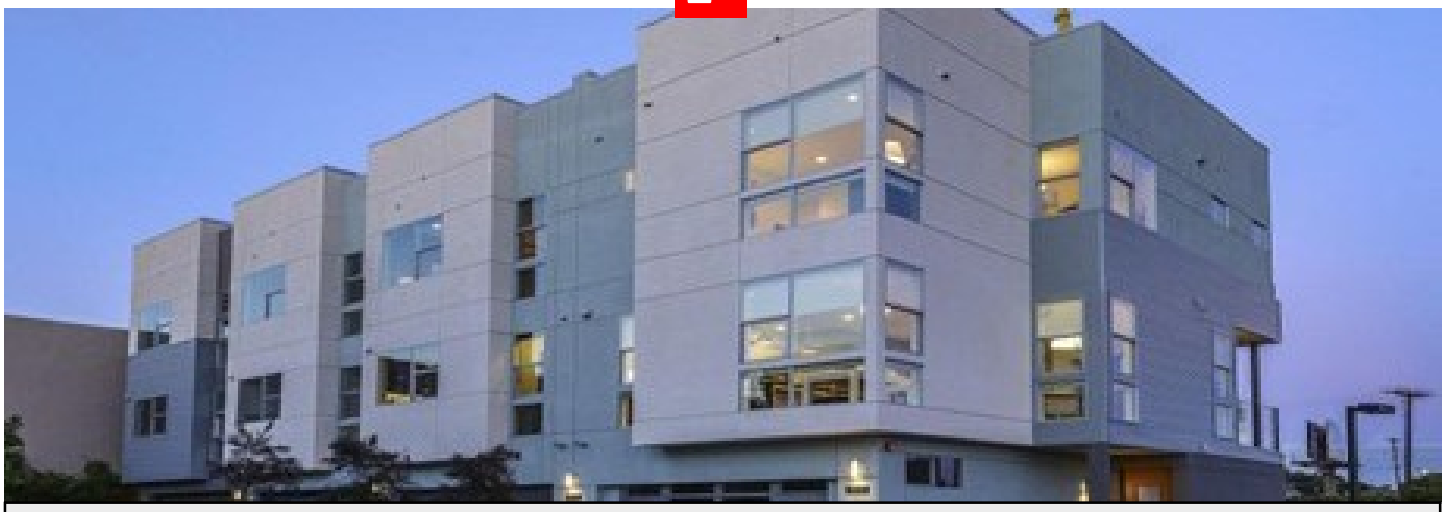
015 1117 065756 002 1
929 BAKER
SELF
STORAGE
/11/2015 08:02:54

SELF
STORAGE


2015 1117 170709 005 4
929
SELF
STORAGE
/11/2015 17:14:02

Appendix B: Cumulative Project List from City

1



Project Name	Level 1
Address	1527 Newport Blvd.
Builder and Contact	Taylor Morrison
Number of Units	40 attached live/work
Price	Mid $700,000-mid $800,000
Status	Now Selling

2

Project Name	Seabright
Address	2013-2029 Anaheim Avenue
Builder and Contact	Brandywine Homes
Number of Units	26 attached
Price	From $600,000
Status	Now Selling

3

Project Name	Brickyard West
Address	2075 Placentia Avenue
Builder and Contact	Richmond American Homes
Number of Units	14 detached
Price	Upper $600,000
Status	Under construction

4

Project Name	Maple Crossing
Address	573 Victoria Street
Builder and Contact	Richmond American Homes
Number of Units	37 detached
Price	Upper $600,000
Status	In plan check

5

Project Name	Palmilla
Address	687 Victoria Street
Builder and Contact	Melia Homes
Number of Units	11 detached
Price	High $600,000
Status	Under construction/models completed

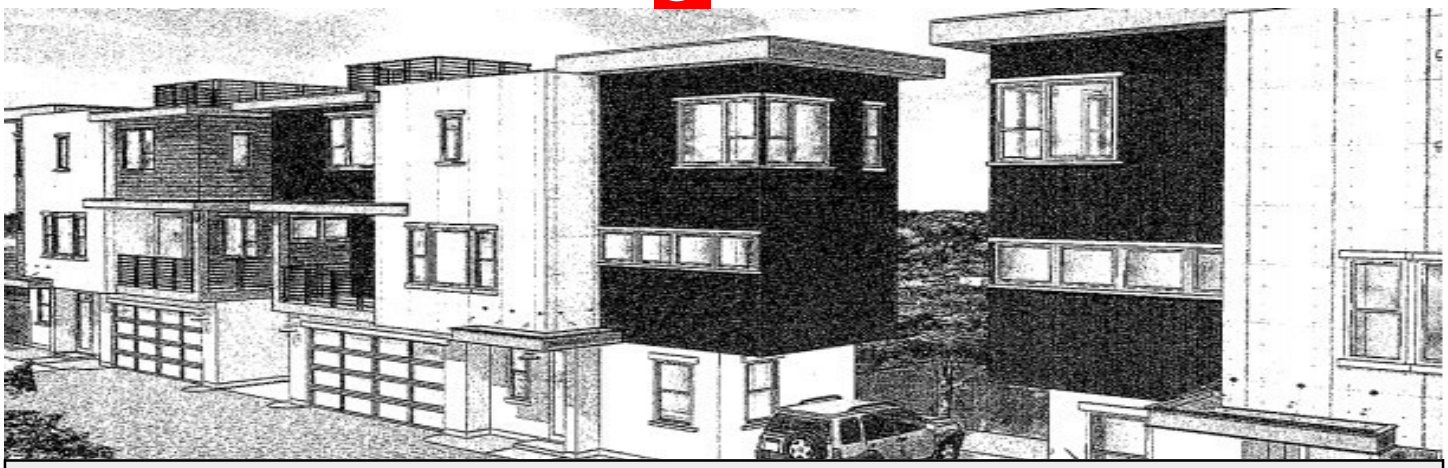
6

Project Name	Superior Pointe
Address	1695 and 1677 Superior Avenue
Builder and Contact	Taylor Morrison
Number of Units	49 attached
Price	High $700,000
Status	Now Selling

7

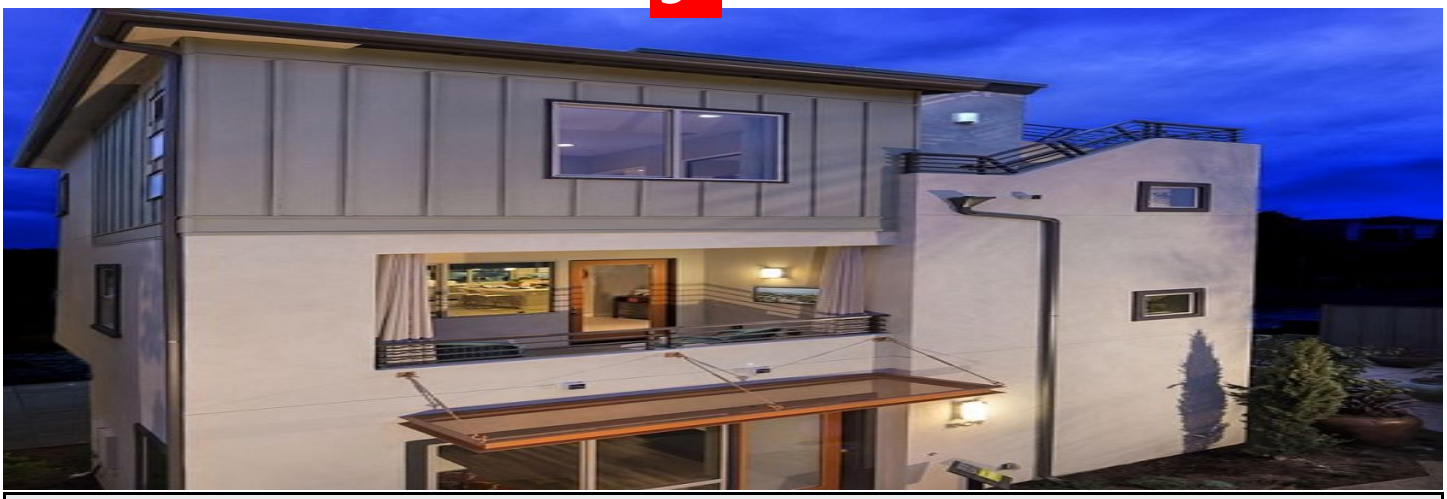
Project Name	Brickyard East
Address	2026 Placentia Avenue
Builder and Contact	Richmond American Homes
Number of Units	15 detached
Price	Under $600,000
Status	Under construction

8



Project Name	Poet's Place
Address	2070 Maple Avenue
Builder and Contact	Tom Lee
Number of Units	6 detached
Price	Mid $700,000
Status	Now Selling

9

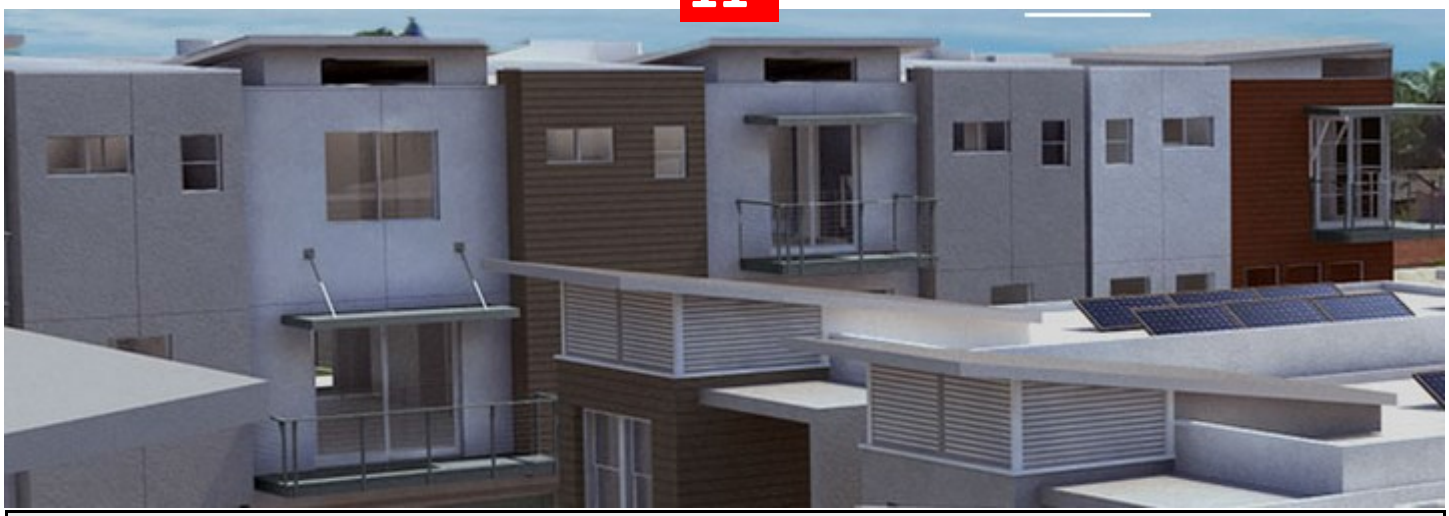


Project Name	Sea House
Address	1042 W. 18th Street
Builder and Contact	MBK Homes
Number of Units	33 detached
Price	High $500,000 - $800,000
Status	Sold Out

10

Project Name	Bernard Townhomes
Address	526 Bernard Street
Builder and Contact	Ian Harvey
Number of Units	10 attached
Price	To Be Determined
Status	Planning Approval

11



Project Name	Westreef
Address	1259 Victoria St.
Builder and Contact	Better Shelter and Pinnacle Homes
Number of Units	17 detached
Price	$800,000
Status	Under construction

12

Project Name	The Collective Eastside
Address	2525 Santa Ana Avenue
Builder and Contact	Better Shelter and Pinnacle Homes
Number of Units	8 detached
Price	From $900,000
Status	Sold out

13

Project Name	East Haven
Address	2157 Tustin Avenue
Builder and Contact	MW Custom Homes
Number of Units	14 detached
Price	From $1,000,000
Status	Sold out

14

Project Name	Bungalow 7
Address	2186 Harmony Way (Victoria Street)
Builder and Contact	Taylor Morrison
Number of Units	30 detached
Price	$500,000 - mid $600,000
Status	Sold out

15

Project Name	Latitude
Address	1631 Tustin Avenue
Builder and Contact	Melia Homes
Number of Units	11 detached
Price	Low $1,000,000
Status	In plan check

16

Project Name	Oxford Cottages
Address	2183 Miner Street
Builder and Contact	MasterCraft Homes Group, LLC
Number of Units	6 detached
Price	To Be Determined
Status	Under construction

