APPENDIX C
Traffic Impact Study

Traffic Impact Study – Shopping Center Development at 60th Street West & West Avenue K in Lancaster, CA

August 21, 2008

Prepared For:
Environmental Science Associates
707 Wilshire Blvd., Suite 1450
Los Angeles, CA 90017
(213) 599-4300

Prepared by:


1055 Corporate Center Drive, Suite 300
Monterey Park, California 91754
(323) 260-4703

JA62M5X

Table of Contents

List of Figures

List of Tables

Appendices

APPENDIX A – ANALYSIS METHODOLOGIES
APPENDIX B – TRAFFIC COUNT DATA
APPENDIX C – ANALYSIS WORKSHEETS FOR EXISTING (YEAR 2007) CONDITIONS
APPENDIX D – ANALYSIS WORKSHEETS FOR FUTURE (YEAR 2012) PRE-PROJECT CONDITIONS
APPENDIX E – ANALYSIS WORKSHEETS FOR FUTURE (YEAR 2012) POST-PROJECT CONDITIONS
APPENDIX F – SCOPING DOCUMENT (IS FORM) – TRAFFIC IMPACT STUDY
APPENDIX G – SHARED PARKING ANALYSIS

Executive Summary

This following are the conclusions made from the analysis within this report. Project significant impacts were calculated by thresholds established within the traffic study guidelines published by the City of Lancaster.

- Based on the scoping document submitted to the City and discussed and verified with staff, the Project study area included 14 study intersections and six roadway segments. Significant traffic impacts of the proposed Project were analyzed for the weekday a.m. peak and weekday p.m. peak periods.

- During the existing conditions scenario, two of the 14 study intersections operate at a poor level of service (LOS E or F) during both of the analyzed weekday peak periods. All of the six study roadway segments operate at good LOS values of A under this scenario.

- During the future pre-Project period, with traffic from ambient growth and planned area projects, all but four of the study intersections would operate at poor LOS values of E or F. During this period, one of the study roadway segments would operate at a poor LOS value of F.

- The proposed Project land uses would consist of 236,109 square feet of gross shopping center floor area. Specific commercial uses would include the following:

    - A gas station and car wash with a 3,000 square-foot convenience market;
    - A home improvement center with 139,410 square feet of gross floor area and an outdoor garden center of 31,659 square feet in gross area;
    - A pharmacy with a drive-thru facility and general retail and restaurant spaces totaling 32,769 square feet of gross floor area;
    - Two fast-food restaurants with drive-thru facilities and other restaurant spaces, totaling 14,271 square feet of gross floor area; and
    - Other non-leasable building and covered areas within the gas station pad total 15,000 square feet of area

- Including reductions for pass-by trips (existing trips that currently use area roadways but would begin to stop at the proposed Project as linked trips), the proposed Project would generate a net total of 10,770 daily weekday trips, 274 weekday a.m. peak-hour trips (162 inbound and 112 outbound), and 997 weekday p.m. peak-hour trips (480 inbound and 517 outbound).

- Significant Project traffic impacts within either the a.m. peak or p.m. peak weekday periods would occur at 11 of the 14 study intersections and at one of the study roadway segments.

- Implementation of traffic signals at seven unsignalized impacted study intersections would mitigate traffic impacts to a level of insignificance. In addition to signalization, the following physical improvements are recommended at seven of the significantly-impacted study intersections for the full mitigation of significant impacts from the proposed Project (when combined with the recommended signalization measures):

    - 60th Street/Avenue J (intx #2): A second southbound thru lane
    - 60th Street/Avenue K (intx #7): Second northbound and southbound thru lanes
    - 50th Street/Avenue K (intx #8): Northbound left/thru/dual right lanes, and eastbound and westbound second thru lanes and left turn lanes

- 45th Street/Avenue K (intx #9): Eastbound and westbound second left turn lanes
- 60th Street/Avenue L (intx #12): Southbound new thru lane
- 50th Street/Avenue L (intx #13): Eastbound and westbound new thru lanes

- With implementation of the recommended signalization and approach capacity improvements summarized above, all but one of the significant impacts of the proposed Project at the study intersections would be removed. The significant impact at the intersection of 50th Street West & Avenue K would be infeasible and the impact at that location would be significant and unavoidable.

- In order to avoid on-site queuing that could occur at the southern full-access site driveway, which could create on-site traffic conflicts within parking aisles and other on-site roadways, it is recommended that the southern full-access driveway be signalized. With signalization, the driveway intersection with Avenue K would operate at a good LOS value of A. Signalization of the driveway intersection would be the responsibility of the Project.

- Funding of the mitigation measures at the study intersections by the Project should be based on a sharing of impacts across multiple projects. These calculations have been provided for each impacted intersection.

- At the impacted roadway segment of Avenue K, to the east of 60th Street, it is recommended that the roadway be upgraded from a two-lane cross section to a four-lane cross-section to mitigate significant impacts of the proposed Project. Funding of the mitigation measures by the Project should be based on a sharing of impacts across multiple projects. These calculations have been provided for the impacted roadway segment.

- Based on the floor area of the planned Project land uses, the total parking requirement per City code would be 1,019 spaces. Based on this application of City code and a planned supply of 950 spaces, there would be a 69-space supply deficit. Applying typical seasonal demand fluctuations for shopping centers, it was found that this impact would occur within the first part of December (before the Christmas holiday).

- Based on the Project land use, there would likely be some sharing of parking between the restaurant and retail uses would be minimal. An application of the Urban Land Institute Shared parking methodology estimates a demand reduction of 4.27 percent or 43 vehicles on weekdays and a reduction of 7.83 percent or 79 vehicles on Saturdays.

- Utilizing national parking reference data for shopping centers from the Urban Land Institute, the proposed Project would have a parking deficit within the first part December (thru the Christmas holiday). During the period between the Christmas holiday and the New Years holiday, the Project would likely provide an adequate number of spaces for typical demand.

- The Project would not meet parking code requirements of the City of Lancaster for shopping centers, but based on national demand rates, shared parking calculations (between retail areas and restaurants), and expected seasonal fluctuations, the Project supply would be adequate for typical demand outside of the core December shopping period.

- During the December period (excluding the inter-holiday period at the end of the month), the proposed Project parking supply of 950 spaces and the expected demand would result in a parking supply deficit of 90 spaces.

- If the Project can manage on-site parking during the typical peak month, mitigation measures will not be necessary. As the proposed shopping center uses would not include department stores or discount retail centers, parking impacts during the peak holiday period would be unlikely.

1. Introduction

The purpose of this study is to identify the potential traffic impacts associated with the shopping center ("Project"), to be developed on the northwest corner of 60th Street West and Avenue K, in Lancaster. The proposed Project site was formerly the Meadowlark Golf Course. KOA Corporation was retained by Environmental Science Associates (ESA) to study the traffic impacts of the proposed Project. Under pending approval of GPA #05-01 and ZC#05-01, a shopping center will be built with the following uses:

- A gas station and car wash with a 3,000 square-foot convenience market;
- A home improvement center with 139,410 square feet of gross floor area and an outdoor garden center of 31,659 square feet in gross area;
- A pharmacy with a drive-thru facility and general retail and restaurant spaces totaling 32,769 square feet of gross floor area;
- Two fast-food restaurants with drive-thru facilities and other restaurant spaces, totaling 14,271 square feet of gross floor area; and
- Other non-leasable building and covered areas within the gas station pad total 15,000 square feet of area

According to the site plan of April 15, 2008, the total developed building area of the Project would total 236,109 square feet.

The Project study area, as defined through consultation with the City of Lancaster, encompasses 14 roadway intersections and six roadway segments. The study intersection analysis is based on weekday a.m. peak and p.m. peak turning movement volumes. Daily counts on the study roadway segments were conducted for two consecutive 24-hour weekday periods. City count sources were utilized where possible. New counts were taken at locations where existing counts were not available.

Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned project land use, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of project traffic at the study intersections. This report follows significant traffic impact guidelines defined within the City of Lancaster *Interim Traffic Study Guidelines (July 31, 2007)*.

A. Project Location

The proposed Project site is located at the northwest corner of 60th St West and Avenue K. The Project site location is illustrated on Figure 1.

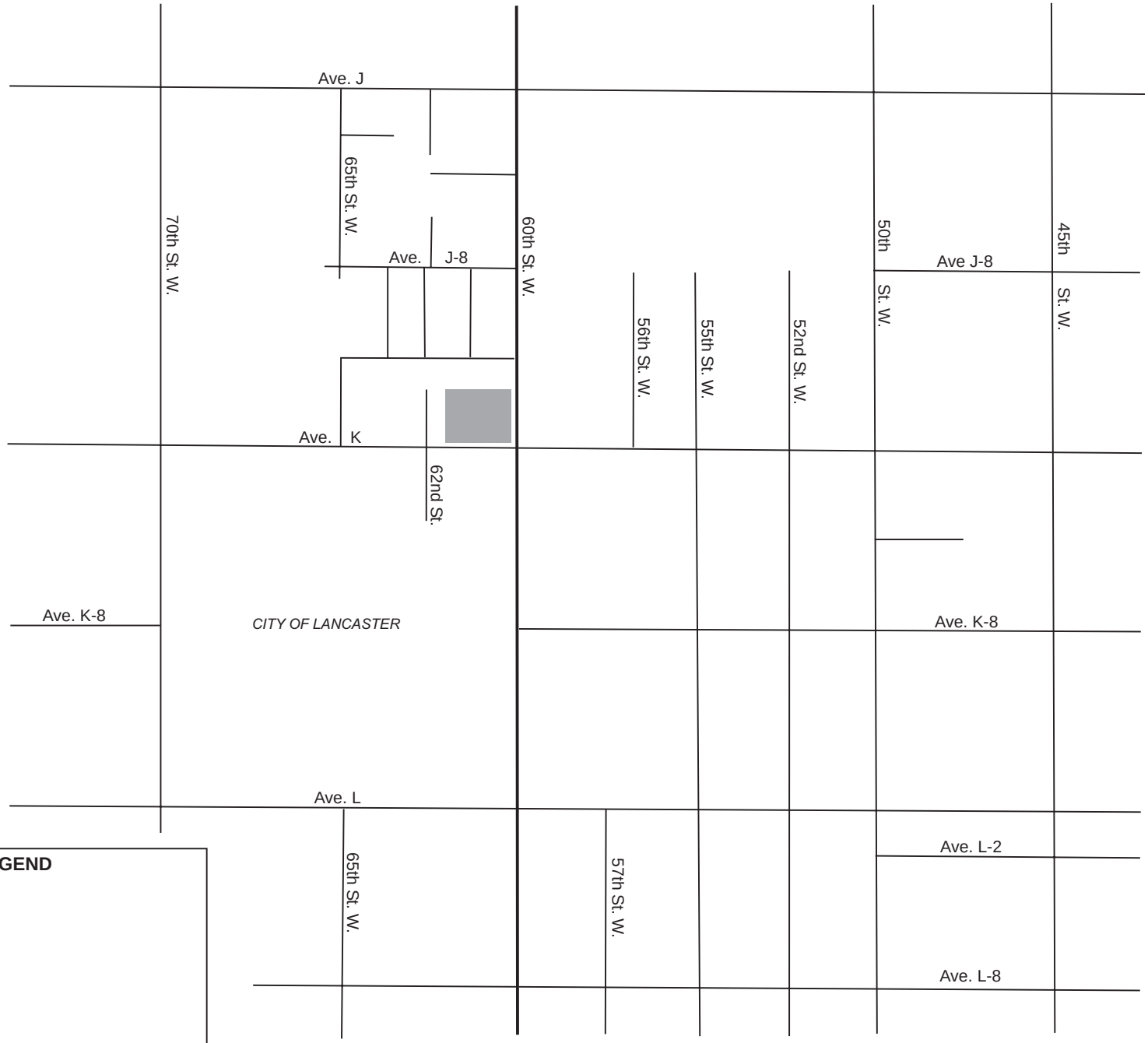

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Figure 1

Project Location

B. Project Study Area

Study intersections

The analyzed study area included the following 14 intersections, where weekday a.m. peak and p.m. peak period traffic was analyzed within each study scenario:

1. 70th Street / Avenue J
2. 60th Street / Avenue J
3. 50th Street / Avenue J
4. 60th Street / Avenue J-8
5. 70th Street / Avenue K
6. 62nd Street / Avenue K
7. 60th Street / Avenue K
8. 50th Street / Avenue K
9. 45th Street / Avenue K
10. 60th Street / Avenue K-8
11. 70th Street / Avenue L
12. 60th Street / Avenue L
13. 50th Street / Avenue L
14. 60th Street / Avenue L-8

Study Roadway Segments

The study area also included the following six roadway segment locations, where daily traffic was analyzed within each study scenario:

1. 60th Street, south of Avenue J
2. 60th Street, north of Avenue K
3. Avenue K, west of 60th Street
4. Avenue K, east of 60th Street
5. Avenue K, east of 50th Street
6. 60th Street, south of Avenue K

The locations of the study intersections and study roadway segment locations are illustrated on Figure 2.