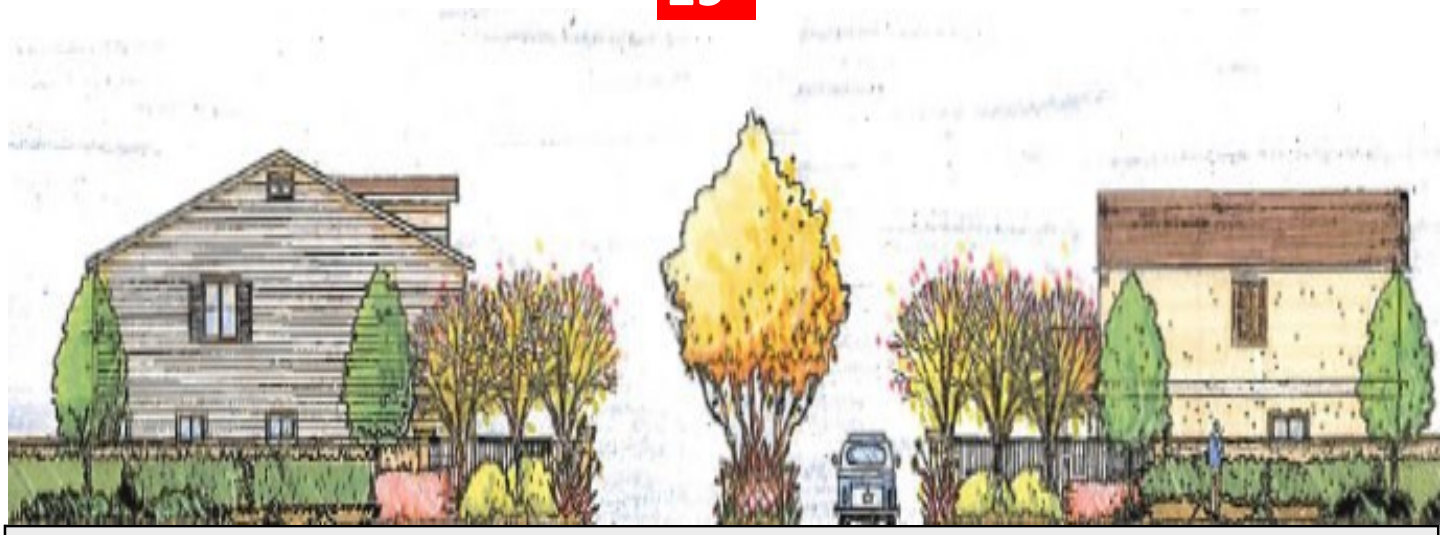
17

Project Name	City Common
Address	2095 Harbor Blvd.
Builder and Contact	South Coast Communities, LLC
Number of Units	28 units
Price	$700,000 – $800,000
Status	Approved

18

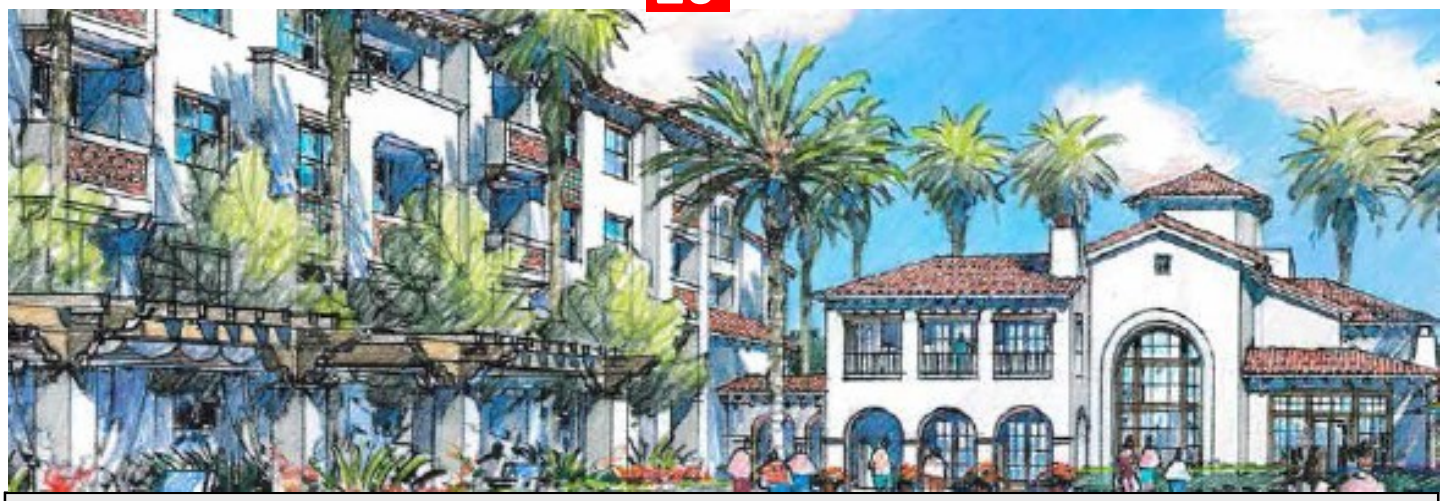
Project Name	Baker Street Apartment Project
Address	125 East Baker Street
Builder and Contact	Atkins
Number of Units	240
Price	To Be Determined
Status	In plan check

19

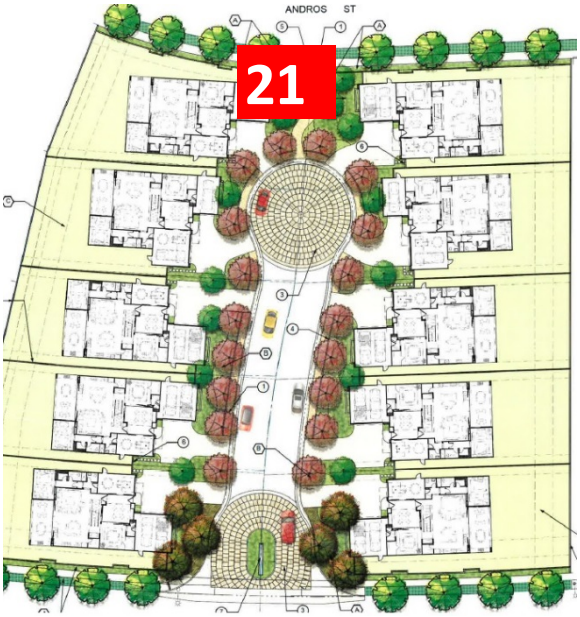


Project Name	The Edge
Address	789 Paularino Avenue
Builder and Contact	Shea Homes
Number of Units	19 detached condos
Price	To Be Determined
Status	Model homes under construction

20



Project Name	Azulon Senior Residential Development
Address	1500 Mesa Verde E.
Builder and Contact	C.J. Segerstrom & Sons
Number of Units	215 units
Price	To Be Determined
Status	Now Leasing



Project Name	
Address	2880 Mesa Verde Drive East
Builder and Contact	Pinnacle Residential
Number of Units	10 detached
Price	To Be Determined
Status	Pending City Council approval

22

Project Name	Lighthouse Project
Address	1620-1644 Whittier Avenue
Builder and Contact	Bryan Coggins
Number of Units	86 detached
Price	To Be Determined
Status	In plan check

23

Project Name	Pacifica
Address	421 Bernard Street
Builder and Contact	Pacifica Land Development
Number of Units	113 units
Price	To Be Determined
Status	Construction is completed

24

Project Name	580 Anton Midrise Building
Address	580 Anton Blvd.
Builder and Contact	Legacy Partners
Number of Units	250 apartment units
Price	To Be Determined
Status	In plan check

25

Project Name	2626 Harbor Blvd.
Address	2626 Harbor Blvd.
Builder and Contact	Dennis Flynn agent of Suburban Harbor LLC.
Number of Units	33 detached
Price	To Be Determined
Status	Planning Approval

26

Project Name	West Place
Address	2025 Placentia Avenue
Builder and Contact	City Ventures
Number of Units	38 units
Price	Mid $500,000
Status	Now Selling

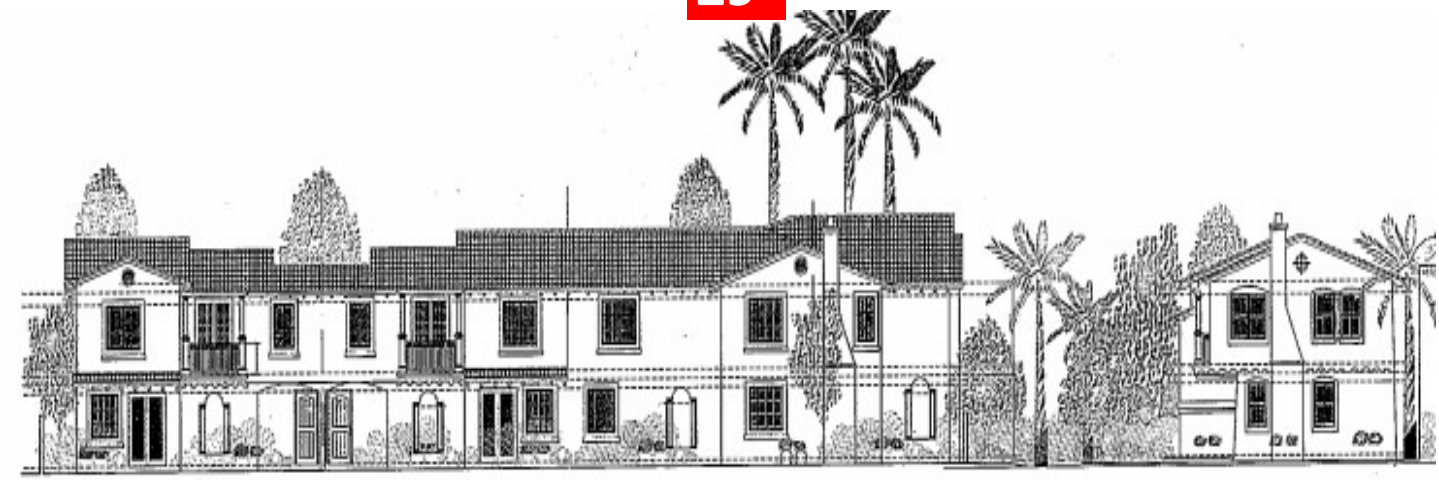
27

Project Name	Residential Mid-Rise
Address	585-595 Anton Blvd.
Builder and Contact	Alan Hyden
Number of Units	393 units
Price	To Be Determined
Status	Planning approval

28

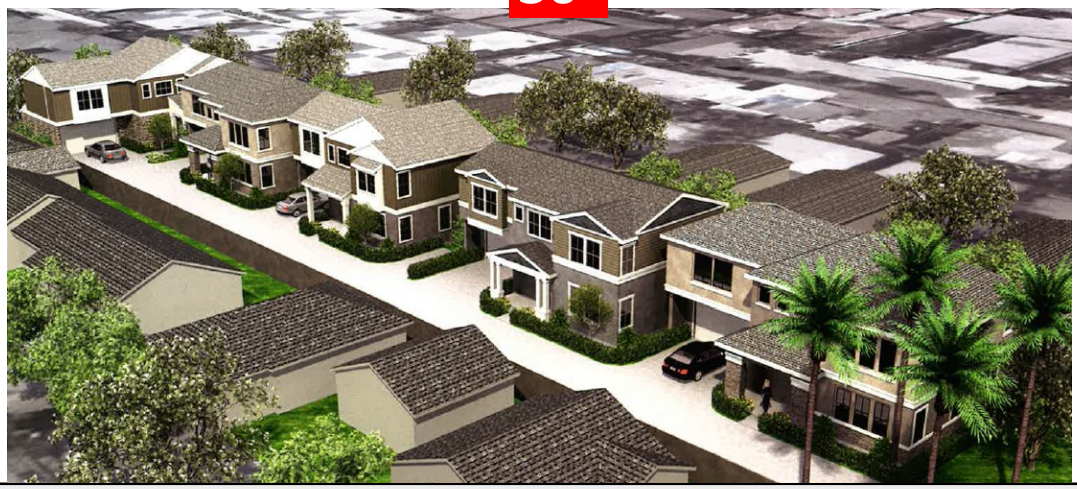
Project Name	
Address	2366 Orange Avenue
Builder and Contact	Eric Trabert
Number of Units	6 detached
Price	To Be Determined
Status	Pending City Council approval

29



Project Name	2460 Newport Blvd.
Address	2460 Newport Blvd.
Builder and Contact	Pete Volbeda
Number of Units	14 attached
Price	To Be Determined
Status	Under construction

30



Project Name	
Address	2661 Orange Avenue
Builder and Contact	Premier Luxury Homes, LLC
Number of Units	5 detached
Price	To be determined
Status	Under construction

31

Project Name	
Address	2294 Pacific Avenue
Builder and Contact	Peter Zehnder
Number of Units	5 detached
Price	To be determined
Status	In plan check

32

Project Name	
Address	3350 Avenue of the Arts
Builder and Contact	Rosanna Inc.
Number of Units	100 units
Price	To be determined
Status	Planning approval

33

Project Name	UpCoast
Address	1239 Victoria Street
Builder and Contact	Tru Mark, Eric Nelson
Number of Units	28 detached
Price	To be determined
Status	In plan check

34

Project Name	
Address	650 Hamilton Street
Builder and Contact	Shea Homes
Number of Units	24 detached
Price	To be determined
Status	In plan check

35

Project Name	
Address	671 W. 17th Street
Builder and Contact	Westport Properties
Number of Units	177 units
Price	To be determined
Status	Planning approval

Appendix C: LOS Worksheets

De Nova Homes Residential
Existing AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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De Nova Homes Residential
Existing AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	5	2	12	13	1	11	13	1635	3	5	769	10	2479
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	2	12	13	1	11	13	1635	3	5	769	10	2479
#2 Bear St/Baker St													
Base	64	143	18	174	257	295	322	1076	260	25	427	67	3128
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	143	18	174	257	295	322	1076	260	25	427	67	3128
#3 Bear St/SR-73 SB Ramps													
Base	0	315	240	692	449	0	104	3	247	0	0	0	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	240	692	449	0	104	3	247	0	0	0	2050
#4 Bear St/SR-73 NB Ramps													
Base	105	316	0	0	963	151	0	0	0	138	0	724	2397
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	316	0	0	963	151	0	0	0	138	0	724	2397
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1658	0	0	786	0	2444
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1658	0	0	786	0	2444

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De Nova Homes Residential
Existing AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 2 Bear St/Baker St	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 4 Bear St/SR-73 NB Ramps	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to TRANSPO Group, Inc.