C. Analysis Methodology

The proposed Project site is located within the City of Lancaster. KOA coordinated with the City at the start of this study to achieve consensus on assumptions such as study intersections, ambient growth rates, area projects, and Project trip generation. Traffic impact guidelines defined within the City of Lancaster *Interim Traffic Study Guidelines (July 31, 2007)* were utilized to develop this traffic study. The following text further describes the methodology utilized for the Project traffic impact analysis.

A CEQA Initial Study (IS) form dated July 2, 2007 for the traffic study was provided to KOA by the City. This form provided details on the assumptions for the report, such as study intersection and roadway segment locations, Project trip generation and distribution, ambient growth rates, and Project floor area. An earlier draft report was completed by KOA, but the site plan was modified since that report was completed. Updates to the IS form were discussed with the City before conducting the analysis of the revised site plan. These updates were incorporated into this study report, but an updated IS form was not received from the City before the completion of this report.

Study Scenarios

Weekday AM & PM peak-hour capacity analysis were evaluated at the study intersections and roadway segments for each of the following traffic scenarios, per the City traffic study guidelines:

- Existing (Year 2007) Conditions
- Future (Year 2012) Ambient Growth Conditions
- Future (Year 2012) Ambient Growth Conditions + Area Projects
- Future (Year 2012) Ambient Growth Conditions + Area Projects + Project
- Post-project scenario plus mitigations for impacted locations

Counts were conducted in 2007 at the start of this study. Year-2007 volumes are considered valid for existing conditions for this report. The TRAFFIX software was used by KOA to perform the analysis of level of service at the study intersections.

Existing Period Conditions

In order to define existing traffic conditions at the study intersections, new peak-hour turning movement counts were collected at the study intersections during the following periods:

- Weekday a.m. period: 6:30 a.m. to 8:30 a.m.
- Weekday p.m. period: 4:00 p.m. to 6:00 p.m.

Daily weekday volume counts were also collected at the study roadway segments for two consecutive 24-hour periods (and then averaged together). Fieldwork within the Project study area was undertaken to identify the condition of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of permitted on-street parking.

KOA compiled new manual intersection turn movement counts that were conducted at the study intersections and roadway segments during May 2007. The City of Lancaster provided previous counts for four of the study intersections, from data collected in August 2006 and March 2007 during the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Traffic counts conducted within 2006 were factored upward by one year of ambient growth, as defined for the future conditions analysis.

The results of the counts were utilized to determine existing weekday peak-period conditions. The highest four consecutive 15-minute periods were used to define the peak-hour for analysis from each of the two-hour count datasets.

Existing level of service values at the study intersections and roadway segments are discussed within Section 2 of this report.

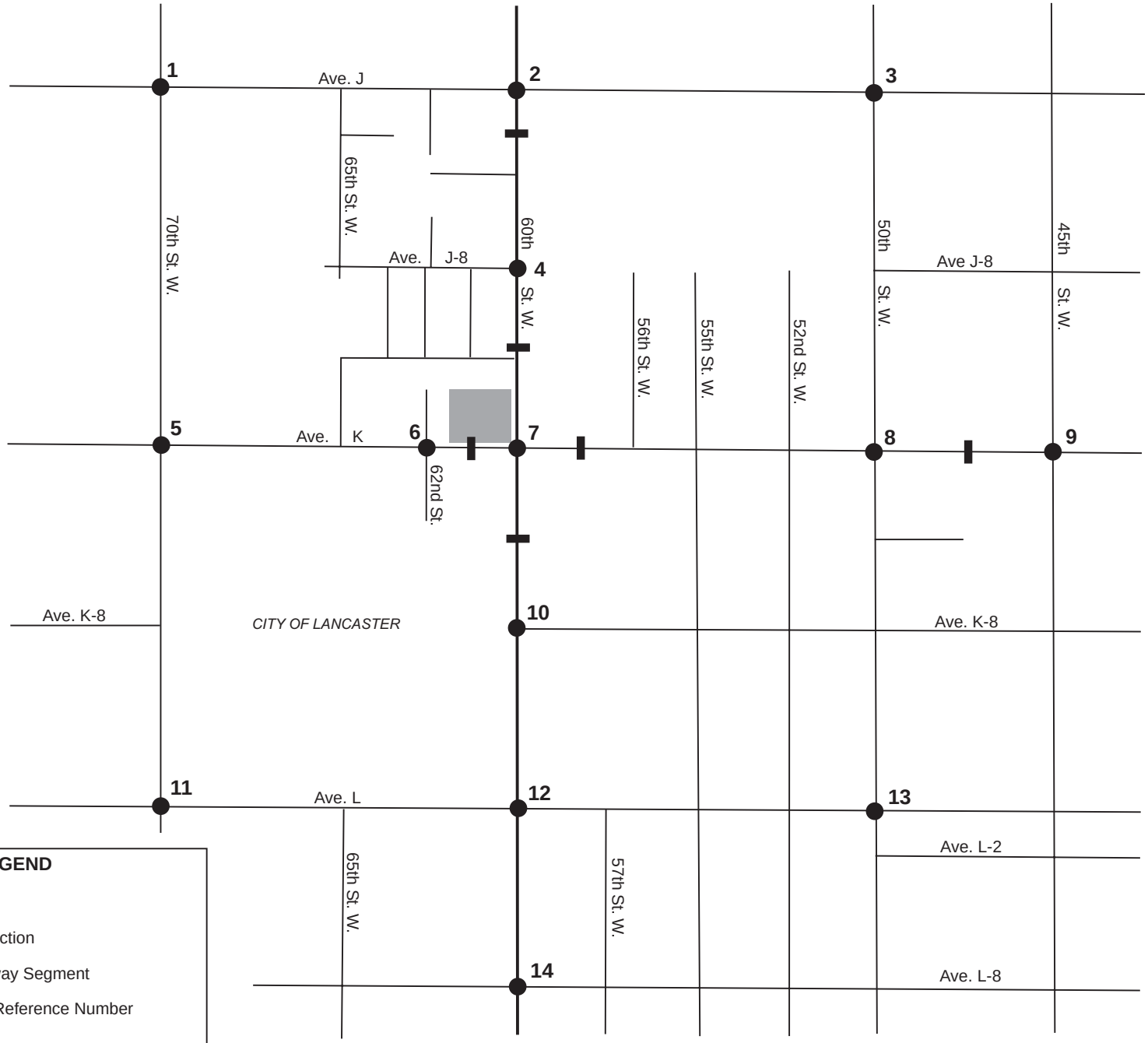

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Figure 2

Location of Study Intersections and Roadway Segments

Future Pre-Project Conditions

In order to define regional traffic growth that would affect operations at the study intersections during the Project year, an ambient/background traffic growth rate was defined. This rate was based on development trends in the area and verified with the City of Lancaster during the scoping process. An annual rate of two percent was defined within the Initial Study form by the City for the Project traffic study. This rate was utilized to increase existing (year 2007) traffic volumes to future (year 2012) base traffic volumes.

In addition to future ambient growth, traffic from planned area (cumulative) projects that are approved or pending was considered before examining significant traffic impacts from the proposed Project. KOA compiled an area projects list from a verified development list provided by City planning staff. The City guidelines were followed in the application of these projects to the traffic analysis study area. Peak-hour trips that would be generated from each of the area projects were computed based on *Trip Generation (7th edition)*, published by the Institute of Transportation Engineers.

Operations at the study intersections for the future pre-project scenarios are discussed within Section 3 of this report.

Project Trip Generation and Distribution

Trip distribution for the Project was based on the hierarchy of area roadways and the predominant development patterns within the study area. Cardinal-direction percentages used for trip distribution are provided below. Breakdowns of these percentages by study intersection are provided later in this report.

North: 30%	East: 32%
South: 23%	West: 15%

The trip generation basis was defined by rates for shopping center floor area within ITE *Trip Generation (7th Edition)*, and the proposed total floor area of the Project. All proposed floor area was conglomerated into a single shopping center use for the trip generation analysis. Trip generation of the proposed gas station was defined by ITE rates and the number of fueling positions at that planned use.

As allowed by current City policy for maximum pass-by credits within traffic studies, a 15% credit was taken within the trip generation calculations to provide reduction for trips that currently pass the site but would deviate to the site shopping center uses on a mid-point linked trip. A 50 percent credit was taken in a similar manner for the gas station use. Turns into and out of the site due to pass-by trips are added back into the analysis, both at the study driveways and at the closest intersection where the new turns would occur.

Level of Service Analysis and Impacts

KOA Corporation quantitatively assessed weekday peak-hour traffic impacts of the proposed Project at 14 study intersections and six study roadway segments. In cases where capacity increases are possible, KOA Corporation analyzed mitigation measures that would restore operations commensurate with the future pre-Project period or better.

Level of service for future conditions with both area projects traffic and Project traffic at the study intersections is discussed within Section 5 of this report. Significant Project traffic impacts are discussed within Section 6 and recommended mitigation measures are discussed within Section 7.

Intersection Level of Service Methodology

The analysis of peak hour intersection Level of Service (LOS) is the primary indicator of circulation system performance. This study is based on the Intersection Capacity Utilization (ICU) methodology, which provides an output value that represents a volume-to-capacity ratio or V/C value.

For the stop-controlled study intersections, Levels of Service were evaluated using stop-controlled methodologies from the *2000 Highway Capacity Manual*. For this methodology, conditions are based upon intersection delay, defined as the average delay experienced by users of the intersection who must stop or yield to free-flow through traffic. This method uses a "gap acceptance" technique to predict driver delay. This methodology is applicable to unsignalized intersections on major streets where there is potential for crossing difficulty from the minor approaches due to heavy traffic volumes on the major approaches.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Generally, the City of Lancaster defines LOS C as the design LOS and LOS D as the minimum LOS. The City therefore strives to keep facilities operating at D or better, as allowed by facility constraints. Appendix A of this report provides information regarding traffic analysis methodology and LOS definitions for both signalized and unsignalized roadway intersections.

Roadway Level of Service Methodology

The City traffic study guidelines define level of service and capacity at study roadway segments based on number of lanes, roadway characteristics (presence of medians) and posted roadway speeds. The following are the City standards for roadway segment level of service analysis:

	SPEED LIMIT				
Number of Travel Lanes	**55**	**50**	**45**	**40**	**35**
2	22,200	19,100	18,300	16,900	13,500
2 – with median *	23,300	20,200	19,200	17,800	14,300
4	44,400	38,400	36,800	34,100	29,300
4 – with median *	46,700	40,500	38,800	35,900	31,000
6	66,500	57,800	55,400	51,300	46,200
6 – with median *	70,100	60,800	58,300	54,000	48,700

** The presence of a raised median or a striped two-way center left turn lane triggers the alternate capacity values.*

Volumes provided above represent the assumed maximum carrying capacity of each facility and any volumes above these values would represent LOS F conditions. For the analysis of roadways that are partially-improved (with some four lane segments and some two lane segments) the higher capacity was utilized as it was assumed that the remaining capacity improvements would be in place within the Project timeframe.

2. Existing (Year 2007) Conditions

This section documents the existing conditions within the study area. The discussion presented here is limited to major roadways within the study area. Figure 3 depicts the approach lane configuration and traffic control at the study intersections.

A. Existing Roadway System

Significant roadway facilities within the study area are described below. The discussion presented here is limited to roadways that are approaches to the study intersections or provide regional access.

70th Street West is a two-lane secondary arterial roadway that provides north-south access between Kern County and the City of Lancaster, with its southern terminus at West Avenue N. Within the study area, traffic on this roadway is controlled by stop signs at key intersections, and parking is generally prohibited along this roadway. The posted speed limit is 55 mph.

60th Street West is a two- to three-lane secondary arterial roadway that provides access between Kern County on the north and the City of Lancaster on the south. Adjacent to the Project site, the roadway is currently configured with one southbound lane and three northbound lanes, due to completed improvements on the east side of the roadway. Some two-lane segments of the roadway to the south of Avenue K have been widened from two lanes to four lanes. To the south of Avenue N, the roadway name transitions to Godde Hill Road, which connects with Elizabeth Lake Road (a County highway). Within the study area, traffic on this roadway is controlled by traffic signals and stop signs at key intersections, and parking is generally prohibited along this roadway. The posted speed limit ranges from 45 mph (on the southbound side of the roadway) to 55 mph (on the northbound side).

50th Street West is a two- to three-lane secondary arterial roadway that provides discontinuous north-south access within Lancaster. In the study area, the northern terminus of the roadway is at West Avenue G, where it transitions into the main on-site roadway within General William J. Fox Airfield. At its southern terminus (south of West Avenue N), 50th Street West becomes Rancho Vista Boulevard, which extends to Palmdale. Within the study area, traffic on the roadway is controlled by traffic signals and stop signs at key intersections, and on-street parking is generally prohibited. The posted speed limit ranges from 35 mph (south of Avenue L), and 45 mph to 55 mph (north of Avenue L).

45th Street West is a two-lane collector roadway that provides discontinuous north-south access within Lancaster. In the study area, its northern terminus is at West Avenue I and its southern terminus is at West Avenue L-14. Within the study area, traffic on this roadway is controlled by stop signs at key intersections, on-street parking is generally permitted on both directions, and the posted speed limit is 40 mph.

62nd Street West is a two-lane local roadway that provides discontinuous north-south access within the Lancaster. Within the study area, on-street parking is generally permitted in both directions. Within the immediate project area, it provides access from West Avenue K to a residential subdivision.

Avenue J is a two-lane secondary arterial roadway that provides east-west access within Lancaster. Within the study area, traffic on this roadway is controlled by traffic signals and stop signs at key intersections, and on-street parking is generally prohibited. The posted speed limit is 55 mph.

Avenue J-8 is a two- to three-lane local roadway that provides discontinuous east-west access within

Lancaster. Within the study area, on-street parking is generally permitted on the westbound roadway, west of 60th Street West. The posted speed limit ranges from 30 mph (on the westbound side of the roadway) mph to 45 mph (on the eastbound side).

Avenue K is a two-lane to four-lane secondary arterial roadway that provides east-west access within Lancaster. Within the study area, traffic on this roadway is controlled by traffic signals and stop signs at key intersections, and on-street parking is generally prohibited. Some local segments of the roadway, within the local study area have been widened from two lanes to four lanes. The posted speed limit ranges from 45 mph to 55 mph.

Avenue K-8 is a two- to four-lane local roadway that provides discontinuous east-west access within the City of Lancaster. Within the vicinity of 60th Street, at the center of the study area, the roadway is built with a four-lane cross-section and serves local neighborhoods. Within the study area, parking is generally prohibited along the roadway. The posted speed limit is 40 mph.

Avenue L is a two-lane secondary roadway that provides east-west access within Lancaster. Within the study area, traffic on this roadway is controlled by traffic signals and stop signs at key intersections, and on-street parking is generally permitted along the eastbound roadway and prohibited along the westbound roadway. The posted speed limit is 45 mph.

Avenue L-8 is a four-lane local roadway that provides discontinuous east-west access within the City of Lancaster. Within the study area, parking is generally prohibited along the roadway. The posted speed limit is 40 mph.

B. Existing Transit Service

The Antelope Valley Transit Authority (AVTA) operates fixed-route bus and dial-a-ride service throughout the high desert area within and near the cities of Lancaster and Palmdale. In the vicinity of the Project site, AVTA operates Line 7. This line provides service between the Palmdale Transportation Center on the south, the Quartz Hill neighborhood, and the city center of Lancaster on the north.

AVTA Line 7 operates on an hourly trip frequency during weekdays and a two-hour frequency on weekends. This level of transit service is skeletal and may provide some employee access to and from the Project site but would not likely be patronized by customers of the shopping center. Therefore, transit trip reduction credits were not taken within the trip generation analysis, as the mode split of transit for the Project is expected to be minimal.

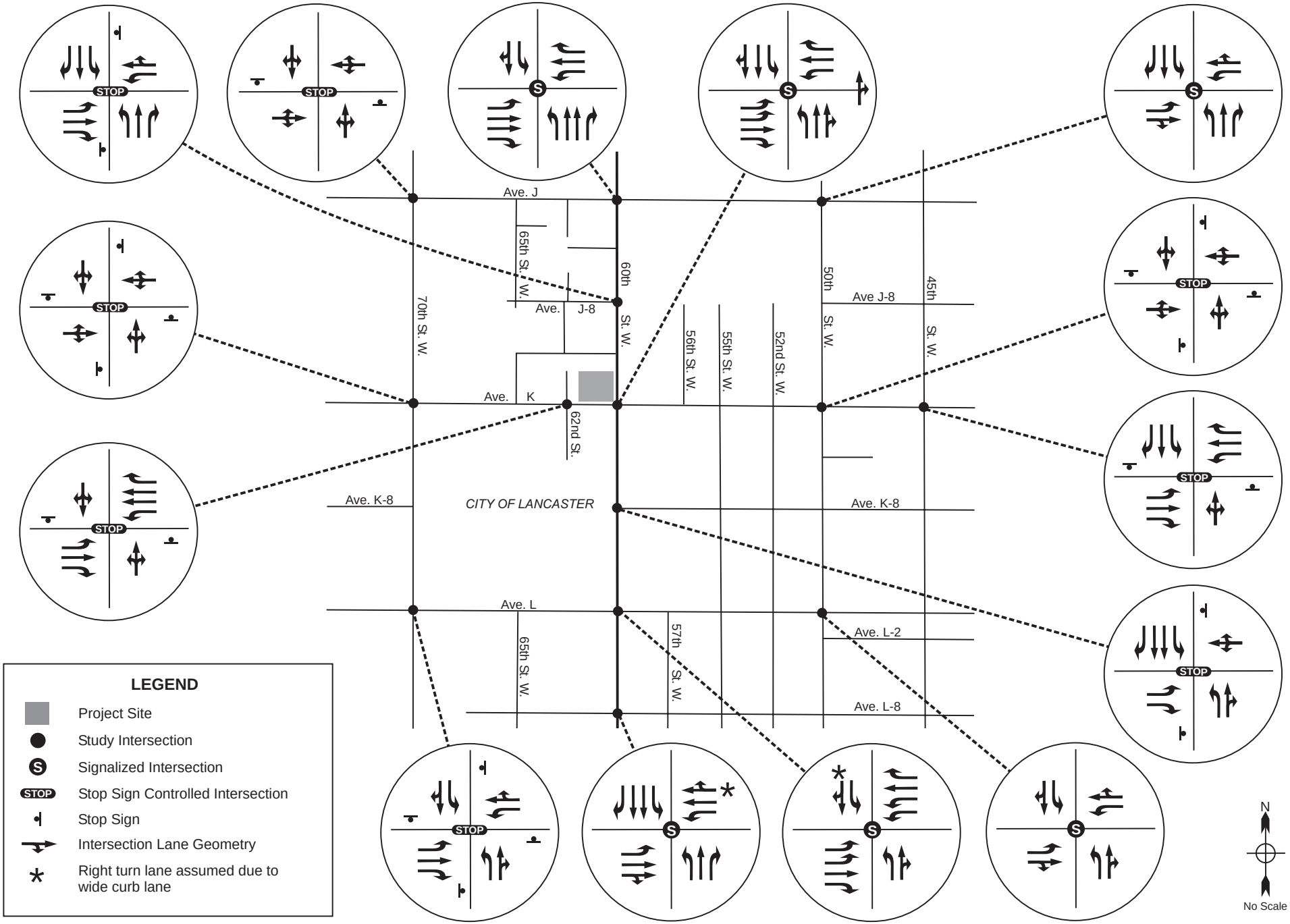

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Figure 3

Intersection Geometrics

C. Existing Level of Service Analysis

From the weekday peak hour traffic counts at the study area intersections, level of service (LOS) values were calculates. Table 1 provides the volume/capacity ratios (or average vehicle delay for the unsignalized study intersections) and related LOS values, for existing conditions. LOS values of E or F are highlighted as bold text within the table.

Table 1 – Intersection Level of Service – Existing (2007) Conditions

#	Intersections	AM Peak		PM Peak	
		ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS
1	70th Street / Avenue J *	10.7 Sec.	B	10.1 Sec.	B
2	60th Street / Avenue J	0.425	A	0.374	A
3	50th Street / Avenue J	0.479	A	0.414	A
4	60th Street / Avenue J-8 *	42.1 Sec.	**E**	15.1 Sec.	C
5	70th Street / Avenue K **	8.8 Sec.	A	7.8 Sec.	A
6	62nd Street / Avenue K *	11.7 Sec.	B	10.7 Sec.	B
7	60th Street / Avenue K	0.452	A	0.372	A
8	50th Street / Avenue K **	11.1 Sec.	B	12.1 Sec.	B
9	45th Street / Avenue K *	14.1 Sec.	B	15.3 Sec.	C
10	60th Street / Avenue K-8 *	21.3 Sec.	C	13.6 Sec.	B
11	70th Street / Avenue L **	9.7 Sec.	A	8.8 Sec.	A
12	60th Street / Avenue L	0.727	C	0.509	A
13	50th Street / Avenue L	0.967	**E**	0.814	D
14	60th Street / Avenue L-8	0.532	A	0.428	A

Note: All level of service values are based on average delay (seconds per vehicle) for unsignalized intersections and Intersection Capacity Utilization (ICU) values for signalized intersections.

** Unsignalized intersection with two-way stop sign control*

*** Unsignalized intersection with all-way stop sign control*

The data within Table 1 indicates that two of the 14 study intersections operate at poor LOS values (E or F) during at least one of the peak periods under existing conditions. The following intersections operate at poor level of service:

- 60th Street / Avenue J-8 (LOS E in the a.m. peak hour)
- 50th Street / Avenue L (LOS E in the a.m. peak hour)

The traffic analysis worksheets for existing weekday conditions are provided in Appendix C of this report. The existing peak-hour turn movement volumes at the study intersections and study roadway segments are provided within Figure 4 (a.m. peak) and Figure 5 (p.m. peak).