De Nova Homes Residential
Existing AM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0	1	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	5	2	12	13	1	11	13	1635	3	5	769	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	12	13	1	11	13	1635	3	5	769	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.62	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
PHF Volume:	12	5	28	21	2	18	14	1815	3	6	946	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	28	21	2	18	14	1815	3	6	946	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	28	21	2	18	14	1815	3	6	946	12
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	0.14	0.86	0.52	0.04	0.44	1.00	1.99	0.01	1.00	2.96	0.04
Final Sat.:	1700	243	1457	887	68	745	1700	3394	6	1700	5035	65
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.53	0.53	0.00	0.19	0.19
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Existing AM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	143	18	174	257	295	322	1076	260	25	427	67
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:	64	143	18	174	257	295	322	1076	260	25	427	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	75	168	21	188	278	319	377	1258	304	33	569	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	168	21	188	278	319	377	1258	304	33	569	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:	75	168	21	188	278	319	377	1258	304	33	569	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	0.89	0.11	2.00	1.00	2.00	2.00	1.61	0.39	1.00	2.59	0.41
Final Sat.:	1700	1510	190	3400	1700	3400	3400	2738	662	1700	4408	692
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.06	0.16	0.09	0.11	0.46	0.46	0.02	0.13	0.13
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Existing AM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St							SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	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:	0 0	1 1	0	2 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	0	315	240	692	449	0	104	3	247	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	315	240	692	449	0	104	3	247	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.79	0.79	0.79	1.00	1.00	1.00	
PHF Volume:	0	354	270	777	504	0	132	4	313	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	354	270	777	504	0	132	4	313	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	354	270	777	504	0	132	4	313	0	0	0	
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:	0.00	1.14	0.86	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00	
Final Sat.:	0	1930	1470	3400	3400	0	1700	17	1683	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.18	0.18	0.23	0.15	0.00	0.08	0.22	0.19	0.00	0.00	0.00	
Crit Moves:		****		****				****					

De Nova Homes Residential
Existing AM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St						SR-73 NB Ramps					
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			Split Phase			Split Phase		
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	0	0 0	2 1	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	105	316	0	0	963	151	0	0	0	138	0	724
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:	105	316	0	0	963	151	0	0	0	138	0	724
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.83	0.83	0.83	1.00	1.00	1.00	0.80	0.80	0.80
PHF Volume:	120	360	0	0	1159	182	0	0	0	174	0	911
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	360	0	0	1159	182	0	0	0	174	0	911
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	360	0	0	1159	182	0	0	0	174	0	911
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	0.00	0.00	2.59	0.41	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1700	3400	0	0	4409	691	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.10	0.00	0.27
Crit Moves:	****				****							****

De Nova Homes Residential
Existing AM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Project Driveway						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1658	0	0	786	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1658	0	0	786	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	0	0	0	0	0	0	0	1939	0	0	1048	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1939	0	0	1048	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2289	2987	970	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	34	14	257	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	34	14	257	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	104	247	0	0	0	315	240	692	449	0
Future Volume (vph)	104	247	0	0	0	315	240	692	449	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.89					0.94		1.00	1.00	
Flt Protected	0.99					1.00		0.95	1.00	
Satd. Flow (prot)	3185					3310		3433	3539	
Flt Permitted	0.99					1.00		0.41	1.00	
Satd. Flow (perm)	3185					3310		1481	3539	
Peak-hour factor, PHF	0.79	0.79	1.00	1.00	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	132	313	0	0	0	354	270	778	504	0
RTOR Reduction (vph)	0	0	0	0	0	103	0	0	0	0
Lane Group Flow (vph)	445	0	0	0	0	521	0	778	504	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	13.3					35.9		35.9	35.9	
Effective Green, g (s)	13.3					35.9		35.9	35.9	
Actuated g/C Ratio	0.23					0.62		0.62	0.62	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	727					2041		913	2182	
v/s Ratio Prot	c0.14					0.16			0.14	
v/s Ratio Perm								c0.53		
v/c Ratio	0.85dr					0.26		0.85	0.23	
Uniform Delay, d1	20.1					5.1		9.0	5.0	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.5					0.1		7.7	0.1	
Delay (s)	21.7					5.1		16.7	5.0	
Level of Service	C					A		B	A	
Approach Delay (s)	21.7		0.0			5.1			12.1	
Approach LOS	C		A			A			B	

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	138	0	724	105	316	0	0	963	151
Future Volume (vph)	0	0	0	138	0	724	105	316	0	0	963	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.98	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4982	
Flt Permitted				0.95		1.00	0.16	1.00			1.00	
Satd. Flow (perm)				1770		2787	307	3539			4982	
Peak-hour factor, PHF	1.00	1.00	1.00	0.80	0.80	0.80	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	172	0	905	119	359	0	0	1094	172
RTOR Reduction (vph)	0	0	0	0	0	527	0	0	0	0	41	0
Lane Group Flow (vph)	0	0	0	173	0	378	119	359	0	0	1225	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.8		18.8	25.0	25.0			25.0	
Effective Green, g (s)				18.8		18.8	25.0	25.0			25.0	
Actuated g/C Ratio				0.36		0.36	0.47	0.47			0.47	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				630		992	145	1675			2358	
v/s Ratio Prot								0.10			0.25	
v/s Ratio Perm				0.10		c0.14	c0.39					
v/c Ratio				0.27		0.38	0.82	0.21			0.52	
Uniform Delay, d1				12.1		12.7	12.0	8.1			9.7	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				1.1		1.1	29.6	0.1			0.2	
Delay (s)				13.2		13.8	41.6	8.2			9.9	
Level of Service				B		B	D	A			A	
Approach Delay (s)		0.0			13.7			16.5			9.9	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1658	1	4	786	0	1	0	6	0	0	0
Future Vol, veh/h	0	1658	1	4	786	0	1	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	75	75	75	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1928	1	5	1048	0	1	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1048	0	0	1929	0	0	2358	2987	965	2023	2988	524
Stage 1	-	-	-	-	-	-	1928	1928	-	1059	1059	-
Stage 2	-	-	-	-	-	-	430	1059	-	964	1929	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	371	-	-	302	-	-	27	14	255	46	14	426
Stage 1	-	-	-	-	-	-	68	112	-	185	299	-
Stage 2	-	-	-	-	-	-	542	299	-	267	112	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	371	-	-	302	-	-	27	14	255	44	14	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	14	-	44	14	-
Stage 1	-	-	-	-	-	-	68	112	-	185	294	-
Stage 2	-	-	-	-	-	-	533	294	-	260	112	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	38.3	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	116	371	-	-	302	-	-	-
HCM Lane V/C Ratio	0.067	-	-	-	0.018	-	-	-
HCM Control Delay (s)	38.3	0	-	-	17.1	-	-	0
HCM Lane LOS	E	A	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

De Nova Homes Residential
Existing PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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De Nova Homes Residential
Existing PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	1	0	17	17	1	4	13	1029	4	18	2077	23	3204
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	17	17	1	4	13	1029	4	18	2077	23	3204
#2 Bear St/Baker St													
Base	248	288	19	163	256	482	319	582	130	12	1428	267	4194
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	248	288	19	163	256	482	319	582	130	12	1428	267	4194
#3 Bear St/SR-73 SB Ramps													
Base	0	695	183	591	766	0	180	0	155	0	0	0	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	695	183	591	766	0	180	0	155	0	0	0	2570
#4 Bear St/SR-73 NB Ramps													
Base	171	671	0	0	1102	229	0	0	0	281	3	1093	3550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	671	0	0	1102	229	0	0	0	281	3	1093	3550
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1031	0	0	2158	0	3189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1031	0	0	2158	0	3189

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De Nova Homes Residential
Existing PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
# 2 Bear St/Baker St	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 4 Bear St/SR-73 NB Ramps	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

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De Nova Homes Residential
Existing PM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0	1	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	1	0	17	17	1	4	13	1029	4	18	2077	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	17	17	1	4	13	1029	4	18	2077	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.61	0.61	0.61	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	1	0	23	28	2	7	15	1172	5	19	2182	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	28	2	7	15	1172	5	19	2182	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	23	28	2	7	15	1172	5	19	2182	24
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	0.00	1.00	0.77	0.05	0.18	1.00	1.99	0.01	1.00	2.97	0.03
Final Sat.:	1700	0	1700	1314	77	309	1700	3387	13	1700	5044	56
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.01	0.35	0.35	0.01	0.43	0.43
Crit Moves:			****	****			****				****	

De Nova Homes Residential
Existing PM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	248	288	19	163	256	482	319	582	130	12	1428	267
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:	248	288	19	163	256	482	319	582	130	12	1428	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	266	309	20	170	267	503	368	671	150	12	1462	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	309	20	170	267	503	368	671	150	12	1462	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	309	20	170	267	503	368	671	150	12	1462	273
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	0.94	0.06	2.00	1.00	2.00	2.00	1.63	0.37	1.00	2.53	0.47
Final Sat.:	1700	1595	105	3400	1700	3400	3400	2779	621	1700	4297	803
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.16	0.15	0.11	0.24	0.24	0.01	0.34	0.34
Crit Moves:	****				****		****				****	

De Nova Homes Residential
Existing PM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St							SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	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:	0 0	1 1	0	2 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	0	695	183	591	766	0	180	0	155	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	695	183	591	766	0	180	0	155	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	1.00	1.00	1.00	
PHF Volume:	0	760	200	660	856	0	193	0	166	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	760	200	660	856	0	193	0	166	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	760	200	660	856	0	193	0	166	0	0	0	
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:	0.00	1.58	0.42	2.00	2.00	0.00	1.07	xxxx	0.93	0.00	0.00	0.00	
Final Sat.:	0	2691	709	3400	3400	0	1827	0	1573	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.28	0.28	0.19	0.25	0.00	0.11	0.00	0.11	0.00	0.00	0.00	
Crit Moves:		****		****			****						

De Nova Homes Residential
Existing PM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St							SR-73 NB Ramps					
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			Split Phase			Split Phase			
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	0	0	0	2	1	0	0	0	0	0	0	1	0	1	1
Volume Module:													
Base Vol:	171	671	0	0	1102	229	0	0	0	281	3	1093	
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:	171	671	0	0	1102	229	0	0	0	281	3	1093	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.89	0.89	0.89	1.00	1.00	1.00	0.96	0.96	0.96	
PHF Volume:	187	733	0	0	1235	257	0	0	0	294	3	1143	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	187	733	0	0	1235	257	0	0	0	294	3	1143	
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:	187	733	0	0	1235	257	0	0	0	294	3	1143	
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	0.00	0.00	2.48	0.52	0.00	0.00	0.00	0.99	0.01	2.00	
Final Sat.:	1700	3400	0	0	4223	877	0	0	0	1682	18	3400	
Capacity Analysis Module:													
Vol/Sat:	0.11	0.22	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.17	0.17	0.34	
Crit Moves:	****				****							****	

De Nova Homes Residential
Existing PM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Project Driveway						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1031	0	0	2158	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1031	0	0	2158	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	0	0	0	0	0	0	0	1188	0	0	2209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1188	0	0	2209	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1924	3397	594	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	60	8	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	60	8	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	180	155	0	0	0	695	183	591	766	0
Future Volume (vph)	180	155	0	0	0	695	183	591	766	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.93					0.97		1.00	1.00	
Flt Protected	0.97					1.00		0.95	1.00	
Satd. Flow (prot)	3275					3428		3433	3539	
Flt Permitted	0.97					1.00		0.27	1.00	
Satd. Flow (perm)	3275					3428		984	3539	
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	194	167	0	0	0	755	199	657	851	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	361	0	0	0	0	924	0	657	851	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	11.4					36.6		36.6	36.6	
Effective Green, g (s)	11.4					36.6		36.6	36.6	
Actuated g/C Ratio	0.20					0.64		0.64	0.64	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	655					2201		631	2272	
v/s Ratio Prot	c0.11					0.27			0.24	
v/s Ratio Perm								c0.67		
v/c Ratio	0.55					0.42		1.04	0.37	
Uniform Delay, d1	20.5					5.0		10.2	4.8	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.0					0.1		47.0	0.1	
Delay (s)	21.5					5.1		57.2	4.9	
Level of Service	C					A		E	A	
Approach Delay (s)	21.5		0.0			5.1			27.7	
Approach LOS	C		A			A			C	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	281	0	1093	171	671	0	0	1102	229
Future Volume (vph)	0	0	0	281	0	1093	171	671	0	0	1102	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.97	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4954	
Flt Permitted				0.95		1.00	0.13	1.00			1.00	
Satd. Flow (perm)				1770		2787	233	3539			4954	
Peak-hour factor, PHF	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	293	0	1139	186	729	0	0	1238	257
RTOR Reduction (vph)	0	0	0	0	0	228	0	0	0	0	53	0
Lane Group Flow (vph)	0	0	0	293	0	911	186	729	0	0	1442	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.5		18.5	32.5	32.5			32.5	
Effective Green, g (s)				18.5		18.5	32.5	32.5			32.5	
Actuated g/C Ratio				0.31		0.31	0.54	0.54			0.54	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				545		859	126	1916			2683	
v/s Ratio Prot								0.21			0.29	
v/s Ratio Perm				0.17		c0.33	c0.80					
v/c Ratio				0.54		1.06	1.48	0.38			0.54	
Uniform Delay, d1				17.2		20.8	13.8	7.9			8.9	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				3.8		48.2	252.0	0.1			0.2	
Delay (s)				21.0		69.0	265.7	8.1			9.1	
Level of Service				C		E	F	A			A	
Approach Delay (s)		0.0			59.2			60.4			9.1	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1031	2	6	2158	0	1	0	7	0	0	0
Future Vol, veh/h	0	1031	2	6	2158	0	1	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	98	98	98	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1185	2	6	2202	0	1	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2202	0	0	1187	0	0	2079	3400	594	2807	3401	1101
Stage 1	-	-	-	-	-	-	1186	1186	-	2214	2214	-
Stage 2	-	-	-	-	-	-	893	2214	-	593	1187	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	99	-	-	584	-	-	42	7	448	13	7	178
Stage 1	-	-	-	-	-	-	196	260	-	27	80	-
Stage 2	-	-	-	-	-	-	281	80	-	445	260	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	99	-	-	584	-	-	42	7	448	13	7	178
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	7	-	13	7	-
Stage 1	-	-	-	-	-	-	196	260	-	27	79	-
Stage 2	-	-	-	-	-	-	278	79	-	437	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.5	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	203	99	-	-	584	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-	0.01	-	-	-
HCM Control Delay (s)	23.5	0	-	-	11.2	-	-	0
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