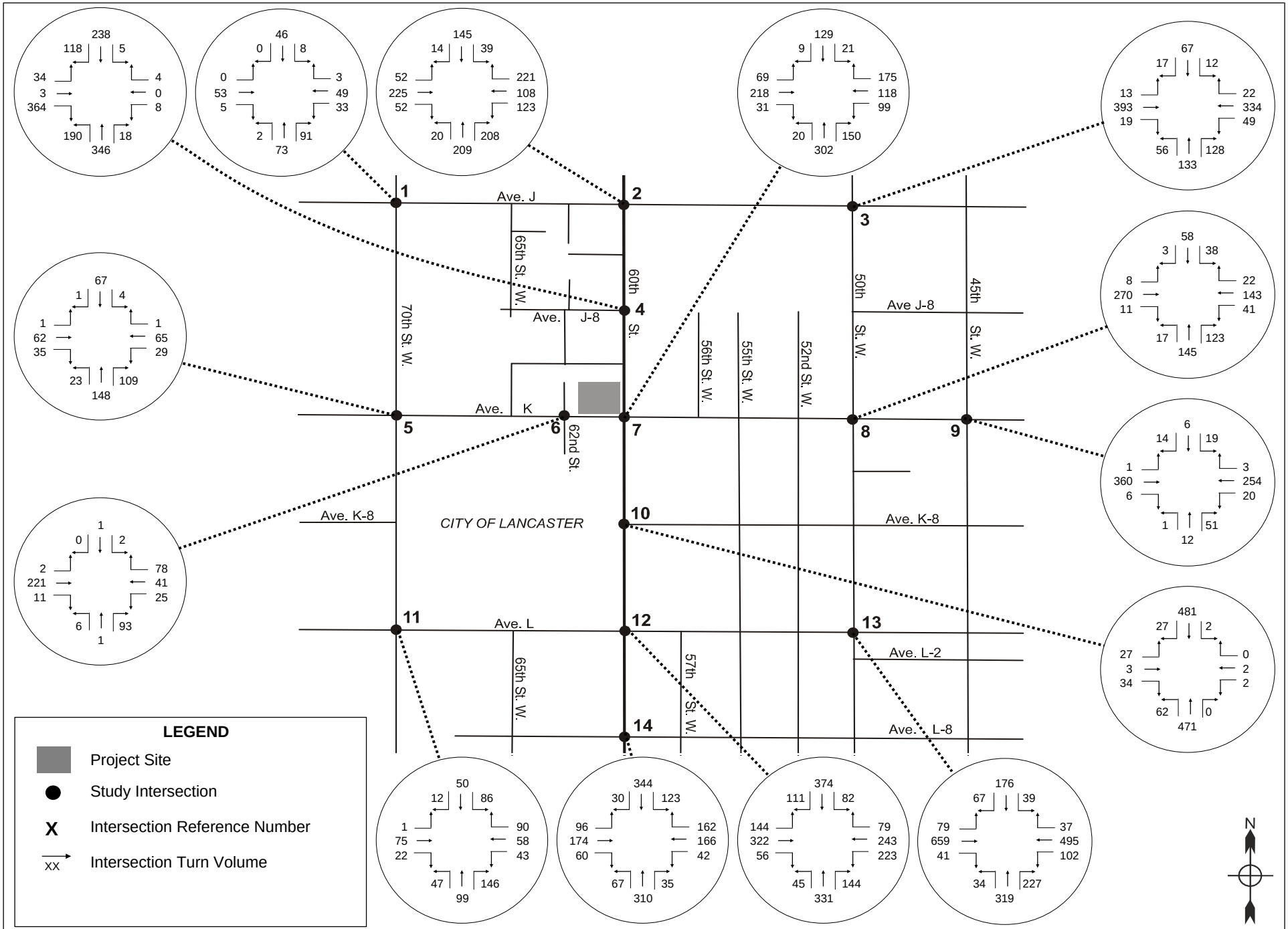

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Figure 4

Existing (2007) AM Peak Turn Movement Volumes

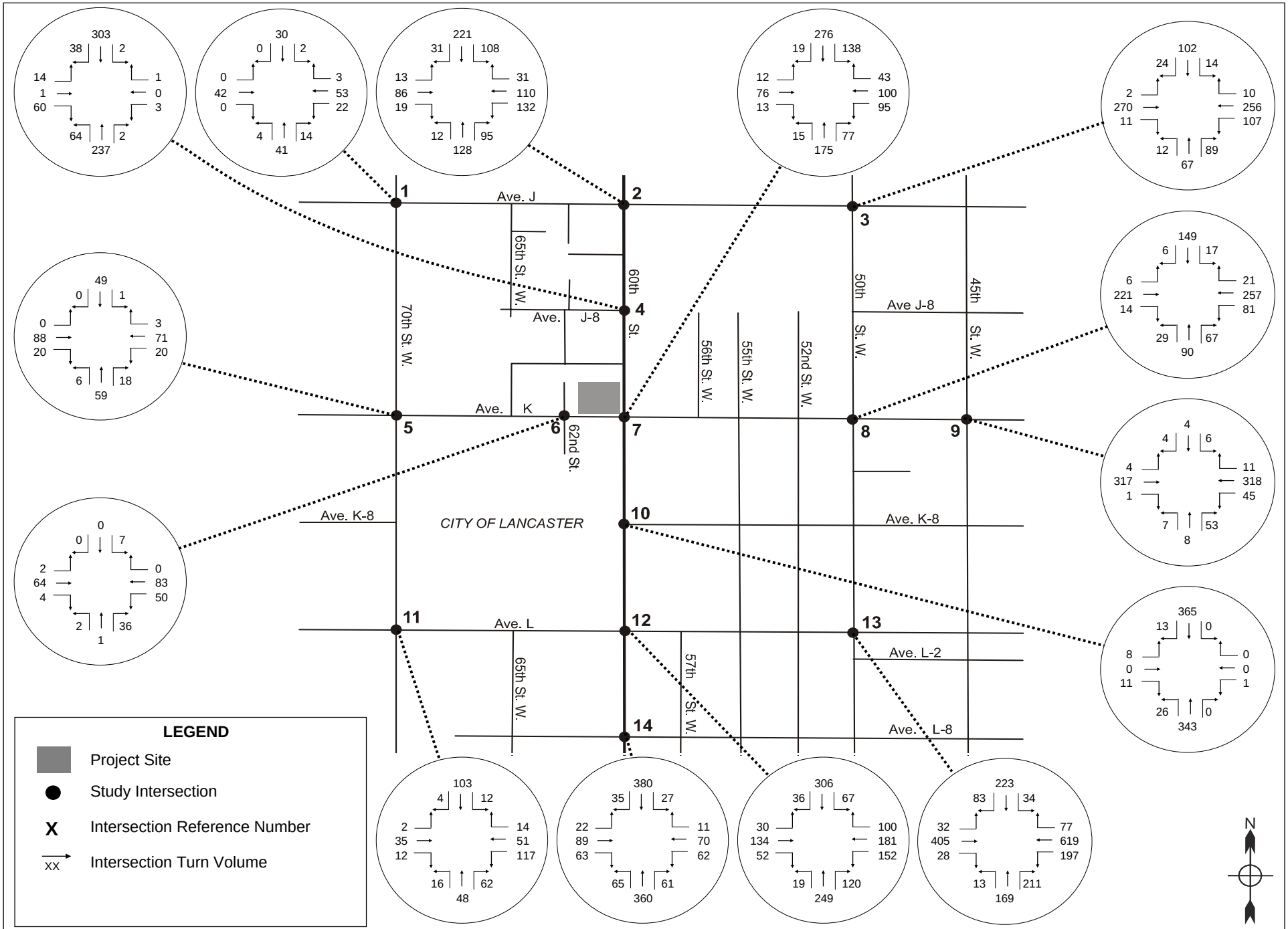

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Figure 5

Existing (2007) PM Peak Turn Movement Volumes

D. Existing Roadway Segment Level of Service Analysis

Table 2 summarizes the existing volume totals for the study roadway segments. Two days of daily automatic (machine) traffic counts were conducted on each of these roadway segments, in order to define existing conditions. The two days of weekday count data were averaged to create the analyzed weekday totals. Capacity was defined by the number of travel lanes, the lowest locally-posted speed limit, and the maximum volume matrix within the City traffic study guidelines. Based on this methodology, all resulting volumes correspond to LOS values of A.

These roadway segments were chosen for this specific review as they are the closest major roadway segments to the proposed Project site. Potential Project traffic impacts at these roadway segments are analyzed in Section 6 of this report

Table 2 – Existing (2007) Roadway Segment Level of Service

Roadway Segments	Posted Speed Limit	Daily Roadway Volume Capacity	Existing Daily Volume	V/C	LOS
60th Street, south of Avenue J	45 mph	38,800	7,215	0.186	A
60th Street, north of Avenue K	45 mph	38,800	8,779	0.226	A
Avenue K, west of 60th Street	45 mph	36,800	3,530	0.096	A
Avenue K, east of 60th Street	45 mph	18,300	7,562	0.413	A
Avenue K, east of 50th Street	45 mph	18,300	10,701	0.585	A
60th Street, south of Avenue K	45 mph	36,800	8,530	0.232	A

3. Future (2012) Pre-Project Conditions

This section documents future (2012) traffic conditions at the study intersections and roadway segments. The year 2012 was selected for analysis based on the anticipated buildout date of the project. Ambient growth rates were included in this scenario to reflect anticipated regional traffic growth outside of trips generated by the defined area projects. This scenario therefore represents future pre-Project conditions.

A. Ambient Growth Rate

For the analysis of background traffic through the project year, an annual traffic growth rate factor of 2% was utilized to provide for increases in traffic from the existing traffic counts. This annual rate was based on the City's *Interim Traffic Study Guidelines (July 31, 2007)*.

To apply this ambient growth rate to existing (year 2007) volumes, a factor of 1.10 was utilized. This factor provides a 2% annual increase over the five-year period between existing conditions and future (year 2012) conditions.

The future pre-project volumes within the study area, with ambient growth only, are provided within Figure 6 (a.m. peak hour) and Figure 7 (p.m. peak hour).

B. Area Projects

An area of influence, defined by an approximate two-mile radius from the Project site, was utilized to identify the locations of other approved and pending projects.

These projects were anticipated to be operational by the Project year of 2012. KOA collected information pertaining to approved projects and projects pending approval in the study area from planning staff at the City of Lancaster. Table 3 provides the trip generation estimate for all the area projects utilized in the future analysis scenarios. The estimated trips were defined by rates within *Trip Generation, (7th edition),* published by the Institute of Transportation Engineers, along with the anticipated intensity of each development. Figure 8 illustrates the locations of these projects.

For purposes of analysis, the area projects were separated into zones within the Traffix model used in the preparation of this analysis. Traffic from each area project zone was added to the surrounding street system using the same distribution and assignment methodology applied for Project trips, with some adjustments for projects of various uses and for those located near the edges of the study area.

Table 3 – Area Projects Trip Generation

Map #	Related Cases	Locations	Land Use	Intensity	Units	Daily Total	AM Peak Total	AM Peak In	AM Peak Out	PM Peak Total	PM Peak In	PM Peak Out
City of Lancaster												
1	CUP 98-05	NW corner of Avenue J-8 & 60th St. West	Church	8.350	k.s.f.	76	6	3	3	6	3	3
2	TTM 52719	NE corner of 50th St. West & Avenue K	Single Family Residential	80	d.u.	766	60	15	45	81	51	30
3	TTM 61489	NW corner of 50th St. West & Avenue J-8	Single Family Residential	152	d.u.	1,455	114	29	85	154	97	57
4	TTM 60034	SE corner of 60th St. West & Avenue J	Single Family Residential	106	d.u.	1,014	80	20	60	107	67	40
5	TTM 60034	SE corner of 60th St West & Avenue J-8	Single Family Residential	105	d.u.	1,005	79	20	59	106	67	39
6	TTM 53229	70th St. West & Avenue K	Single Family Residential School Park	1,594	d.u.	15,255	1,196	299	897	1,610	1,014	596
7	TTM 53642	NE corner of 60th St. West & Avenue K-8	Single Family Residential	156	d.u.	1,493	117	29	88	158	100	58
8	TTM 60450	West of 60th St. West & ±660 ft. South of Avenue K	Single Family Residential	50	d.u.	479	38	10	28	51	32	19
				87	d.u.	833	65	16	49	88	55	33
				78	d.u.	746	59	15	44	79	50	29
				50	d.u.	479	38	10	28	51	32	19
9	TTM 61680	SW corner of 60th St. West & Avenue K	Single Family Residential	77	d.u.	737	58	15	43	78	49	29
10	TTM 54369	SW corner of 70th St. West & Avenue L	Single Family Residential	31	d.u.	297	23	6	17	31	20	11
11	TTM 54370	NW corner of 70th St. West & Avenue L-8	Single Family Residential	207	d.u.	1,981	155	39	116	209	132	77
12	TTM 60003	SW corner of 60th St. West & Avenue J-8	Single Family Residential	36	d.u.	345	27	7	20	36	23	13
13	TTM 60126	Between 46th St. to 47th St. West & North of Avenue J-8	Single Family Residential	20	d.u.	191	15	4	11	20	13	7
14	TTM 60294	NE corner of 65th St. West & Avenue J	Single Family Residential	99	d.u.	947	74	19	55	100	63	37
15	TTM 60434	NE corner of 50th St. West & Avenue K	Single Family Residential	39	d.u.	373	29	7	22	39	25	14
16	TTM 60435	NW corner of 45th St. West & Avenue K	Single Family Residential	38	d.u.	364	29	7	22	38	24	14
17	TTM 60524	60th St. West & ±300 ft. south of Future Avenue K-8	Single Family Residential	43	d.u.	412	32	8	24	43	27	16
18	TTM 60811	NE corner of 60th St. West & Future Avenue K-12	Single Family Residential	41	d.u.	392	31	8	23	41	26	15
19	TTM 60889	NE corner of 60th St. West & Avenue L	Single Family Residential	85	d.u.	813	64	16	48	86	54	32
20	TTM 60987	SW corner of 52nd St. West & Avenue J	Single Family Residential	42	d.u.	402	32	8	24	42	26	16
21	TTM 61038	West of 60th St. West & ±660 ft. North of Avenue J	Single Family Residential	41	d.u.	392	31	8	23	41	26	15
22	TTM 61040	NE corner of 55th St. West & Avenue K-14	Single Family Residential	58	d.u.	555	44	11	33	59	37	22
23	TTM 61041	NE corner of 55th St. West & Avenue L	Single Family Residential	40	d.u.	383	30	8	22	40	25	15
24	TTM 61042	NE corner of 60th St. West & Avenue K-4	Single Family Residential	86	d.u.	823	65	16	49	87	55	32
25	TTM 61118	NW corner of 62nd St. West & Avenue J	Single Family Residential	33	d.u.	316	25	6	19	33	21	12
26	TTM 61490	NE corner of 55th St. West & Avenue J-8	Single Family Residential	73	d.u.	699	55	14	41	74	47	27
27	TTM 61535	SE corner of 45th St. West & Avenue J	Single Family Residential	240	d.u.	2,297	180	45	135	242	152	90
28	TTM 61542	SW corner of 56th St. West & Avenue J-12	Single Family Residential	22	d.u.	211	17	4	13	22	14	8
29	TTM 61554	NE corner of 55th St. West & Avenue J-4	Single Family Residential	20	d.u.	191	15	4	11	20	13	7
30	TTM 61600	±640 ft. East of 60th St. West & South of Avenue K-12	Single Family Residential	33	d.u.	316	25	6	19	33	21	12
31	TTM 61677	SW corner of 57th St. West & Avenue K	Single Family Residential	58	d.u.	555	44	11	33	59	37	22
32	TTM 61679	SE corner of 55th St. West & Avenue K	Single Family Residential	60	d.u.	574	45	11	34	61	38	23
33	TTM 61734	±658 ft. West of 60th St. West & ±663 ft. North of Avenue J-12	Single Family Residential	19	d.u.	182	14	4	10	19	12	7
34	TTM61920	NE corner of 55th St. West & Avenue K	Single Family Residential	108	d.u.	1,034	81	20	61	109	69	40
35	TTM 61989	SW corner of 67th St. & Avenue L	Single Family Residential	56	d.u.	536	42	11	31	57	36	21
36	TTM 61992	SW corner of 60th St. & Avenue J-12	Single Family Residential	21	d.u.	201	16	4	12	21	13	8
37	TTM 62409	NE corner of 65th St. West & Avenue K	Single Family Residential	36	d.u.	345	27	7	20	36	23	13
38	TTM 45474	NW corner of 65th St. West & Avenue L-8	Single Family Residential	180	d.u.	1,723	135	34	101	182	115	67
39	CUP 06-08	SE corner of 60th St. West & Avenue L	Shopping Center *	407.000	k.s.f.	14,848	356	217	139	1,297	623	674
40	CUP 06-09 TPM 61850	NW corner of 60th St. West & Avenue L	Shopping Center *	395.000	k.s.f.	14,410	346	211	135	1,259	604	655
41	TTM 62332 TTM 62604	NW corner of 80th St. West & Avenue L	Single Family Residential	600	d.u.	2,226	120	46	74	156	95	61
42	TTM 62757	SW corner of 65th St. West & Avenue J	Single Family Residential	650	d.u.	6,221	488	122	366	657	414	243
43	TTM 60885	West of 60th St. West & North of Avenue J-12	Single Family Residential	51	d.u.	488	38	10	28	52	33	19
44	TTM 67582	NE corner of 52nd St. West & Avenue J-8	Single Family Residential	8	d.u.	77	6	2	4	8	5	3
45	TTM 61678	SE corner of 57th St. West & Avenue K	Single Family Residential	58	d.u.	555	44	11	33	59	37	22
46	TTM 69132	NE corner of 55th St. West & Avenue K-8	Single Family Residential	52	d.u.	498	39	10	29	53	33	20
47	TTM 64922	NW corner of 60th St. West & Avenue K-12	Single Family Residential	88	d.u.	842	66	17	49	89	56	33
48	TTM 66802	NE corner of 70th St. West & Avenue L-8	Single Family Residential	118	d.u.	1,129	89	22	67	119	75	44
49	TTM 65509	SE corner of 75th St. West & Avenue L	Single Family Residential	245	d.u.	2,345	184	46	138	247	156	91
50	TTM 65510	NW corner of 80th St. West & Avenue K	Senior Housing	600	d.u.	2,226	120	46	74	156	95	61
Subtotal *(City of Lancaster)*						**88,053**	**5,208**	**1,594**	**3,614**	**8,601**	**5,030**	**3,571**
Los Angeles County												
51	RCUP 200500153	4609 W Avenue L	Shopping Center	14.112	k.s.f.	606	15	9	6	53	25	28
52	RCUP 5200500221	6705 W Avenue M	Senior Housing	75	d.u.	278	15	6	9	20	12	8
Subtotal *(Los Angeles County)*						**884**	**30**	**15**	**15**	**73**	**37**	**36**
Total						**88,937**	**5,238**	**1,609**	**3,629**	**8,674**	**5,067**	**3,607**

Notes:

* Per City of Lancaster Planning staff, 15% trip reduction was applied to shopping center uses.