De Nova Homes Residential
Cumulative AM Peak Hour

Scenario Report

Scenario:	Cum AM
Command:	Cum AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cum AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

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De Nova Homes Residential
Cumulative AM Peak Hour

Trip Generation Report
Cumulative Trips
Forecast for Cum AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	125 East Bak	1.00	Apartments	24.00	98.00	24	98	122	29.6
	Zone 2 Subtotal					24	98	122	29.6
3	2626 Harbor	1.00	Single Family	6.00	19.00	6	19	25	6.1
	Zone 3 Subtotal					6	19	25	6.1
4	Projs 19, 27	1.00	Multiple Resid	45.00	220.00	45	220	265	64.3
	Zone 4 Subtotal					45	220	265	64.3
TOTAL						75	337	412	100.0

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De Nova Homes Residential
Cumulative AM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	20.0	20.0	20.0	10.0
2	15.0	45.0	10.0	15.0	15.0	0.0
3	80.0	10.0	0.0	0.0	10.0	0.0
4	0.0	0.0	80.0	10.0	10.0	0.0

De Nova Homes Residential
Cumulative AM Peak Hour

Turning Movement Report
Cum AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	5	2	12	13	1	11	13	1668	3	5	784	10	2529
Added	0	0	0	0	0	0	0	7	0	0	16	0	23
Total	5	2	12	13	1	11	13	1675	3	5	800	10	2552
#2 Bear St/Baker St													
Base	65	146	18	177	262	301	328	1098	265	25	436	68	3191
Added	0	0	0	10	0	1	2	6	0	0	15	39	73
Total	65	146	18	187	262	302	330	1104	265	25	451	107	3264
#3 Bear St/SR-73 SB Ramps													
Base	0	321	245	706	458	0	106	3	252	0	0	0	2091
Added	0	25	17	22	7	0	5	0	4	0	0	0	80
Total	0	346	262	728	465	0	111	3	256	0	0	0	2171
#4 Bear St/SR-73 NB Ramps													
Base	107	322	0	0	982	154	0	0	0	141	0	738	2445
Added	15	14	0	0	24	22	0	0	0	4	0	5	84
Total	122	336	0	0	1006	176	0	0	0	145	0	743	2529
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1691	0	0	802	0	2493
Added	0	0	0	0	0	0	0	7	0	0	16	0	23
Total	0	0	0	0	0	0	0	1698	0	0	818	0	2516

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De Nova Homes Residential
Cumulative AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	B	xxxxx	0.630	B	xxxxx	0.632	+ 0.002 V/C
# 2 Bear St/Baker St	C	xxxxx	0.750	C	xxxxx	0.752	+ 0.002 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.698	C	xxxxx	0.719	+ 0.021 V/C
# 4 Bear St/SR-73 NB Ramps	B	xxxxx	0.663	B	xxxxx	0.686	+ 0.023 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

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De Nova Homes Residential
Cumulative AM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	5	2	12	13	1	11	13	1635	3	5	769	10
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	2	12	13	1	11	13	1668	3	5	784	10
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	12	13	1	11	13	1675	3	5	800	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.62	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
PHF Volume:	12	5	28	21	2	18	15	1859	3	6	984	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	28	21	2	18	15	1859	3	6	984	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	28	21	2	18	15	1859	3	6	984	13
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	0.14	0.86	0.52	0.04	0.44	1.00	1.99	0.01	1.00	2.96	0.04
Final Sat.:	1700	243	1457	887	68	745	1700	3394	6	1700	5036	64
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.55	0.55	0.00	0.20	0.20
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Cumulative AM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	143	18	174	257	295	322	1076	260	25	427	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	65	146	18	177	262	301	328	1098	265	26	436	68
Added Vol:	0	0	0	10	0	1	2	6	0	0	15	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	146	18	187	262	302	330	1104	265	26	451	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	77	171	22	202	283	326	386	1291	310	34	601	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	171	22	202	283	326	386	1291	310	34	601	143
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:	77	171	22	202	283	326	386	1291	310	34	601	143
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	0.89	0.11	2.00	1.00	2.00	2.00	1.61	0.39	1.00	2.42	0.58
Final Sat.:	1700	1510	190	3400	1700	3400	3400	2741	659	1700	4119	981
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.17	0.10	0.11	0.47	0.47	0.02	0.15	0.15
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Cumulative AM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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:	0 0	1 1	0	2 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	315	240	692	449	0	104	3	247	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	321	245	706	458	0	106	3	252	0	0	0
Added Vol:	0	25	17	22	7	0	5	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	346	262	728	465	0	111	3	256	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.79	0.79	0.79	1.00	1.00	1.00
PHF Volume:	0	390	294	817	522	0	141	4	324	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	294	817	522	0	141	4	324	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	390	294	817	522	0	141	4	324	0	0	0
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:	0.00	1.14	0.86	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	1936	1464	3400	3400	0	1700	17	1683	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.24	0.15	0.00	0.08	0.23	0.19	0.00	0.00	0.00
Crit Moves:		****		****				****				

De Nova Homes Residential
Cumulative AM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St						SR-73 NB Ramps					
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			Split Phase			Split Phase		
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	0	0 0	2 1	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	105	316	0	0	963	151	0	0	0	138	0	724
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	107	322	0	0	982	154	0	0	0	141	0	738
Added Vol:	15	14	0	0	24	22	0	0	0	4	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	336	0	0	1006	176	0	0	0	145	0	743
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.83	0.83	0.83	1.00	1.00	1.00	0.80	0.80	0.80
PHF Volume:	139	383	0	0	1211	212	0	0	0	182	0	935
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	383	0	0	1211	212	0	0	0	182	0	935
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:	139	383	0	0	1211	212	0	0	0	182	0	935
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	0.00	0.00	2.55	0.45	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1700	3400	0	0	4341	759	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.11	0.00	0.28
Crit Moves:	****				****							****

De Nova Homes Residential
Cumulative AM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Project Driveway						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1658	0	0	786	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	1691	0	0	802	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1698	0	0	818	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	0	0	0	0	0	0	0	1986	0	0	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1986	0	0	1090	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2350	3076	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	31	12	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	31	12	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	111	256	0	0	0	346	262	728	465	0
Future Volume (vph)	111	256	0	0	0	346	262	728	465	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.90					0.94		1.00	1.00	
Flt Protected	0.99					1.00		0.95	1.00	
Satd. Flow (prot)	3188					3311		3433	3539	
Flt Permitted	0.99					1.00		0.38	1.00	
Satd. Flow (perm)	3188					3311		1371	3539	
Peak-hour factor, PHF	0.79	0.79	1.00	1.00	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	141	324	0	0	0	389	294	818	522	0
RTOR Reduction (vph)	0	0	0	0	0	102	0	0	0	0
Lane Group Flow (vph)	465	0	0	0	0	581	0	818	522	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	13.7					36.6		36.6	36.6	
Effective Green, g (s)	13.7					36.6		36.6	36.6	
Actuated g/C Ratio	0.23					0.62		0.62	0.62	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	736					2043		846	2184	
v/s Ratio Prot	c0.15					0.18			0.15	
v/s Ratio Perm								c0.60		
v/c Ratio	0.87dr					0.28		0.97	0.24	
Uniform Delay, d1	20.5					5.3		10.8	5.1	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.8					0.1		22.9	0.1	
Delay (s)	22.3					5.3		33.7	5.2	
Level of Service	C					A		C	A	
Approach Delay (s)	22.3		0.0			5.3			22.6	
Approach LOS	C		A			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	145	0	743	122	336	0	0	1006	176
Future Volume (vph)	0	0	0	145	0	743	122	336	0	0	1006	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.98	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4972	
Flt Permitted				0.95		1.00	0.15	1.00			1.00	
Satd. Flow (perm)				1770		2787	286	3539			4972	
Peak-hour factor, PHF	1.00	1.00	1.00	0.80	0.80	0.80	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	181	0	929	139	382	0	0	1143	200
RTOR Reduction (vph)	0	0	0	0	0	521	0	0	0	0	43	0
Lane Group Flow (vph)	0	0	0	181	0	408	139	382	0	0	1300	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.7		18.7	29.7	29.7			29.7	
Effective Green, g (s)				18.7		18.7	29.7	29.7			29.7	
Actuated g/C Ratio				0.33		0.33	0.52	0.52			0.52	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				576		907	147	1831			2572	
v/s Ratio Prot								0.11			0.26	
v/s Ratio Perm				0.10		c0.15	c0.49					
v/c Ratio				0.31		0.45	0.95	0.21			0.51	
Uniform Delay, d1				14.5		15.3	13.1	7.5			9.0	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				1.4		1.6	57.5	0.1			0.2	
Delay (s)				16.0		16.9	70.6	7.5			9.2	
Level of Service				B		B	E	A			A	
Approach Delay (s)		0.0			16.7			24.4			9.2	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	57.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1698	1	4	818	0	1	0	6	0	0	0
Future Vol, veh/h	0	1698	1	4	818	0	1	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	75	75	75	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1974	1	5	1091	0	1	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1091	0	0	1976	0	0	2422	3076	988	2088	3077	545
Stage 1	-	-	-	-	-	-	1975	1975	-	1101	1101	-
Stage 2	-	-	-	-	-	-	447	1101	-	987	1976	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	354	-	-	289	-	-	24	12	246	41	12	413
Stage 1	-	-	-	-	-	-	63	106	-	173	286	-
Stage 2	-	-	-	-	-	-	529	286	-	259	106	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	354	-	-	289	-	-	24	12	246	39	12	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	12	-	39	12	-
Stage 1	-	-	-	-	-	-	63	106	-	173	281	-
Stage 2	-	-	-	-	-	-	520	281	-	252	106	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	41.6	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	106	354	-	-	289	-	-	-
HCM Lane V/C Ratio	0.073	-	-	-	0.018	-	-	-
HCM Control Delay (s)	41.6	0	-	-	17.7	-	-	0
HCM Lane LOS	E	A	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

De Nova Homes Residential
Cumulative PM Peak Hour

Scenario Report

Scenario:	Cum PM
Command:	Cum PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cum PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

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Cumulative PM Peak Hour

Trip Generation Report
Cumulative Trips
Forecast for Cum PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	125 East Bak	1.00	Apartments	97.00	52.00	97	52	149	30.1
	Zone 2 Subtotal					97	52	149	30.1
3	2626 Harbor	1.00	Single Family	21.00	12.00	21	12	33	6.7
	Zone 3 Subtotal					21	12	33	6.7
4	Projs 19, 27	1.00	Multiple Resid	210.00	103.00	210	103	313	63.2
	Zone 4 Subtotal					210	103	313	63.2
TOTAL						328	167	495	100.0

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Cumulative PM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	20.0	20.0	20.0	10.0
2	15.0	45.0	10.0	15.0	15.0	0.0
3	80.0	10.0	0.0	0.0	10.0	0.0
4	0.0	0.0	80.0	10.0	10.0	0.0

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Turning Movement Report
Cum PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	1	0	17	17	1	4	13	1050	4	18	2119	23	3268
Added	0	0	0	0	0	0	0	17	0	0	12	0	29
Total	1	0	17	17	1	4	13	1067	4	18	2131	23	3297
#2 Bear St/Baker St													
Base	253	294	19	166	261	492	325	594	133	12	1457	272	4278
Added	0	0	0	39	0	2	1	16	0	0	10	21	89
Total	253	294	19	205	261	494	326	610	133	12	1467	293	4367
#3 Bear St/SR-73 SB Ramps													
Base	0	709	187	603	781	0	184	0	158	0	0	0	2621
Added	0	13	9	10	26	0	21	0	15	0	0	0	94
Total	0	722	196	613	807	0	205	0	173	0	0	0	2715
#4 Bear St/SR-73 NB Ramps													
Base	174	684	0	0	1124	234	0	0	0	287	3	1115	3621
Added	8	26	0	0	20	10	0	0	0	17	0	21	102
Total	182	710	0	0	1144	244	0	0	0	304	3	1136	3723
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1052	0	0	2201	0	3253
Added	0	0	0	0	0	0	0	17	0	0	12	0	29
Total	0	0	0	0	0	0	0	1069	0	0	2213	0	3282

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De Nova Homes Residential
Cumulative PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	A	xxxxx	0.530	A	xxxxx	0.533	+ 0.002 V/C
# 2 Bear St/Baker St	D	xxxxx	0.827	D	xxxxx	0.834	+ 0.007 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.644	B	xxxxx	0.666	+ 0.022 V/C
# 4 Bear St/SR-73 NB Ramps	D	xxxxx	0.804	D	xxxxx	0.822	+ 0.018 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

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De Nova Homes Residential
Cumulative PM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	1	0	17	17	1	4	13	1029	4	18	2077	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	0	17	17	1	4	13	1050	4	18	2119	23
Added Vol:	0	0	0	0	0	0	0	17	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	17	17	1	4	13	1067	4	18	2131	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.61	0.61	0.61	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	1	0	23	28	2	7	15	1215	5	19	2238	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	28	2	7	15	1215	5	19	2238	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	23	28	2	7	15	1215	5	19	2238	25
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	0.00	1.00	0.77	0.05	0.18	1.00	1.99	0.01	1.00	2.97	0.03
Final Sat.:	1700	0	1700	1314	77	309	1700	3387	13	1700	5044	56
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.01	0.36	0.36	0.01	0.44	0.44
Crit Moves:			****	****			****				****	