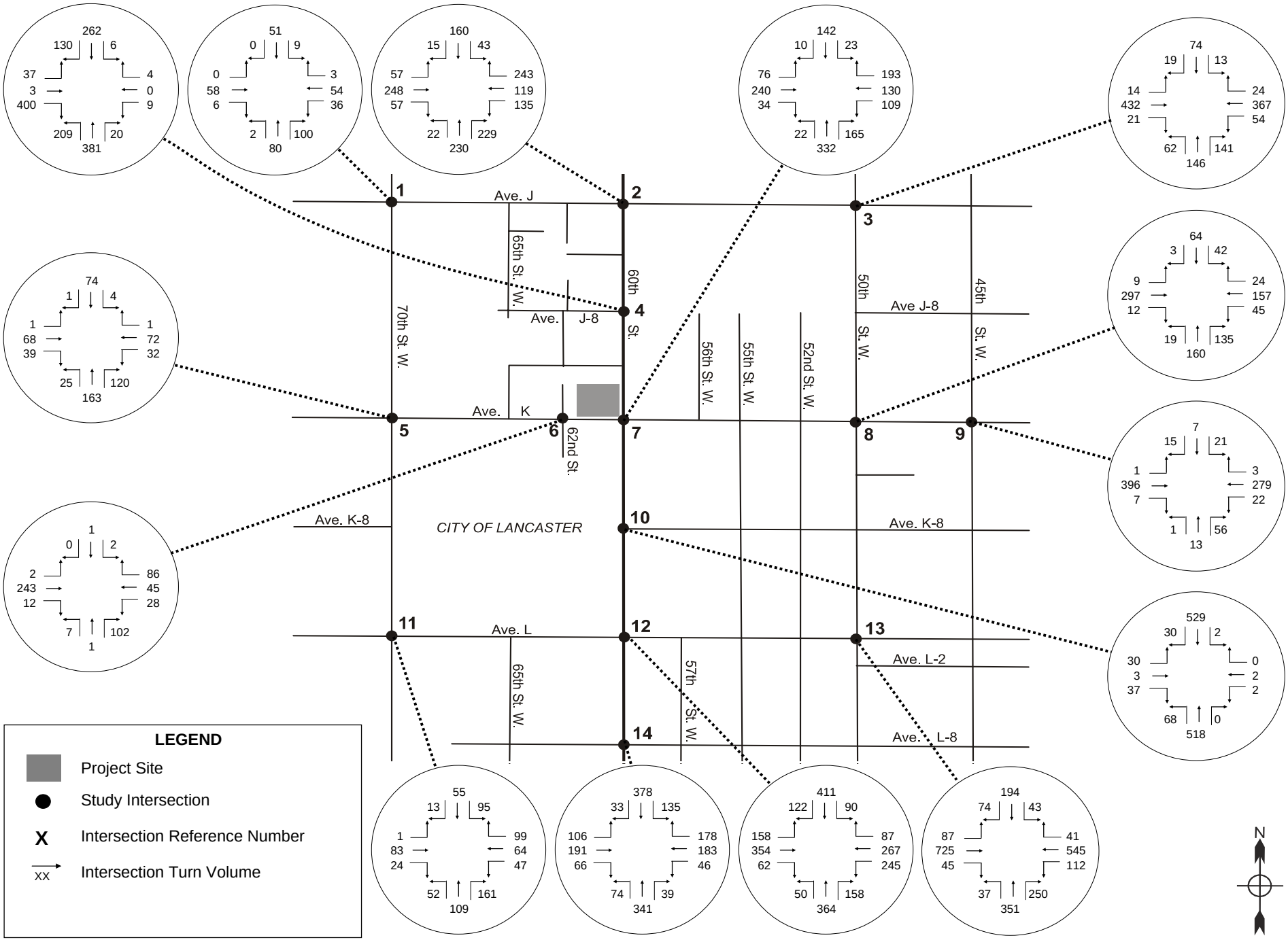

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Figure 6

Future (2012) With Ambient Growth - AM Peak Turn Movement Volumes

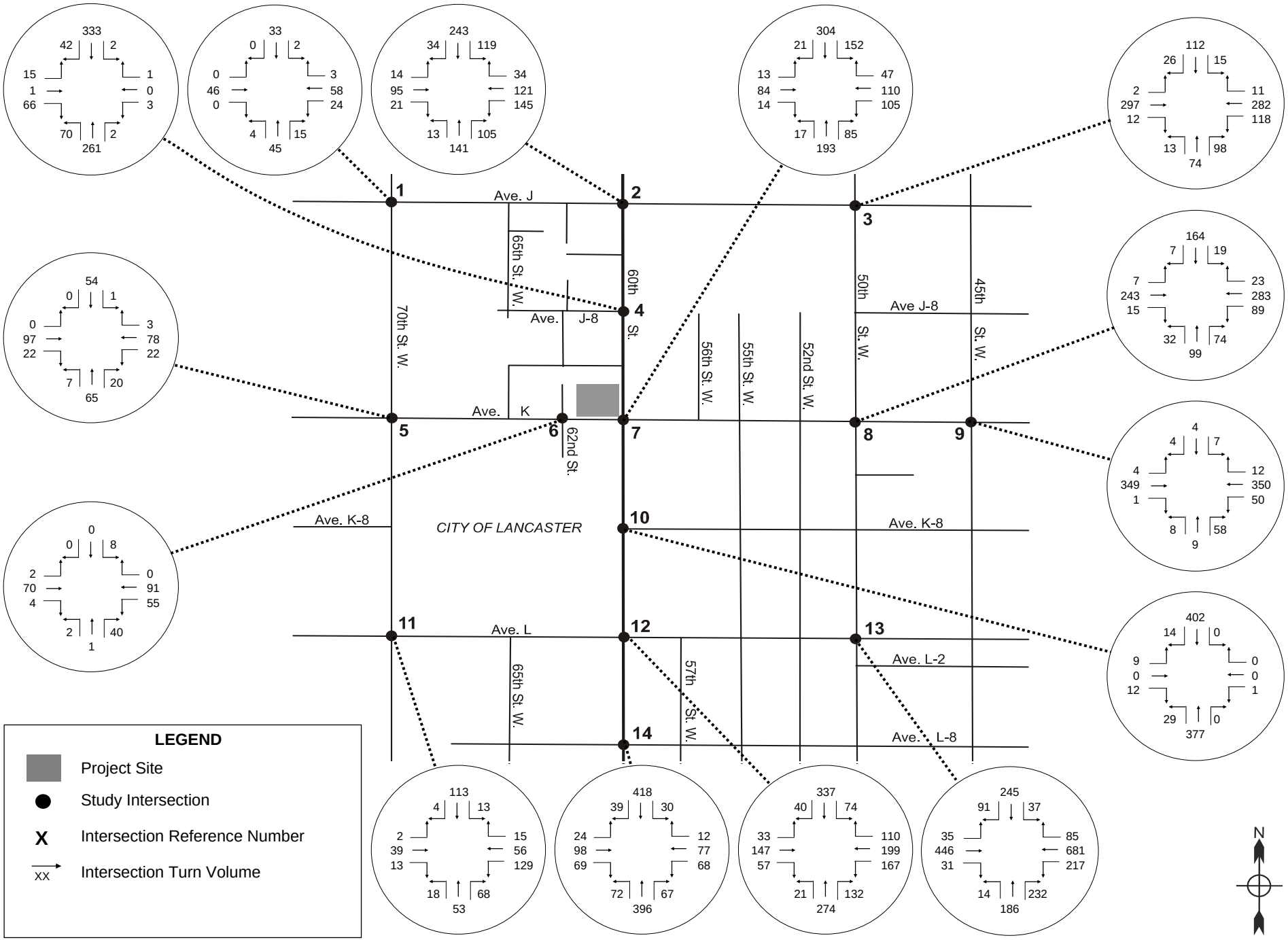

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Figure 7

Future (2012) With Ambient Growth - PM Peak Turn Movement Volumes

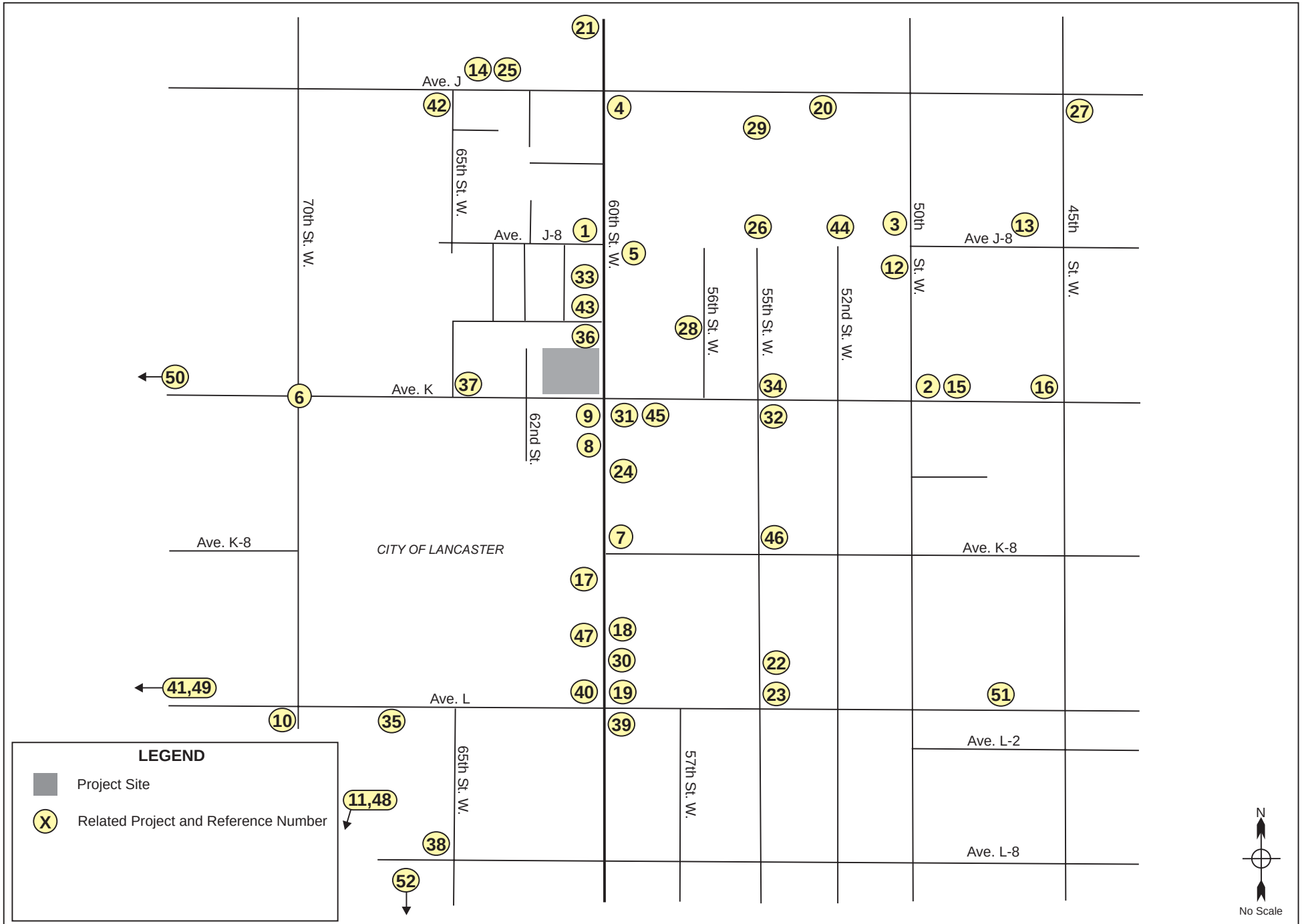

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Figure 8

Locations of Area Projects

C. Peak Hour Intersection Level of Service

To analyze future pre-project conditions, intersection turn volumes with ambient growth and area projects trips were utilized as inputs.

Table 4 summarizes the peak-period LOS operations of the study area intersections under future (2012) conditions with ambient growth only. Under this scenario, trips generated by area projects were not included in the analysis. LOS values of E or F are highlighted as bold text within the table.

Table 4 – Intersection Level of Service –
Future (2012) Growth-Only Conditions

#	Intersections	AM Peak		PM Peak	
		ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS
1	70th Street / Avenue J *	11.0 Sec.	B	10.2 Sec.	B
2	60th Street / Avenue J	0.458	A	0.402	A
3	50th Street / Avenue J	0.517	A	0.445	A
4	60th Street / Avenue J-8 *	59.2 Sec.	**F**	16.4 Sec.	C
5	70th Street / Avenue K **	9.1 Sec.	A	7.9 Sec.	A
6	62nd Street / Avenue K *	12.2 Sec.	B	11.0 Sec.	B
7	60th Street / Avenue K	0.488	A	0.399	A
8	50th Street / Avenue K **	12.2 Sec.	B	13.7 Sec.	B
9	45th Street / Avenue K *	15.3 Sec.	C	16.6 Sec.	C
10	60th Street / Avenue K-8 *	24.1 Sec.	C	14.5 Sec.	B
11	70th Street / Avenue L **	10.2 Sec.	B	9.0 Sec.	A
12	60th Street / Avenue L	0.789	C	0.550	A
13	50th Street / Avenue L	1.054	**F**	0.885	D
14	60th Street / Avenue L-8	0.575	A	0.461	A

Note: All level of service values are based on average delay (seconds per vehicle) for unsignalized intersections and

** Unsignalized intersection with two-way stop sign control*

*** Unsignalized intersection with all-way stop sign control*

With the inclusion of future ambient growth, operations at two of the 14 study intersections would worsen from LOS E to LOS F:

- 60th Street / Avenue J-8: From LOS E to F in the a.m. peak period
- 50th Street / Avenue L: From LOS E to F in the a.m. peak period

The other 12 study intersections would continue to operate at good LOS values of LOS D or better.

Table 5 summarizes the peak-period LOS operations of the study area intersections under future (2012) conditions with both ambient growth rates and trips generated by area projects. LOS values of E or F are highlighted as bold text within the table.

Table 5 – Intersection Level of Service –
Future (2012) Pre-Project Conditions

#	Intersections	AM Peak		PM Peak	
		ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS
1	70th Street / Avenue J *	14.6 Sec.	B	13.7 Sec.	B
2	60th Street / Avenue J	0.628	B	1.032	**F**
3	50th Street / Avenue J	0.711	C	0.720	C
4	60th Street / Avenue J-8 *	> 100 Sec.	**F**	> 100 Sec.	**F**
5	70th Street / Avenue K **	57.8 Sec.	**F**	63.9 Sec.	**F**
6	62nd Street / Avenue K *	35.0 Sec.	D	41.4 Sec.	**E**
7	60th Street / Avenue K	0.932	**E**	0.925	**E**
8	50th Street / Avenue K **	> 100 Sec.	**F**	> 100 Sec.	**F**
9	45th Street / Avenue K *	> 100 Sec.	**F**	> 100 Sec.	**F**
10	60th Street / Avenue K-8 *	79.5 Sec.	**F**	76.4 Sec.	**F**
11	70th Street / Avenue L **	22.1 Sec.	C	29.3 Sec.	D
12	60th Street / Avenue L	1.125	**F**	1.313	**F**
13	50th Street / Avenue L	1.295	**F**	1.520	**F**
14	60th Street / Avenue L-8	0.703	C	0.864	D

Note: All level of service values are based on average delay (seconds per vehicle) for unsignalized intersections and Intersection Capacity Utilization (ICU) values for signalized intersections.

** Unsignalized intersection with two-way stop sign control*

*** Unsignalized intersection with all-way stop sign control*

With the inclusion of trips that would be generated by area projects, operations at 10 of the 14 study intersections would worsen from LOS E to LOS F:

- 60th Street / Avenue J: From LOS A to F in p.m. peak hour
- 60th Street / Avenue J-8: Worsening within LOS F in the a.m. peak hour and worsening from LOS C to F in the p.m. peak hour
- 70th Street / Avenue K: From LOS A to F in the a.m. peak and p.m. peak hours
- 62nd Street / Avenue K: From LOS B to E in the p.m. peak hour
- 60th Street / Avenue K: From LOS A to E in the a.m. peak and p.m. peak hours
- 50th Street / Avenue K: From LOS B to F in the a.m. peak and p.m. peak hours
- 45th Street / Avenue K: From LOS C to F in the a.m. peak and p.m. peak hours
- 60th Street / Avenue K-8: From LOS C to F in the a.m. peak hour and from LOS B to F in the p.m. peak hour
- 60th Street / Avenue L: From LOS C to F in the a.m. peak hour and from LOS A to F in the p.m. peak hour
- 50th Street / Avenue L: Worsening within LOS F in the a.m. peak hour and worsening from LOS D to F in the p.m. peak hour

D. Roadway Segment Level of Service Analysis

Table 6 summarizes the peak-period LOS operations of the study area roadway segments under future (2012) conditions with both ambient growth rates and trips generated by area projects. LOS values of E or F are highlighted as bold text within the table.

All of the analyzed roadway segments would continue to operate at LOS A or B with the addition of ambient growth to existing volumes.

Table 6 – Roadway Segment Level of Service – Future (2012) Growth Conditions

Roadway Segments	Posted Speed Limit	Daily Roadway Volume Capacity	Existing Daily Volume	Ambient Growth %	Growth-Only Volumes	LOS
60th Street, south of Avenue J	45 mph	38,800	7,215	10%	7,936	A
60th Street, north of Avenue K	45 mph	38,800	8,779	10%	9,657	A
Avenue K, west of 60th Street	45 mph	36,800	3,530	10%	3,883	A
Avenue K, east of 60th Street	45 mph	18,300	7,562	10%	8,318	A
Avenue K, east of 50th Street	45 mph	18,300	10,701	10%	11,771	B
60th Street, south of Avenue K	45 mph	36,800	8,530	10%	9,383	A

Table 7 summarizes the peak-period LOS operations of the study area roadway segments under future (2012) conditions with both ambient growth rates and trips generated by area projects. LOS values of E or F are highlighted as bold text within the table.