De Nova Homes Residential
Cumulative PM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	248	288	19	163	256	482	319	582	130	12	1428	267
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	253	294	19	166	261	492	325	594	133	12	1457	272
Added Vol:	0	0	0	39	0	2	1	16	0	0	10	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	294	19	205	261	494	326	610	133	12	1467	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	272	316	21	214	272	515	376	702	153	13	1501	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	316	21	214	272	515	376	702	153	13	1501	300
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:	272	316	21	214	272	515	376	702	153	13	1501	300
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	0.94	0.06	2.00	1.00	2.00	2.00	1.64	0.36	1.00	2.50	0.50
Final Sat.:	1700	1595	105	3400	1700	3400	3400	2793	607	1700	4250	850
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.06	0.16	0.15	0.11	0.25	0.25	0.01	0.35	0.35
Crit Moves:	****				****		****				****	

De Nova Homes Residential
Cumulative PM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St						SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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:	0 0	1 1	0	2 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	695	183	591	766	0	180	0	155	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	709	187	603	781	0	184	0	158	0	0	0
Added Vol:	0	13	9	10	26	0	21	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	722	196	613	807	0	205	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	1.00	1.00	1.00
PHF Volume:	0	789	214	685	902	0	220	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	789	214	685	902	0	220	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	789	214	685	902	0	220	0	186	0	0	0
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:	0.00	1.57	0.43	2.00	2.00	0.00	1.08	0.01	0.91	0.00	0.00	0.00
Final Sat.:	0	2675	725	3400	3400	0	1842	0	1558	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.20	0.27	0.00	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					

De Nova Homes Residential
Cumulative PM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St						SR-73 NB Ramps					
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			Split Phase			Split Phase		
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	0	0 0	2 1	0	0 0	0 0	0	0 1	0 1	1
Volume Module:												
Base Vol:	171	671	0	0	1102	229	0	0	0	281	3	1093
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	174	684	0	0	1124	234	0	0	0	287	3	1115
Added Vol:	8	26	0	0	20	10	0	0	0	17	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	710	0	0	1144	244	0	0	0	304	3	1136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.89	0.89	0.89	1.00	1.00	1.00	0.96	0.96	0.96
PHF Volume:	199	776	0	0	1283	273	0	0	0	318	3	1188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	776	0	0	1283	273	0	0	0	318	3	1188
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:	199	776	0	0	1283	273	0	0	0	318	3	1188
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	0.00	0.00	2.47	0.53	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	1700	3400	0	0	4205	895	0	0	0	1683	17	3400
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.19	0.19	0.35
Crit Moves:	****				****							****

De Nova Homes Residential
Cumulative PM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Project Driveway									Baker St							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	1031	0	0	2158	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	1052	0	0	2201	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	17	0	0	12	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	1069	0	0	2213	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.87	0.87	0.87	0.98	0.98	0.98								
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	1231	0	0	2265	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	1231	0	0	2265	0				
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1986	3496	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	55	6	439	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	55	6	439	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	*			*			*			*										

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

Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	205	173	0	0	0	722	196	613	807	0
Future Volume (vph)	205	173	0	0	0	722	196	613	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.93					0.97		1.00	1.00	
Flt Protected	0.97					1.00		0.95	1.00	
Satd. Flow (prot)	3277					3426		3433	3539	
Flt Permitted	0.97					1.00		0.25	1.00	
Satd. Flow (perm)	3277					3426		916	3539	
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	220	186	0	0	0	785	213	681	897	0
RTOR Reduction (vph)	0	0	0	0	0	32	0	0	0	0
Lane Group Flow (vph)	406	0	0	0	0	966	0	681	897	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	12.3					36.6		36.6	36.6	
Effective Green, g (s)	12.3					36.6		36.6	36.6	
Actuated g/C Ratio	0.21					0.63		0.63	0.63	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	696					2165		579	2237	
v/s Ratio Prot	c0.12					0.28			0.25	
v/s Ratio Perm								c0.74		
v/c Ratio	0.58					0.45		1.18	0.40	
Uniform Delay, d1	20.5					5.5		10.6	5.2	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.3					0.1		96.4	0.1	
Delay (s)	21.7					5.6		107.0	5.4	
Level of Service	C					A		F	A	
Approach Delay (s)	21.7		0.0			5.6			49.2	
Approach LOS	C		A			A			D	

Intersection Summary			
HCM 2000 Control Delay	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	304	0	1136	182	710	0	0	1144	244
Future Volume (vph)	0	0	0	304	0	1136	182	710	0	0	1144	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.97	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4951	
Flt Permitted				0.95		1.00	0.12	1.00			1.00	
Satd. Flow (perm)				1770		2787	229	3539			4951	
Peak-hour factor, PHF	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	317	0	1183	198	772	0	0	1285	274
RTOR Reduction (vph)	0	0	0	0	0	204	0	0	0	0	55	0
Lane Group Flow (vph)	0	0	0	317	0	979	198	772	0	0	1504	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.5		18.5	32.5	32.5			32.5	
Effective Green, g (s)				18.5		18.5	32.5	32.5			32.5	
Actuated g/C Ratio				0.31		0.31	0.54	0.54			0.54	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				545		859	124	1916			2681	
v/s Ratio Prot								0.22			0.30	
v/s Ratio Perm				0.18		c0.35	c0.86					
v/c Ratio				0.58		1.14	1.60	0.40			0.56	
Uniform Delay, d1				17.5		20.8	13.8	8.1			9.1	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				4.5		76.8	303.0	0.1			0.3	
Delay (s)				22.0		97.6	316.7	8.2			9.3	
Level of Service				C		F	F	A			A	
Approach Delay (s)		0.0			81.6			71.2			9.3	
Approach LOS		A			F			E			A	

Intersection Summary			
HCM 2000 Control Delay	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1069	2	6	2213	0	1	0	7	0	0	0
Future Vol, veh/h	0	1069	2	6	2213	0	1	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	98	98	98	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1229	2	6	2258	0	1	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2258	0	0	1231	0	0	2146	3500	616	2884	3501	1129
Stage 1	-	-	-	-	-	-	1230	1230	-	2270	2270	-
Stage 2	-	-	-	-	-	-	916	2270	-	614	1231	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	92	-	-	562	-	-	37	6	433	11	6	170
Stage 1	-	-	-	-	-	-	184	248	-	25	75	-
Stage 2	-	-	-	-	-	-	272	75	-	433	248	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	92	-	-	562	-	-	37	6	433	11	6	170
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	6	-	11	6	-
Stage 1	-	-	-	-	-	-	184	248	-	25	74	-
Stage 2	-	-	-	-	-	-	269	74	-	425	248	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	25.4	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	185	92	-	-	562	-	-	-
HCM Lane V/C Ratio	0.048	-	-	-	0.011	-	-	-
HCM Control Delay (s)	25.4	0	-	-	11.5	-	-	0
HCM Lane LOS	D	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

De Nova Homes Residential
Existing plus Project AM Peak Hour

Scenario Report

Scenario:	Exist + Proj AM
Command:	Exist + Proj AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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De Nova Homes Residential
Existing plus Project AM Peak Hour

Trip Generation Report
Project Trips
Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	De Nova Home	1.00	Residential	5.00	25.00	5	25	30	100.0
	Zone 1 Subtotal					5	25	30	100.0
TOTAL						5	25	30	100.0

De Nova Homes Residential
Existing plus Project AM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	20.0	20.0	20.0	10.0
2	15.0	45.0	10.0	15.0	15.0	0.0
3	80.0	10.0	0.0	0.0	10.0	0.0
4	0.0	0.0	80.0	10.0	10.0	0.0

De Nova Homes Residential
Existing plus Project AM Peak Hour

Turning Movement Report
Proj AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	5	2	12	13	1	11	13	1635	3	5	769	10	2479
Added	0	0	0	0	0	0	0	1	0	0	4	0	5
Total	5	2	12	13	1	11	13	1636	3	5	773	10	2484
#2 Bear St/Baker St													
Base	64	143	18	174	257	295	322	1076	260	25	427	67	3128
Added	1	0	0	0	0	3	15	4	3	0	1	0	27
Total	65	143	18	174	257	298	337	1080	263	25	428	67	3155
#3 Bear St/SR-73 SB Ramps													
Base	0	315	240	692	449	0	104	3	247	0	0	0	2050
Added	0	10	5	0	2	0	0	0	1	0	0	0	18
Total	0	325	245	692	451	0	104	3	248	0	0	0	2068
#4 Bear St/SR-73 NB Ramps													
Base	105	316	0	0	963	151	0	0	0	138	0	724	2397
Added	5	5	0	0	1	0	0	0	0	1	0	0	12
Total	110	321	0	0	964	151	0	0	0	139	0	724	2409
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1658	0	0	786	0	2444
Added	4	0	21	0	0	0	0	0	1	4	0	0	30
Total	4	0	21	0	0	0	0	1658	1	4	786	0	2474

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De Nova Homes Residential
Existing plus Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 2 Bear St/Baker St	C	xxxxx	0.737	C	xxxxx	0.740	+ 0.003 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.685	B	xxxxx	0.690	+ 0.005 V/C
# 4 Bear St/SR-73 NB Ramps	B	xxxxx	0.651	B	xxxxx	0.655	+ 0.004 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	E	42.6	0.135	+42.573 D/V

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De Nova Homes Residential
Existing plus Project AM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	5	2	12	13	1	11	13	1635	3	5	769	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	12	13	1	11	13	1635	3	5	769	10
Added Vol:	0	0	0	0	0	0	0	1	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	12	13	1	11	13	1636	3	5	773	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.62	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
PHF Volume:	12	5	28	21	2	18	14	1816	3	6	951	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	28	21	2	18	14	1816	3	6	951	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	28	21	2	18	14	1816	3	6	951	12
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	0.14	0.86	0.52	0.04	0.44	1.00	1.99	0.01	1.00	2.96	0.04
Final Sat.:	1700	243	1457	887	68	745	1700	3394	6	1700	5035	65
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.54	0.54	0.00	0.19	0.19
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Existing plus Project AM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	143	18	174	257	295	322	1076	260	25	427	67
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:	64	143	18	174	257	295	322	1076	260	25	427	67
Added Vol:	1	0	0	0	0	3	15	4	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	143	18	174	257	298	337	1080	263	25	428	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	76	168	21	188	278	322	394	1263	308	33	571	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	168	21	188	278	322	394	1263	308	33	571	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:	76	168	21	188	278	322	394	1263	308	33	571	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	0.89	0.11	2.00	1.00	2.00	2.00	1.61	0.39	1.00	2.59	0.41
Final Sat.:	1700	1510	190	3400	1700	3400	3400	2734	666	1700	4410	690
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.06	0.16	0.09	0.12	0.46	0.46	0.02	0.13	0.13
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Existing plus Project AM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St							SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	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:	0	0	1	1	0	2	0	2	0	0	1	0	1! 0 0 0 0 0 0 0
Volume Module:													
Base Vol:	0	315	240	692	449	0	104	3	247	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	315	240	692	449	0	104	3	247	0	0	0	
Added Vol:	0	10	5	0	2	0	0	0	1	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	325	245	692	451	0	104	3	248	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.79	0.79	0.79	1.00	1.00	1.00	
PHF Volume:	0	366	276	777	506	0	132	4	314	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	366	276	777	506	0	132	4	314	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	366	276	777	506	0	132	4	314	0	0	0	
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:	0.00	1.14	0.86	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00	
Final Sat.:	0	1939	1461	3400	3400	0	1700	17	1683	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.19	0.19	0.23	0.15	0.00	0.08	0.22	0.19	0.00	0.00	0.00	
Crit Moves:		****		****				****					

De Nova Homes Residential
Existing plus Project AM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St						SR-73 NB Ramps					
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			Split Phase			Split Phase		
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	0	0 0	2 1	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	105	316	0	0	963	151	0	0	0	138	0	724
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:	105	316	0	0	963	151	0	0	0	138	0	724
Added Vol:	5	5	0	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	321	0	0	964	151	0	0	0	139	0	724
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.83	0.83	0.83	1.00	1.00	1.00	0.80	0.80	0.80
PHF Volume:	125	366	0	0	1160	182	0	0	0	175	0	911
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	366	0	0	1160	182	0	0	0	175	0	911
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	366	0	0	1160	182	0	0	0	175	0	911
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	0.00	0.00	2.59	0.41	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1700	3400	0	0	4409	691	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.10	0.00	0.27
Crit Moves:	****				****							****

De Nova Homes Residential
Existing plus Project AM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[42.6]

Street Name:	Project Driveway									Baker St							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	1658	0	0	0	786	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	1658	0	0	0	786	0			
Added Vol:	4	0	21	0	0	0	0	0	0	0	4	0	1	4	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	0	21	0	0	0	0	0	0	0	4	1658	1	4	786	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.86	0.86	0.86	0.75	0.75	0.75								
PHF Volume:	4	0	23	0	0	0	0	0	0	0	5	1939	1	5	1048	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	4	0	23	0	0	0	0	0	0	0	5	1939	1	5	1048	0				
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	2300	2998	970	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1940	xxxx	xxxxx								
Potent Cap.:	33	14	257	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	xxxx	xxxxx								
Move Cap.:	33	14	257	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	xxxx	xxxxx								
Volume/Cap:	0.13	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.0	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	123	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	42.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	42.6			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	E			*			*			*										