The roadway segment of Avenue K, east of 60th Street, would worsen from LOS A to F based on daily operations with the addition of ambient growth and trips generated by area projects.

Table 7 – Roadway Segment Level of Service – Future (2012) Pre-Project Conditions

Roadway Segments	Posted Speed Limit	Daily Roadway Volume Capacity	Existing Daily Volume	Ambient Growth %	Area Projects	Future + Area Projects	V/C	LOS
60th Street, south of Avenue J	45 mph	38,800	7,215	10%	14,797	22,733	0.586	A
60th Street, north of Avenue K	45 mph	38,800	8,779	10%	15,525	25,182	0.649	B
Avenue K, west of 60th Street	45 mph	36,800	3,530	10%	10,881	14,764	0.401	A
Avenue K, east of 60th Street	45 mph	18,300	7,562	10%	13,132	21,450	1.172	**F**
Avenue K, east of 50th Street	45 mph	18,300	10,701	10%	273	12,044	0.658	B
60th Street, south of Avenue K	45 mph	36,800	8,530	10%	12,297	21,680	0.589	A

The assignment for area project trips is illustrated in Figure 9 (a.m. peak), and Figure 10 (p.m. peak). The total future pre-project volumes within the study area, including ambient growth and trips from area projects, are provided within Figure 11 (a.m. peak) and Figure 12 (p.m. peak).

The levels of service worksheets for this analysis scenario are provided within Appendix D of this report.