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

Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	104	248	0	0	0	325	245	692	451	0
Future Volume (vph)	104	248	0	0	0	325	245	692	451	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.89					0.94		1.00	1.00	
Flt Protected	0.99					1.00		0.95	1.00	
Satd. Flow (prot)	3185					3311		3433	3539	
Flt Permitted	0.99					1.00		0.40	1.00	
Satd. Flow (perm)	3185					3311		1452	3539	
Peak-hour factor, PHF	0.79	0.79	1.00	1.00	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	132	314	0	0	0	365	275	778	507	0
RTOR Reduction (vph)	0	0	0	0	0	104	0	0	0	0
Lane Group Flow (vph)	446	0	0	0	0	536	0	778	507	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	13.3					36.6		36.6	36.6	
Effective Green, g (s)	13.3					36.6		36.6	36.6	
Actuated g/C Ratio	0.23					0.62		0.62	0.62	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	719					2057		902	2199	
v/s Ratio Prot	c0.14					0.16			0.14	
v/s Ratio Perm								c0.54		
v/c Ratio	0.86dr					0.26		0.86	0.23	
Uniform Delay, d1	20.5					5.0		9.1	4.9	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.7					0.1		8.5	0.1	
Delay (s)	22.2					5.1		17.6	5.0	
Level of Service	C					A		B	A	
Approach Delay (s)	22.2		0.0			5.1			12.6	
Approach LOS	C		A			A			B	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Two Way Analysis cannot be performed on Signalized Intersection.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	139	0	724	110	321	0	0	964	151
Future Volume (vph)	0	0	0	139	0	724	110	321	0	0	964	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.98	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4982	
Flt Permitted				0.95		1.00	0.17	1.00			1.00	
Satd. Flow (perm)				1770		2787	308	3539			4982	
Peak-hour factor, PHF	1.00	1.00	1.00	0.80	0.80	0.80	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	174	0	905	125	365	0	0	1095	172
RTOR Reduction (vph)	0	0	0	0	0	521	0	0	0	0	40	0
Lane Group Flow (vph)	0	0	0	174	0	384	125	365	0	0	1227	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.9		18.9	25.6	25.6			25.6	
Effective Green, g (s)				18.9		18.9	25.6	25.6			25.6	
Actuated g/C Ratio				0.35		0.35	0.48	0.48			0.48	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				625		984	147	1693			2383	
v/s Ratio Prot								0.10			0.25	
v/s Ratio Perm				0.10		c0.14	c0.41					
v/c Ratio				0.28		0.39	0.85	0.22			0.51	
Uniform Delay, d1				12.4		13.0	12.3	8.1			9.7	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				1.1		1.2	34.8	0.1			0.2	
Delay (s)				13.5		14.1	47.1	8.2			9.8	
Level of Service				B		B	D	A			A	
Approach Delay (s)		0.0			14.0			18.1			9.8	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1658	1	4	786	0	4	0	21	0	0	0
Future Vol, veh/h	0	1658	1	4	786	0	4	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	75	75	75	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1928	1	5	1048	0	4	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1048	0	0	1929	0	0	2358	2987	965	2023	2988	524
Stage 1	-	-	-	-	-	-	1928	1928	-	1059	1059	-
Stage 2	-	-	-	-	-	-	430	1059	-	964	1929	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	371	-	-	302	-	-	27	14	255	46	14	426
Stage 1	-	-	-	-	-	-	68	112	-	185	299	-
Stage 2	-	-	-	-	-	-	542	299	-	267	112	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	371	-	-	302	-	-	27	14	255	41	14	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	14	-	41	14	-
Stage 1	-	-	-	-	-	-	68	112	-	185	294	-
Stage 2	-	-	-	-	-	-	533	294	-	243	112	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	49.5	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	371	-	-	302	-	-	-
HCM Lane V/C Ratio	0.257	-	-	-	0.018	-	-	-
HCM Control Delay (s)	49.5	0	-	-	17.1	-	-	0
HCM Lane LOS	E	A	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	-

De Nova Homes Residential
Existing plus Project PM Peak Hour

Scenario Report

Scenario:	Exist + Proj PM
Command:	Exist + Proj PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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De Nova Homes Residential
Existing plus Project PM Peak Hour

Trip Generation Report
Project Trips
Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	De Nova Home	1.00	Residential	27.00	12.00	27	12	39	100.0
	Zone 1 Subtotal					27	12	39	100.0
TOTAL						27	12	39	100.0

De Nova Homes Residential
Existing plus Project PM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	20.0	20.0	20.0	10.0
2	15.0	45.0	10.0	15.0	15.0	0.0
3	80.0	10.0	0.0	0.0	10.0	0.0
4	0.0	0.0	80.0	10.0	10.0	0.0

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De Nova Homes Residential
Existing plus Project PM Peak Hour

Turning Movement Report
Proj PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	1	0	17	17	1	4	13	1029	4	18	2077	23	3204
Added	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	1	0	17	17	1	4	13	1033	4	18	2079	23	3210
#2 Bear St/Baker St													
Base	248	288	19	163	256	482	319	582	130	12	1428	267	4194
Added	3	0	0	0	0	16	7	2	1	0	4	0	33
Total	251	288	19	163	256	498	326	584	131	12	1432	267	4227
#3 Bear St/SR-73 SB Ramps													
Base	0	695	183	591	766	0	180	0	155	0	0	0	2570
Added	0	5	2	0	11	0	0	0	5	0	0	0	23
Total	0	700	185	591	777	0	180	0	160	0	0	0	2593
#4 Bear St/SR-73 NB Ramps													
Base	171	671	0	0	1102	229	0	0	0	281	3	1093	3550
Added	2	2	0	0	5	0	0	0	0	5	0	0	14
Total	173	673	0	0	1107	229	0	0	0	286	3	1093	3564
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1031	0	0	2158	0	3189
Added	2	0	10	0	0	0	0	0	4	23	0	0	39
Total	2	0	10	0	0	0	0	1031	4	23	2158	0	3228

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De Nova Homes Residential
Existing plus Project PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
# 2 Bear St/Baker St	D	xxxxx	0.812	D	xxxxx	0.817	+ 0.005 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.632	B	xxxxx	0.636	+ 0.004 V/C
# 4 Bear St/SR-73 NB Ramps	C	xxxxx	0.789	C	xxxxx	0.791	+ 0.002 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	C	24.0	0.041	+24.013 D/V

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De Nova Homes Residential
Existing plus Project PM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	1	0	17	17	1	4	13	1029	4	18	2077	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	17	17	1	4	13	1029	4	18	2077	23
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	17	17	1	4	13	1033	4	18	2079	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.61	0.61	0.61	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	1	0	23	28	2	7	15	1177	5	19	2184	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	28	2	7	15	1177	5	19	2184	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	23	28	2	7	15	1177	5	19	2184	24
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	0.00	1.00	0.77	0.05	0.18	1.00	1.99	0.01	1.00	2.97	0.03
Final Sat.:	1700	0	1700	1314	77	309	1700	3387	13	1700	5044	56
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.01	0.35	0.35	0.01	0.43	0.43
Crit Moves:			****	****			****				****	

De Nova Homes Residential
Existing plus Project PM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	248	288	19	163	256	482	319	582	130	12	1428	267
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:	248	288	19	163	256	482	319	582	130	12	1428	267
Added Vol:	3	0	0	0	0	16	7	2	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	288	19	163	256	498	326	584	131	12	1432	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	270	309	20	170	267	519	376	673	151	12	1466	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	309	20	170	267	519	376	673	151	12	1466	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	309	20	170	267	519	376	673	151	12	1466	273
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	0.94	0.06	2.00	1.00	2.00	2.00	1.63	0.37	1.00	2.53	0.47
Final Sat.:	1700	1595	105	3400	1700	3400	3400	2777	623	1700	4299	801
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.16	0.15	0.11	0.24	0.24	0.01	0.34	0.34
Crit Moves:	****				****		****				****	

De Nova Homes Residential
Existing plus Project PM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St						SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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:	0 0	1 1	0	2 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	695	183	591	766	0	180	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	695	183	591	766	0	180	0	155	0	0	0
Added Vol:	0	5	2	0	11	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	185	591	777	0	180	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	1.00	1.00	1.00
PHF Volume:	0	765	202	660	868	0	193	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	765	202	660	868	0	193	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	765	202	660	868	0	193	0	172	0	0	0
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:	0.00	1.58	0.42	2.00	2.00	0.00	1.05	0.01	0.94	0.00	0.00	0.00
Final Sat.:	0	2689	711	3400	3400	0	1800	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.19	0.26	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					

De Nova Homes Residential
Existing plus Project PM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						SR-73 NB Ramps					
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			Split Phase			Split Phase		
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	0	0 0	2 1	0	0 0	0 0	0	0 1	0 1	1
Volume Module:												
Base Vol:	171	671	0	0	1102	229	0	0	0	281	3	1093
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:	171	671	0	0	1102	229	0	0	0	281	3	1093
Added Vol:	2	2	0	0	5	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	673	0	0	1107	229	0	0	0	286	3	1093
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.89	0.89	0.89	1.00	1.00	1.00	0.96	0.96	0.96
PHF Volume:	189	736	0	0	1241	257	0	0	0	299	3	1143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	736	0	0	1241	257	0	0	0	299	3	1143
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:	189	736	0	0	1241	257	0	0	0	299	3	1143
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	0.00	0.00	2.49	0.51	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	1700	3400	0	0	4226	874	0	0	0	1682	18	3400
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.18	0.18	0.34
Crit Moves:	****				****							****

De Nova Homes Residential
Existing plus Project PM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[24.0]

Street Name:	Project Driveway						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1031	0	0	2158	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1031	0	0	2158	0
Added Vol:	2	0	10	0	0	0	0	0	4	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	10	0	0	0	0	1031	4	23	2158	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	2	0	11	0	0	0	0	1188	5	24	2209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	11	0	0	0	0	1188	5	24	2209	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1973	3446	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx
Potent Cap.:	56	7	452	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	593	xxxx	xxxxx
Move Cap.:	54	7	452	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	593	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	203	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		24.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	180	160	0	0	0	700	185	591	777	0
Future Volume (vph)	180	160	0	0	0	700	185	591	777	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.93					0.97		1.00	1.00	
Flt Protected	0.97					1.00		0.95	1.00	
Satd. Flow (prot)	3272					3428		3433	3539	
Flt Permitted	0.97					1.00		0.27	1.00	
Satd. Flow (perm)	3272					3428		972	3539	
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	194	172	0	0	0	761	201	657	863	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	366	0	0	0	0	932	0	657	863	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	11.5					36.6		36.6	36.6	
Effective Green, g (s)	11.5					36.6		36.6	36.6	
Actuated g/C Ratio	0.20					0.64		0.64	0.64	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	658					2197		623	2268	
v/s Ratio Prot	c0.11					0.27			0.24	
v/s Ratio Perm								c0.68		
v/c Ratio	0.56					0.42		1.05	0.38	
Uniform Delay, d1	20.5					5.1		10.2	4.9	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.0					0.1		51.3	0.1	
Delay (s)	21.5					5.2		61.5	5.0	
Level of Service	C					A		E	A	
Approach Delay (s)	21.5		0.0			5.2			29.4	
Approach LOS	C		A			A			C	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	57.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	286	0	1093	173	673	0	0	1107	229
Future Volume (vph)	0	0	0	286	0	1093	173	673	0	0	1107	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.97	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4955	
Flt Permitted				0.95		1.00	0.12	1.00			1.00	
Satd. Flow (perm)				1770		2787	231	3539			4955	
Peak-hour factor, PHF	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	298	0	1139	188	732	0	0	1244	257
RTOR Reduction (vph)	0	0	0	0	0	225	0	0	0	0	53	0
Lane Group Flow (vph)	0	0	0	298	0	914	188	732	0	0	1448	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.5		18.5	32.5	32.5			32.5	
Effective Green, g (s)				18.5		18.5	32.5	32.5			32.5	
Actuated g/C Ratio				0.31		0.31	0.54	0.54			0.54	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				545		859	125	1916			2683	
v/s Ratio Prot								0.21			0.29	
v/s Ratio Perm				0.17		c0.33	c0.81					
v/c Ratio				0.55		1.06	1.50	0.38			0.54	
Uniform Delay, d1				17.3		20.8	13.8	7.9			8.9	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				3.9		49.0	263.8	0.1			0.2	
Delay (s)				21.2		69.8	277.5	8.1			9.1	
Level of Service				C		E	F	A			A	
Approach Delay (s)		0.0			59.7			63.1			9.1	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay	40.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1031	4	23	2158	0	2	0	10	0	0	0
Future Vol, veh/h	0	1031	4	23	2158	0	2	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	98	98	98	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1185	5	23	2202	0	2	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2202	0	0	1190	0	0	2115	3436	595	2842	3439	1101
Stage 1	-	-	-	-	-	-	1187	1187	-	2249	2249	-
Stage 2	-	-	-	-	-	-	928	2249	-	593	1190	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	99	-	-	582	-	-	39	7	447	12	7	178
Stage 1	-	-	-	-	-	-	196	260	-	26	77	-
Stage 2	-	-	-	-	-	-	267	77	-	445	259	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	99	-	-	582	-	-	38	7	447	11	7	178
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	7	-	11	7	-
Stage 1	-	-	-	-	-	-	196	260	-	26	74	-
Stage 2	-	-	-	-	-	-	256	74	-	434	259	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	29.5	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	99	-	-	582	-	-	-
HCM Lane V/C Ratio	0.083	-	-	-	0.04	-	-	-
HCM Control Delay (s)	29.5	0	-	-	11.4	-	-	0
HCM Lane LOS	D	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

Scenario Report

Scenario:	Cum + Proj AM
Command:	Cum + Proj AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cum + Proj AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

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De Nova Homes Residential
Cumulative plus Project AM Peak Hour

Trip Generation Report
Cumulative and Project Trips
Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	De Nova Home	1.00	Residential	5.00	25.00	5	25	30	6.8
	Zone 1 Subtotal					5	25	30	6.8
TOTAL						5	25	30	6.8

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De Nova Homes Residential
Cumulative plus Project AM Peak Hour

Trip Generation Report
Cumulative and Project Trips
Forecast for Cum AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	125 East Bak	1.00	Apartments	24.00	98.00	24	98	122	27.6
	Zone 2 Subtotal					24	98	122	27.6
3	2626 Harbor	1.00	Single Family	6.00	19.00	6	19	25	5.7
	Zone 3 Subtotal					6	19	25	5.7
4	Projs 19, 27	1.00	Multiple Resid	45.00	220.00	45	220	265	60.0
	Zone 4 Subtotal					45	220	265	60.0
TOTAL						75	337	412	93.2

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De Nova Homes Residential
Cumulative plus Project AM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	20.0	20.0	20.0	10.0
2	15.0	45.0	10.0	15.0	15.0	0.0
3	80.0	10.0	0.0	0.0	10.0	0.0
4	0.0	0.0	80.0	10.0	10.0	0.0

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De Nova Homes Residential
Cumulative plus Project AM Peak Hour

Turning Movement Report
Proj AM + Cum AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	5	2	12	13	1	11	13	1668	3	5	784	10	2529
Added	0	0	0	0	0	0	0	8	0	0	20	0	28
Total	5	2	12	13	1	11	13	1676	3	5	804	10	2557
#2 Bear St/Baker St													
Base	65	146	18	177	262	301	328	1098	265	25	436	68	3191
Added	1	0	0	10	0	4	17	9	3	0	16	39	99
Total	66	146	18	187	262	305	345	1107	268	25	452	107	3290
#3 Bear St/SR-73 SB Ramps													
Base	0	321	245	706	458	0	106	3	252	0	0	0	2091
Added	0	35	22	22	9	0	5	0	5	0	0	0	98
Total	0	356	267	728	467	0	111	3	257	0	0	0	2189
#4 Bear St/SR-73 NB Ramps													
Base	107	322	0	0	982	154	0	0	0	141	0	738	2445
Added	20	19	0	0	25	22	0	0	0	5	0	5	96
Total	127	341	0	0	1007	176	0	0	0	146	0	743	2541
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1691	0	0	802	0	2493
Added	4	0	21	0	0	0	0	7	1	4	16	0	53
Total	4	0	21	0	0	0	0	1698	1	4	818	0	2546

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De Nova Homes Residential
Cumulative plus Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	B	xxxxx	0.630	B	xxxxx	0.633	+ 0.003 V/C
# 2 Bear St/Baker St	C	xxxxx	0.750	C	xxxxx	0.755	+ 0.005 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.698	C	xxxxx	0.724	+ 0.026 V/C
# 4 Bear St/SR-73 NB Ramps	B	xxxxx	0.663	B	xxxxx	0.690	+ 0.026 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	E	46.2	0.148	+46.244 D/V

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De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	5	2	12	13	1	11	13	1635	3	5	769	10
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	2	12	13	1	11	13	1668	3	5	784	10
Added Vol:	0	0	0	0	0	0	0	8	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	12	13	1	11	13	1676	3	5	804	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.62	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
PHF Volume:	12	5	28	21	2	18	15	1860	3	6	989	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	28	21	2	18	15	1860	3	6	989	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	28	21	2	18	15	1860	3	6	989	13
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	0.14	0.86	0.52	0.04	0.44	1.00	1.99	0.01	1.00	2.96	0.04
Final Sat.:	1700	243	1457	887	68	745	1700	3394	6	1700	5036	64
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.55	0.55	0.00	0.20	0.20
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	143	18	174	257	295	322	1076	260	25	427	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	65	146	18	177	262	301	328	1098	265	26	436	68
Added Vol:	1	0	0	10	0	4	17	9	3	0	16	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	146	18	187	262	305	345	1107	268	26	452	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	78	171	22	202	283	329	404	1294	314	34	602	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	171	22	202	283	329	404	1294	314	34	602	143
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:	78	171	22	202	283	329	404	1294	314	34	602	143
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	0.89	0.11	2.00	1.00	2.00	2.00	1.61	0.39	1.00	2.42	0.58
Final Sat.:	1700	1510	190	3400	1700	3400	3400	2737	663	1700	4120	980
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.17	0.10	0.12	0.47	0.47	0.02	0.15	0.15
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St							SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	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:	0	0	1	1	0	2	0	2	0	0	1	0	1! 0 0 0 0 0 0 0
Volume Module:													
Base Vol:	0	315	240	692	449	0	104	3	247	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	321	245	706	458	0	106	3	252	0	0	0	
Added Vol:	0	35	22	22	9	0	5	0	5	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	356	267	728	467	0	111	3	257	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.79	0.79	0.79	1.00	1.00	1.00	
PHF Volume:	0	401	300	817	524	0	141	4	325	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	401	300	817	524	0	141	4	325	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	401	300	817	524	0	141	4	325	0	0	0	
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:	0.00	1.14	0.86	2.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00	
Final Sat.:	0	1944	1456	3400	3400	0	1700	17	1683	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.21	0.21	0.24	0.15	0.00	0.08	0.23	0.19	0.00	0.00	0.00	
Crit Moves:		****		****				****					

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St						SR-73 NB Ramps					
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			Split Phase			Split Phase		
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	0	0 0	2 1	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	105	316	0	0	963	151	0	0	0	138	0	724
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	107	322	0	0	982	154	0	0	0	141	0	738
Added Vol:	20	19	0	0	25	22	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	341	0	0	1007	176	0	0	0	146	0	743
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.83	0.83	0.83	1.00	1.00	1.00	0.80	0.80	0.80
PHF Volume:	145	389	0	0	1212	212	0	0	0	183	0	935
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	389	0	0	1212	212	0	0	0	183	0	935
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:	145	389	0	0	1212	212	0	0	0	183	0	935
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	0.00	0.00	2.55	0.45	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1700	3400	0	0	4341	759	0	0	0	1700	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.11	0.00	0.28
Crit Moves:	****				****							****

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[46.2]

Street Name:	Project Driveway									Baker St							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	1658	0	0	786	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	1691	0	0	802	0				
Added Vol:	4	0	21	0	0	0	0	0	0	0	0	7	1	4	16	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	0	21	0	0	0	0	0	0	0	0	1698	1	4	818	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.86	0.86	0.86	0.75	0.75	0.75								
PHF Volume:	4	0	23	0	0	0	0	0	0	0	0	1986	1	5	1090	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	4	0	23	0	0	0	0	0	0	0	0	1986	1	5	1090	0				
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	2361	3088	994	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1987	xxxx	xxxxx								
Potent Cap.:	30	12	247	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	xxxx	xxxxx								
Move Cap.:	30	12	247	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	xxxx	xxxxx								
Volume/Cap:	0.15	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.5	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	114	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	46.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	46.2			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	E			*			*			*										

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

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Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	111	257	0	0	0	356	267	728	467	0
Future Volume (vph)	111	257	0	0	0	356	267	728	467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.90					0.94		1.00	1.00	
Flt Protected	0.99					1.00		0.95	1.00	
Satd. Flow (prot)	3187					3312		3433	3539	
Flt Permitted	0.99					1.00		0.37	1.00	
Satd. Flow (perm)	3187					3312		1342	3539	
Peak-hour factor, PHF	0.79	0.79	1.00	1.00	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	141	325	0	0	0	400	300	818	525	0
RTOR Reduction (vph)	0	0	0	0	0	102	0	0	0	0
Lane Group Flow (vph)	466	0	0	0	0	598	0	818	525	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	13.7					36.6		36.6	36.6	
Effective Green, g (s)	13.7					36.6		36.6	36.6	
Actuated g/C Ratio	0.23					0.62		0.62	0.62	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	736					2044		828	2184	
v/s Ratio Prot	c0.15					0.18			0.15	
v/s Ratio Perm								c0.61		
v/c Ratio	0.87dr					0.29		0.99	0.24	
Uniform Delay, d1	20.5					5.3		11.1	5.1	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.8					0.1		28.0	0.1	
Delay (s)	22.3					5.4		39.1	5.2	
Level of Service	C					A		D	A	
Approach Delay (s)	22.3		0.0			5.4			25.8	
Approach LOS	C		A			A			C	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	146	0	743	127	341	0	0	1007	176
Future Volume (vph)	0	0	0	146	0	743	127	341	0	0	1007	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.98	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4972	
Flt Permitted				0.95		1.00	0.15	1.00			1.00	
Satd. Flow (perm)				1770		2787	287	3539			4972	
Peak-hour factor, PHF	1.00	1.00	1.00	0.80	0.80	0.80	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	182	0	929	144	388	0	0	1144	200
RTOR Reduction (vph)	0	0	0	0	0	517	0	0	0	0	43	0
Lane Group Flow (vph)	0	0	0	183	0	412	144	388	0	0	1301	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.6		18.6	30.3	30.3			30.3	
Effective Green, g (s)				18.6		18.6	30.3	30.3			30.3	
Actuated g/C Ratio				0.32		0.32	0.52	0.52			0.52	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				568		895	150	1852			2601	
v/s Ratio Prot								0.11			0.26	
v/s Ratio Perm				0.10		c0.15	c0.50					
v/c Ratio				0.32		0.46	0.96	0.21			0.50	
Uniform Delay, d1				14.9		15.7	13.2	7.4			8.9	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				1.5		1.7	60.6	0.1			0.2	
Delay (s)				16.4		17.4	73.9	7.4			9.1	
Level of Service				B		B	E	A			A	
Approach Delay (s)		0.0			17.2			25.4			9.1	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1698	1	4	818	0	4	0	21	0	0	0
Future Vol, veh/h	0	1698	1	4	818	0	4	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	75	75	75	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1974	1	5	1091	0	4	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1091	0	0	1976	0	0	2422	3076	988	2088	3077	545
Stage 1	-	-	-	-	-	-	1975	1975	-	1101	1101	-
Stage 2	-	-	-	-	-	-	447	1101	-	987	1976	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	354	-	-	289	-	-	24	12	246	41	12	413
Stage 1	-	-	-	-	-	-	63	106	-	173	286	-
Stage 2	-	-	-	-	-	-	529	286	-	259	106	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	354	-	-	289	-	-	24	12	246	37	12	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	12	-	37	12	-
Stage 1	-	-	-	-	-	-	63	106	-	173	281	-
Stage 2	-	-	-	-	-	-	520	281	-	234	106	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	55	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	354	-	-	289	-	-	-
HCM Lane V/C Ratio	0.281	-	-	-	0.018	-	-	-
HCM Control Delay (s)	55	0	-	-	17.7	-	-	0
HCM Lane LOS	F	A	-	-	C	-	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	-

De Nova Homes Residential
Cumulative plus Project PM Peak Hour

Scenario Report

Scenario:	Cum + Proj PM
Command:	Cum + Proj PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cum + Proj PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

Trip Generation Report
Cumulative and Project Trips
Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	De Nova Home	1.00	Residential	27.00	12.00	27	12	39	7.3
	Zone 1 Subtotal					27	12	39	7.3
TOTAL						27	12	39	7.3

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

Trip Generation Report
Cumulative and Project Trips
Forecast for Cum PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	125 East Bak	1.00	Apartments	97.00	52.00	97	52	149	27.9
	Zone 2 Subtotal					97	52	149	27.9
3	2626 Harbor	1.00	Single Family	21.00	12.00	21	12	33	6.2
	Zone 3 Subtotal					21	12	33	6.2
4	Projs 19, 27	1.00	Multiple Resid	210.00	103.00	210	103	313	58.6
	Zone 4 Subtotal					210	103	313	58.6
TOTAL						328	167	495	92.7

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	20.0	20.0	20.0	10.0
2	15.0	45.0	10.0	15.0	15.0	0.0
3	80.0	10.0	0.0	0.0	10.0	0.0
4	0.0	0.0	80.0	10.0	10.0	0.0

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

Turning Movement Report
Proj PM + Cum PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Milbro St/Baker St													
Base	1	0	17	17	1	4	13	1050	4	18	2119	23	3268
Added	0	0	0	0	0	0	0	21	0	0	14	0	35
Total	1	0	17	17	1	4	13	1071	4	18	2133	23	3303
#2 Bear St/Baker St													
Base	253	294	19	166	261	492	325	594	133	12	1457	272	4278
Added	3	0	0	39	0	18	8	18	1	0	14	21	122
Total	256	294	19	205	261	510	333	612	134	12	1471	293	4400
#3 Bear St/SR-73 SB Ramps													
Base	0	709	187	603	781	0	184	0	158	0	0	0	2621
Added	0	18	11	10	37	0	21	0	20	0	0	0	117
Total	0	727	198	613	818	0	205	0	178	0	0	0	2738
#4 Bear St/SR-73 NB Ramps													
Base	174	684	0	0	1124	234	0	0	0	287	3	1115	3621
Added	10	29	0	0	25	10	0	0	0	22	0	21	117
Total	184	713	0	0	1149	244	0	0	0	309	3	1136	3738
#5 Project Driveway/Baker St													
Base	0	0	0	0	0	0	0	1052	0	0	2201	0	3253
Added	2	0	10	0	0	0	0	17	4	23	12	0	68
Total	2	0	10	0	0	0	0	1069	4	23	2213	0	3321

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Milbro St/Baker St	A	xxxxx	0.530	A	xxxxx	0.533	+ 0.003 V/C
# 2 Bear St/Baker St	D	xxxxx	0.827	D	xxxxx	0.839	+ 0.012 V/C
# 3 Bear St/SR-73 SB Ramps	B	xxxxx	0.644	B	xxxxx	0.669	+ 0.026 V/C
# 4 Bear St/SR-73 NB Ramps	D	xxxxx	0.804	D	xxxxx	0.824	+ 0.021 V/C
# 5 Project Driveway/Baker St	A	0.0	0.000	D	25.6	0.045	+25.579 D/V

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	1	0	17	17	1	4	13	1029	4	18	2077	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	0	17	17	1	4	13	1050	4	18	2119	23
Added Vol:	0	0	0	0	0	0	0	21	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	17	17	1	4	13	1071	4	18	2133	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.61	0.61	0.61	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	1	0	23	28	2	7	15	1219	5	19	2240	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	28	2	7	15	1219	5	19	2240	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	23	28	2	7	15	1219	5	19	2240	25
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	0.00	1.00	0.77	0.05	0.18	1.00	1.99	0.01	1.00	2.97	0.03
Final Sat.:	1700	0	1700	1314	77	309	1700	3387	13	1700	5045	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.01	0.36	0.36	0.01	0.44	0.44
Crit Moves:			****	****			****				****	

De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	248	288	19	163	256	482	319	582	130	12	1428	267
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	253	294	19	166	261	492	325	594	133	12	1457	272
Added Vol:	3	0	0	39	0	18	8	18	1	0	14	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	294	19	205	261	510	333	612	134	12	1471	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	275	316	21	214	272	531	384	705	154	13	1505	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	316	21	214	272	531	384	705	154	13	1505	300
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:	275	316	21	214	272	531	384	705	154	13	1505	300
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	0.94	0.06	2.00	1.00	2.00	2.00	1.64	0.36	1.00	2.50	0.50
Final Sat.:	1700	1595	105	3400	1700	3400	3400	2790	610	1700	4252	848
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.06	0.16	0.16	0.11	0.25	0.25	0.01	0.35	0.35
Crit Moves:	****				****		****				****	

De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #3 Bear St/SR-73 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Bear St							SR-73 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	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:	0	0	1	1	0	2	0	2	0	0	1	0	1! 0 0 0 0 0 0 0
Volume Module:													
Base Vol:	0	695	183	591	766	0	180	0	155	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	709	187	603	781	0	184	0	158	0	0	0	
Added Vol:	0	18	11	10	37	0	21	0	20	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	727	198	613	818	0	205	0	178	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	1.00	1.00	1.00	
PHF Volume:	0	794	216	685	914	0	220	0	191	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	794	216	685	914	0	220	0	191	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	794	216	685	914	0	220	0	191	0	0	0	
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:	0.00	1.57	0.43	2.00	2.00	0.00	1.07	0.00	0.93	0.00	0.00	0.00	
Final Sat.:	0	2673	727	3400	3400	0	1818	0	1582	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.30	0.30	0.20	0.27	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:		****		****			****						

De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #4 Bear St/SR-73 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St							SR-73 NB Ramps					
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			Split Phase			Split Phase			
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	0	0	0	2	1	0	0	0	0	0	0	0	1	0	1	1
Volume Module:													
Base Vol:	171	671	0	0	1102	229	0	0	0	281	3	1093	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	174	684	0	0	1124	234	0	0	0	287	3	1115	
Added Vol:	10	29	0	0	25	10	0	0	0	22	0	21	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	184	713	0	0	1149	244	0	0	0	309	3	1136	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.89	0.89	0.89	1.00	1.00	1.00	0.96	0.96	0.96	
PHF Volume:	202	780	0	0	1288	273	0	0	0	323	3	1188	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	202	780	0	0	1288	273	0	0	0	323	3	1188	
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:	202	780	0	0	1288	273	0	0	0	323	3	1188	
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	0.00	0.00	2.48	0.52	0.00	0.00	0.00	0.99	0.01	2.00	
Final Sat.:	1700	3400	0	0	4208	892	0	0	0	1683	17	3400	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.23	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.19	0.19	0.35	
Crit Moves:	****				****							****	

De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #5 Project Driveway/Baker St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[25.6]

Street Name:	Project Driveway						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1031	0	0	2158	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	1052	0	0	2201	0
Added Vol:	2	0	10	0	0	0	0	17	4	23	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	10	0	0	0	0	1069	4	23	2213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	1.00	1.00	1.00	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	2	0	11	0	0	0	0	1231	5	24	2265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	11	0	0	0	0	1231	5	24	2265	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2036	3546	618	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx
Potent Cap.:	51	6	437	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	xxxxx
Move Cap.:	49	6	437	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	188	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

Movement	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	205	178	0	0	0	727	198	613	818	0
Future Volume (vph)	205	178	0	0	0	727	198	613	818	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5		4.5	4.5	
Lane Util. Factor	0.97					0.95		0.97	0.95	
Frt	0.93					0.97		1.00	1.00	
Flt Protected	0.97					1.00		0.95	1.00	
Satd. Flow (prot)	3274					3426		3433	3539	
Flt Permitted	0.97					1.00		0.25	1.00	
Satd. Flow (perm)	3274					3426		907	3539	
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	220	191	0	0	0	790	215	681	909	0
RTOR Reduction (vph)	0	0	0	0	0	32	0	0	0	0
Lane Group Flow (vph)	411	0	0	0	0	973	0	681	909	0
Turn Type	Prot					NA		Perm	NA	
Protected Phases	6					4			8	
Permitted Phases								8		
Actuated Green, G (s)	12.4					36.6		36.6	36.6	
Effective Green, g (s)	12.4					36.6		36.6	36.6	
Actuated g/C Ratio	0.21					0.63		0.63	0.63	
Clearance Time (s)	4.5					4.5		4.5	4.5	
Vehicle Extension (s)	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	699					2161		572	2233	
v/s Ratio Prot	c0.13					0.28			0.26	
v/s Ratio Perm								c0.75		
v/c Ratio	0.59					0.45		1.19	0.41	
Uniform Delay, d1	20.5					5.5		10.7	5.3	
Progression Factor	1.00					1.00		1.00	1.00	
Incremental Delay, d2	1.3					0.2		102.2	0.1	
Delay (s)	21.8					5.7		112.9	5.4	
Level of Service	C					A		F	A	
Approach Delay (s)	21.8		0.0			5.7			51.5	
Approach LOS	C		A			A			D	

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	309	0	1136	184	713	0	0	1149	244
Future Volume (vph)	0	0	0	309	0	1136	184	713	0	0	1149	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5		4.5	4.5	4.5			4.5	
Lane Util. Factor				1.00		0.88	1.00	0.95			0.91	
Frt				1.00		0.85	1.00	1.00			0.97	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		2787	1770	3539			4952	
Flt Permitted				0.95		1.00	0.12	1.00			1.00	
Satd. Flow (perm)				1770		2787	229	3539			4952	
Peak-hour factor, PHF	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	322	0	1183	200	775	0	0	1291	274
RTOR Reduction (vph)	0	0	0	0	0	203	0	0	0	0	55	0
Lane Group Flow (vph)	0	0	0	322	0	980	200	775	0	0	1510	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases								4			8	
Permitted Phases				2		2	4					
Actuated Green, G (s)				18.5		18.5	32.5	32.5			32.5	
Effective Green, g (s)				18.5		18.5	32.5	32.5			32.5	
Actuated g/C Ratio				0.31		0.31	0.54	0.54			0.54	
Clearance Time (s)				4.5		4.5	4.5	4.5			4.5	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				545		859	124	1916			2682	
v/s Ratio Prot								0.22			0.30	
v/s Ratio Perm				0.18		c0.35	c0.87					
v/c Ratio				0.59		1.14	1.61	0.40			0.56	
Uniform Delay, d1				17.5		20.8	13.8	8.1			9.1	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				4.7		77.5	309.8	0.1			0.3	
Delay (s)				22.2		98.2	323.6	8.2			9.3	
Level of Service				C		F	F	A			A	
Approach Delay (s)		0.0			81.9			72.9			9.3	
Approach LOS		A			F			E			A	

Intersection Summary			
HCM 2000 Control Delay	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Research does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1069	4	23	2213	0	2	0	10	0	0	0
Future Vol, veh/h	0	1069	4	23	2213	0	2	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	98	98	98	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1229	5	23	2258	0	2	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2258	0	0	1233	0	0	2181	3536	617	2919	3538	1129
Stage 1	-	-	-	-	-	-	1231	1231	-	2305	2305	-
Stage 2	-	-	-	-	-	-	950	2305	-	614	1233	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	92	-	-	561	-	-	35	6	433	11	6	170
Stage 1	-	-	-	-	-	-	184	248	-	23	72	-
Stage 2	-	-	-	-	-	-	259	72	-	433	247	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	92	-	-	561	-	-	34	6	433	10	6	170
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	6	-	10	6	-
Stage 1	-	-	-	-	-	-	184	248	-	23	69	-
Stage 2	-	-	-	-	-	-	248	69	-	422	247	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	32.1	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	92	-	-	561	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	0.042	-	-	-
HCM Control Delay (s)	32.1	0	-	-	11.7	-	-	0
HCM Lane LOS	D	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1658	1	4	786	0	0	0	25	0	0	0
Future Vol, veh/h	0	1658	1	4	786	0	0	0	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	75	75	75	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1928	1	5	1048	0	0	0	28	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1048	0	0	1929	0	0	2358	2987	965	2023	2988	524
Stage 1	-	-	-	-	-	-	1928	1928	-	1059	1059	-
Stage 2	-	-	-	-	-	-	430	1059	-	964	1929	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	371	-	-	302	-	-	27	14	255	46	14	426
Stage 1	-	-	-	-	-	-	68	112	-	185	299	-
Stage 2	-	-	-	-	-	-	542	299	-	267	112	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	371	-	-	302	-	-	27	14	255	40	14	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	14	-	40	14	-
Stage 1	-	-	-	-	-	-	68	112	-	185	294	-
Stage 2	-	-	-	-	-	-	533	294	-	238	112	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	20.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	371	-	-	302	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-	0.018	-	-	-
HCM Control Delay (s)	20.8	0	-	-	17.1	-	-	0
HCM Lane LOS	C	A	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1698	1	4	818	0	0	0	25	0	0	0
Future Vol, veh/h	0	1698	1	4	818	0	0	0	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	75	75	75	90	90	90	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1974	1	5	1091	0	0	0	28	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1091	0	0	1976	0	0	2422	3076	988	2088	3077	545
Stage 1	-	-	-	-	-	-	1975	1975	-	1101	1101	-
Stage 2	-	-	-	-	-	-	447	1101	-	987	1976	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	354	-	-	289	-	-	24	12	246	41	12	413
Stage 1	-	-	-	-	-	-	63	106	-	173	286	-
Stage 2	-	-	-	-	-	-	529	286	-	259	106	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	354	-	-	289	-	-	24	12	246	36	12	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	12	-	36	12	-
Stage 1	-	-	-	-	-	-	63	106	-	173	281	-
Stage 2	-	-	-	-	-	-	520	281	-	230	106	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	21.5	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	246	354	-	-	289	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-	0.018	-	-	-
HCM Control Delay (s)	21.5	0	-	-	17.7	-	-	0
HCM Lane LOS	C	A	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	5	2	12	13	1	11	13	1635	3	9	769	10
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	2	12	13	1	11	13	1668	3	9	784	10
Added Vol:	0	0	0	0	0	0	0	8	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	12	13	1	11	13	1676	3	9	804	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.62	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
PHF Volume:	12	5	28	21	2	18	15	1860	3	11	989	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	28	21	2	18	15	1860	3	11	989	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	28	21	2	18	15	1860	3	11	989	13
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	0.14	0.86	0.52	0.04	0.44	1.00	1.99	0.01	1.00	2.96	0.04
Final Sat.:	1700	243	1457	887	68	745	1700	3394	6	1700	5036	64
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.55	0.55	0.01	0.20	0.20
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Cumulative plus Project AM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	143	18	174	257	295	326	1076	260	25	427	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	65	146	18	177	262	301	333	1098	265	26	436	68
Added Vol:	1	0	0	10	0	4	17	9	3	0	16	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	146	18	187	262	305	350	1107	268	26	452	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	78	171	22	202	283	329	409	1294	314	34	602	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	171	22	202	283	329	409	1294	314	34	602	143
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:	78	171	22	202	283	329	409	1294	314	34	602	143
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	0.89	0.11	2.00	1.00	2.00	2.00	1.61	0.39	1.00	2.42	0.58
Final Sat.:	1700	1510	190	3400	1700	3400	3400	2737	663	1700	4120	980
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.17	0.10	0.12	0.47	0.47	0.02	0.15	0.15
Crit Moves:	****				****			****		****		

De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #1 Milbro St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Milbro St						Baker St					
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			Permitted			Permitted		
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	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	1	0	17	17	1	4	13	1029	4	41	2077	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	0	17	17	1	4	13	1050	4	42	2119	23
Added Vol:	0	0	0	0	0	0	0	21	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	17	17	1	4	13	1071	4	42	2133	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.61	0.61	0.61	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	1	0	23	28	2	7	15	1219	5	44	2240	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	28	2	7	15	1219	5	44	2240	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	23	28	2	7	15	1219	5	44	2240	25
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	0.00	1.00	0.77	0.05	0.18	1.00	1.99	0.01	1.00	2.97	0.03
Final Sat.:	1700	0	1700	1314	77	309	1700	3387	13	1700	5045	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.01	0.36	0.36	0.03	0.44	0.44
Crit Moves:			****	****			****				****	

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De Nova Homes Residential
Cumulative plus Project PM Peak Hour

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

Intersection #2 Bear St/Baker St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Bear St						Baker St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0 1	0	2 0	1 0	2	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	248	288	19	163	256	482	321	582	130	12	1428	267
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	253	294	19	166	261	492	327	594	133	12	1457	272
Added Vol:	3	0	0	39	0	18	8	18	1	0	14	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	294	19	205	261	510	335	612	134	12	1471	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.98	0.98	0.98
PHF Volume:	275	316	21	214	272	531	386	705	154	13	1505	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	316	21	214	272	531	386	705	154	13	1505	300
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:	275	316	21	214	272	531	386	705	154	13	1505	300
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	0.94	0.06	2.00	1.00	2.00	2.00	1.64	0.36	1.00	2.50	0.50
Final Sat.:	1700	1595	105	3400	1700	3400	3400	2790	610	1700	4252	848
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.06	0.16	0.16	0.11	0.25	0.25	0.01	0.35	0.35
Crit Moves:	****				****		****				****	