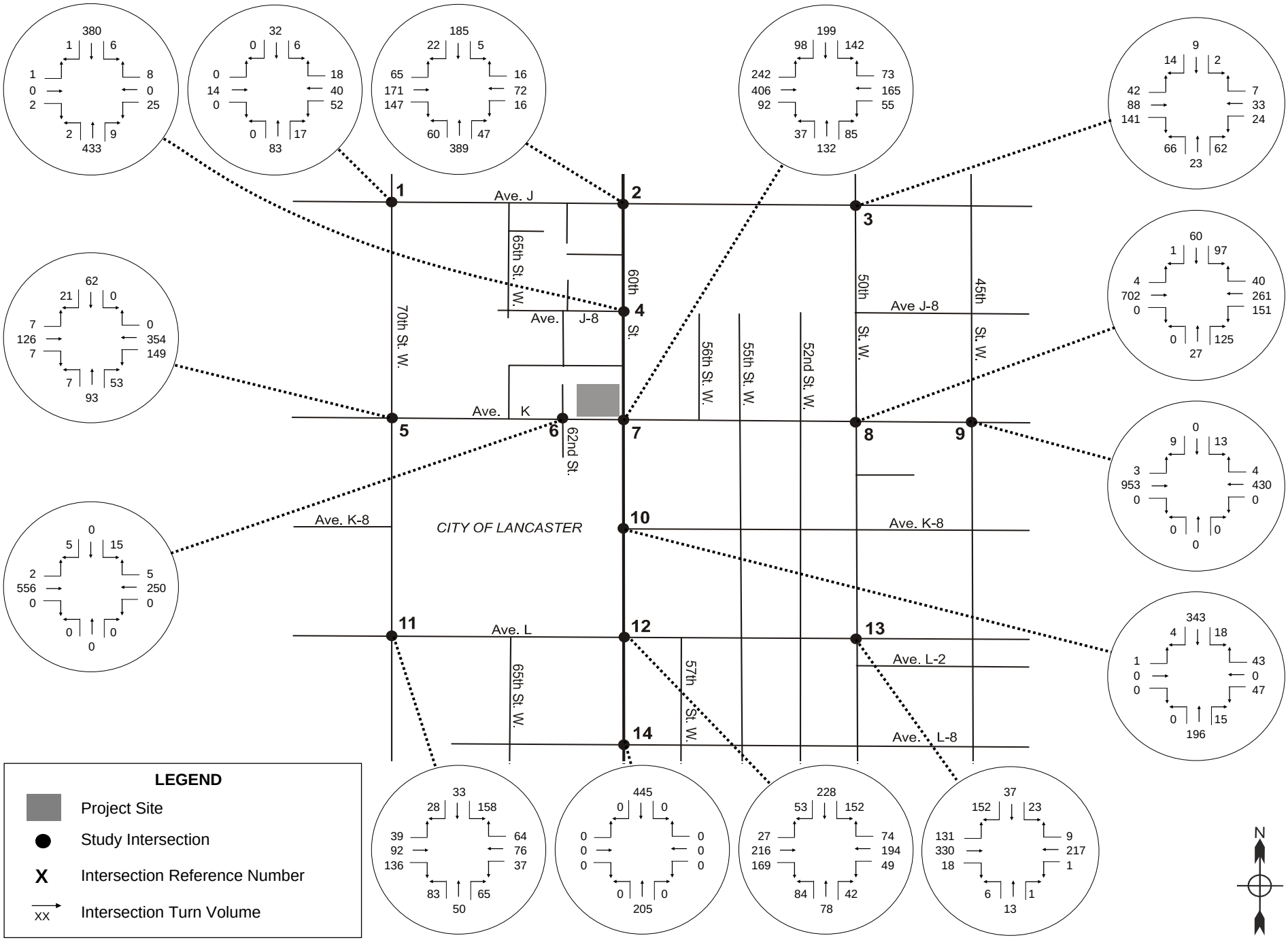

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Figure 9

Area Projects Only Trip Assignment - AM Peak Hour

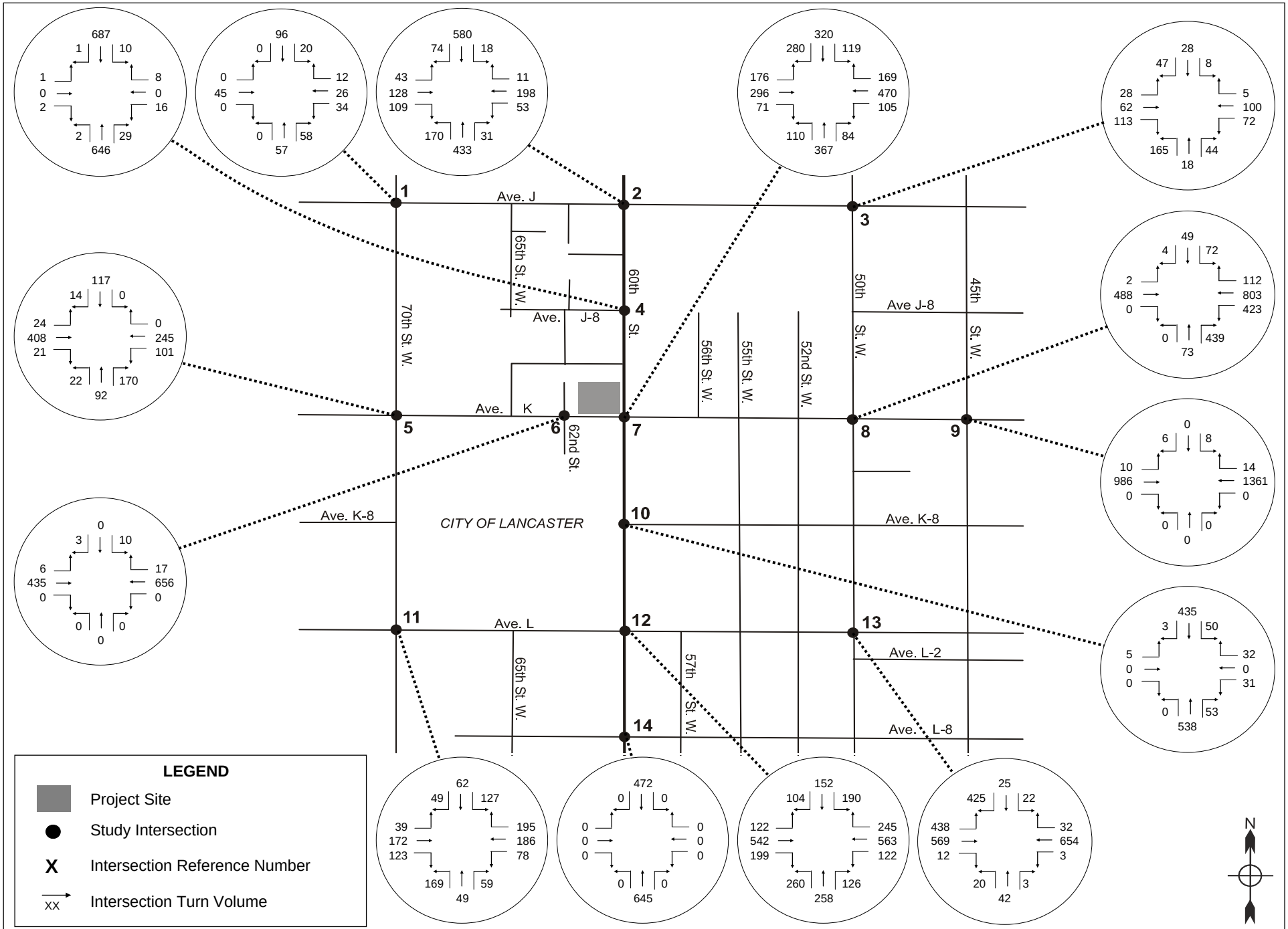

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Figure 10

Area Projects Only Trip Assignment - PM Peak Hour

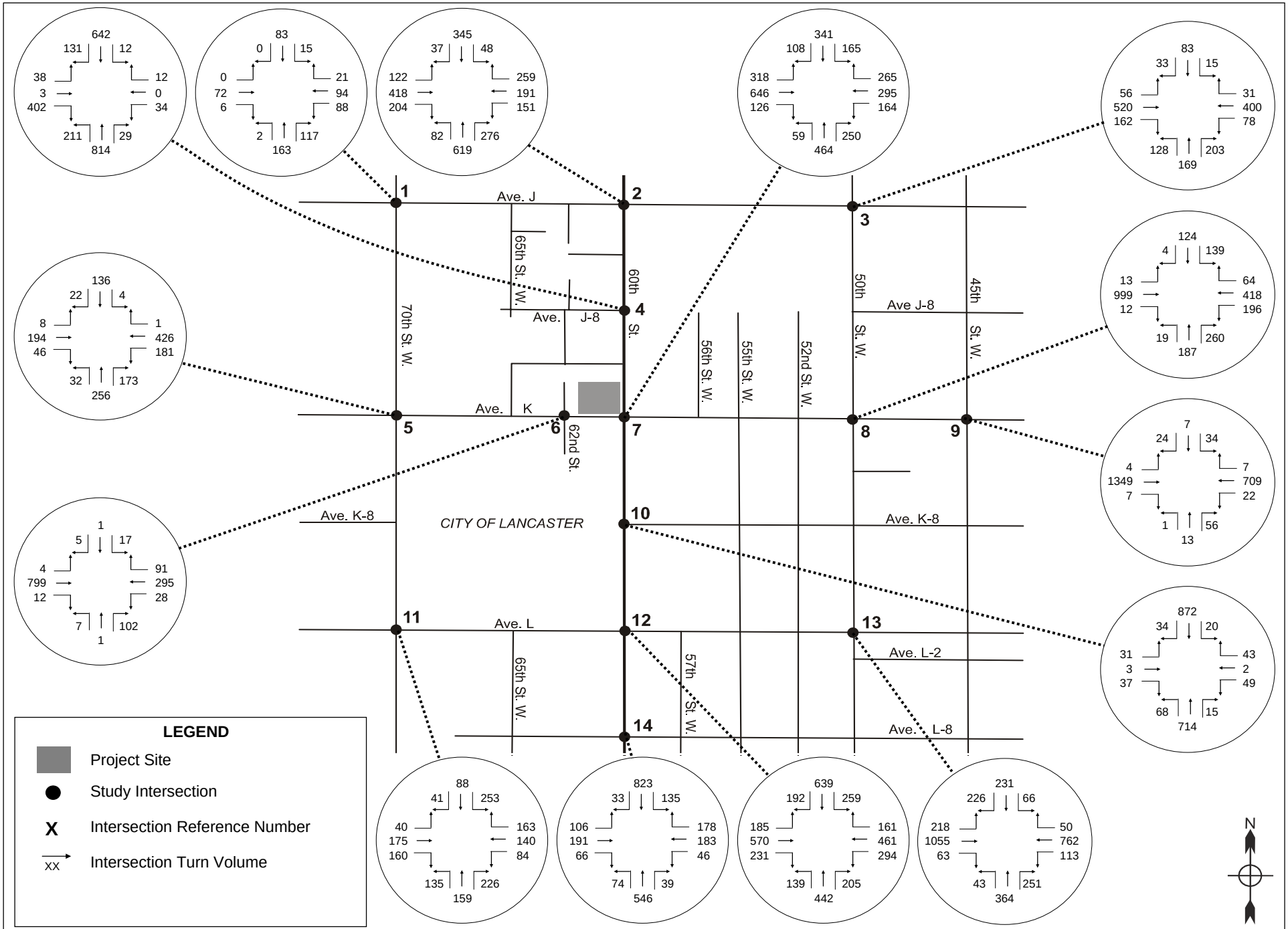

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Figure 11

Future (2012) Growth With Area Projects - AM Peak Turn Movement Volumes

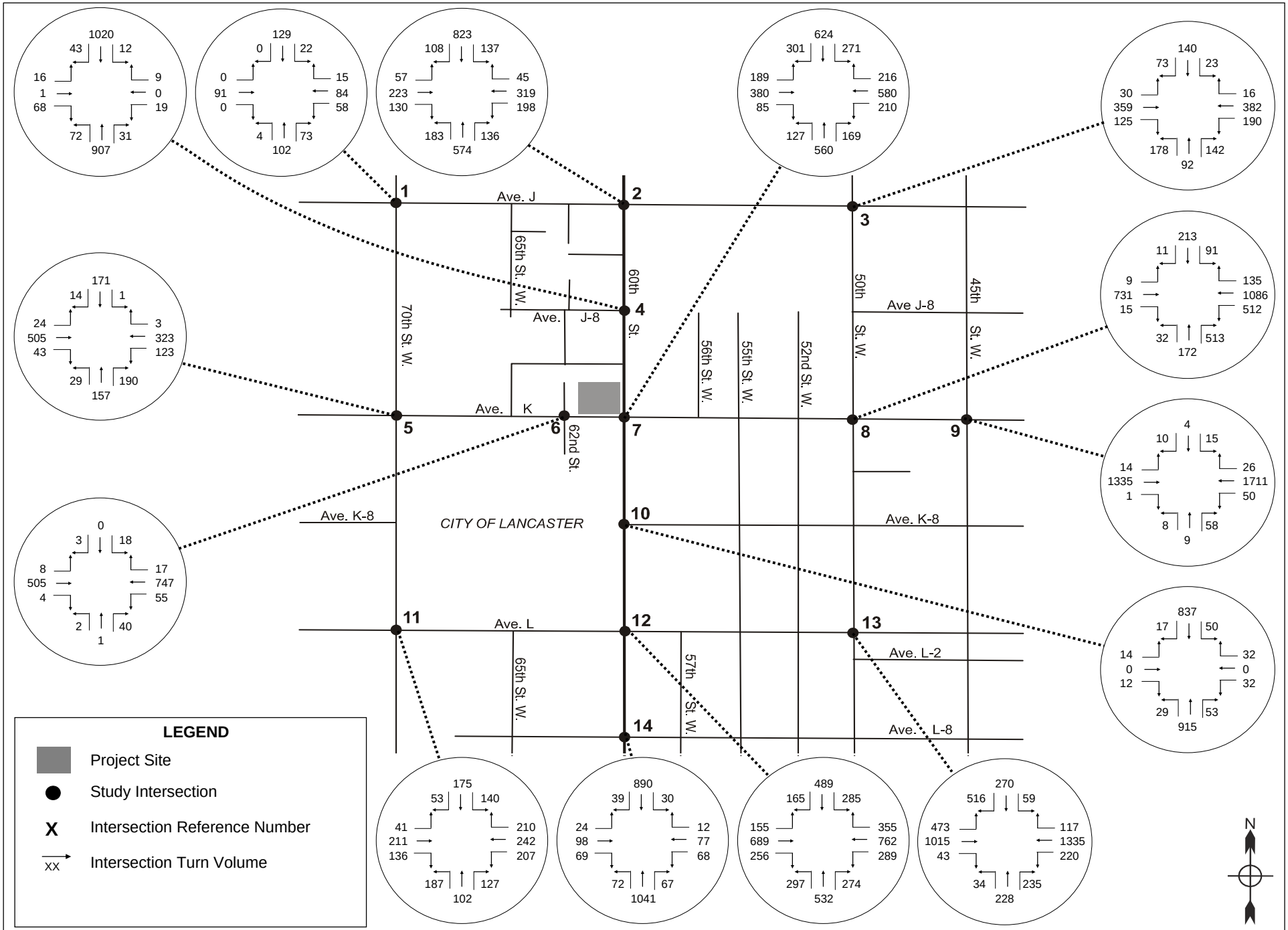

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Figure 12

Future (2012) Growth With Area Projects - PM Peak Turn Movement Volumes

4. Project Trip and Parking Generation

The proposed project is a shopping center complex that would be located at the northwest corner of 60th Street and Avenue K, on the site of the former Meadowlark Golf Course. Under pending approval of General Plan Amendment #05-01 and Zone Change #05-01 by the City, a shopping center would be built with the following land use intensities:

- The proposed Project land uses would consist of 236,109 square feet of gross shopping center floor area. Specific commercial uses would include the following:

    - A gas station and car wash with a 3,000 square-foot convenience market;
    - A home improvement center with 139,410 square feet of gross floor area and an outdoor garden center of 31,659 square feet in gross area;
    - A pharmacy with a drive-thru facility and general retail and restaurant spaces totaling 32,769 square feet of gross floor area;
    - Two fast-food restaurants with drive-thru facilities and other restaurant spaces, totaling 14,271 square feet of gross floor area; and
    - Other non-leasable building and covered areas within the gas station pad total 15,000 square feet of area

The analyzed Project buildout date is the year 2012. The proposed Project site plan is provided on Figure 13A.

A. Project Traffic Generation

Trip generation calculations for the proposed Project include rates established within *Trip Generation, (7th edition),* published by the Institute of Transportation Engineers (ITE). Application of these rates to the proposed land uses are summarized in Table 8.

Other calculations within the table provide for net trip generation reductions from pass-by trips (drivers passing by the site who stop and patronize a retail business within a larger trip to a final destination). Pass-by trip rates – equating to a reduction of 15 percent for the general commercial uses and 50 percent for the gas station use – were applied based on maximums allowed by the City of Lancaster.

The proposed Project would generate a net total of 274 trips in the a.m. peak hour and 997 trips in the p.m. peak hour. These totals represent both inbound and outbound trips.

Table 8 – Project Trip Generation

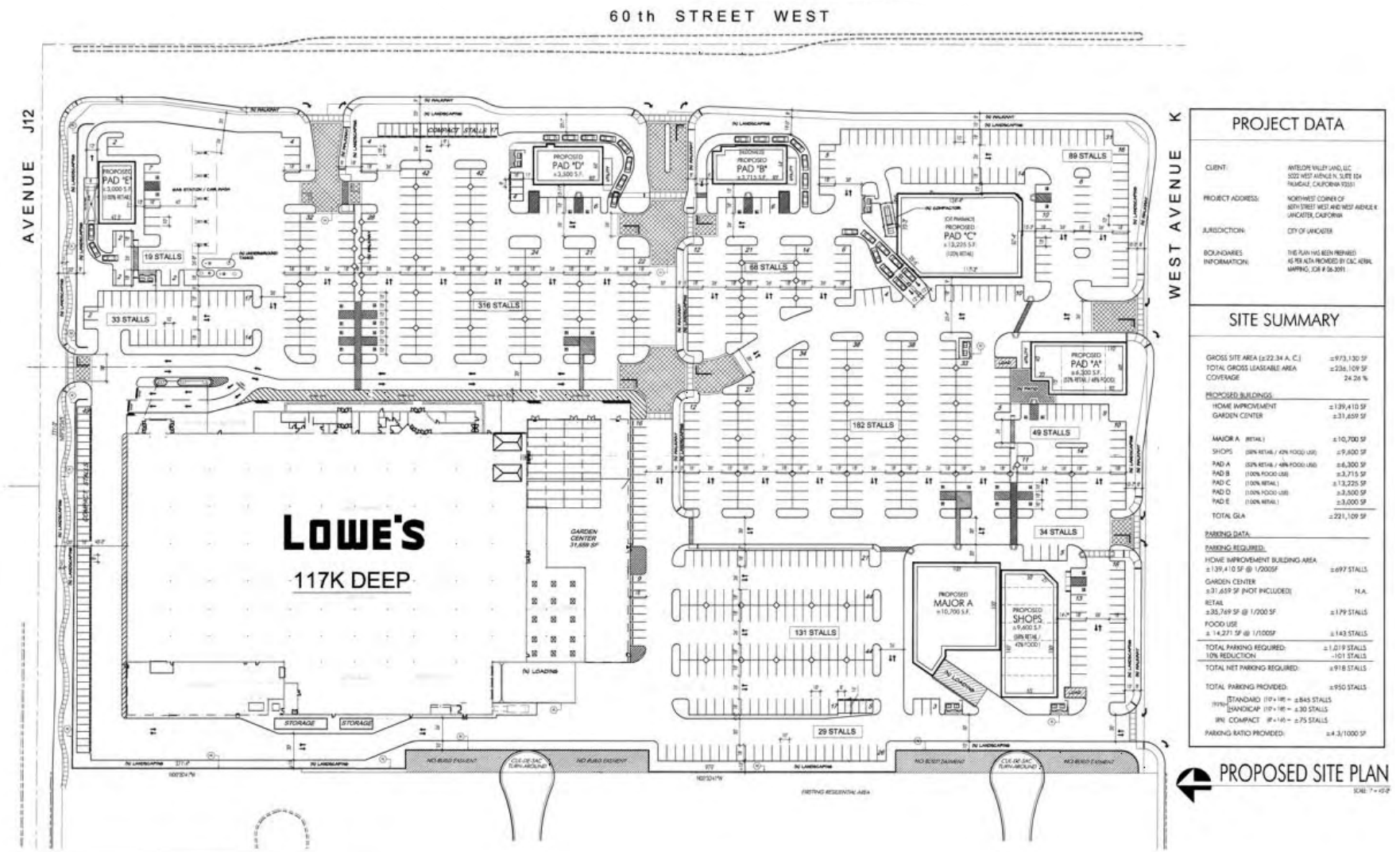
ITE Land Use Code	Land Use Type	Sub Land Use & Rate Type	Method	Size Basis	Basis Type	In	Out	Total	In	Out	Total	Total
FORMULA CALCULATION RESULTS												
820	Retail	Shopping Center (Adj Streets, 7-9A, 4-6P)	Best Fit - Fitted Curve	233.109	1000 sq ft	159	101	260	525	569	1,094	11,772
946	Services	Gasoline/Service Station with Market & Car Wash (Adj Streets, 7-9A, 4-6P)	Linear Rate	10.000	Vehicle Fueling Positions	54	52	106	67	67	133	1,528
COMMERCIAL PASS-BY TRIP REDUCTION												
Reduction of 15% for retail uses, per pass-by traffic reduction allowed by City policy:						-24	-15	-39	-79	-85	-164	-1,766
Reduction of 50% for gas station use, per pass-by traffic reducation allow by City policy:						-27	-26	-53	-33	-33	-67	-764
NET TOTAL PROJECT TRIPS												
						162	112	274	480	517	997	10,770

AM peak fitted-curve formula: Ln(T) = 0.60 Ln(X) + 2.29
PM peak fitted-curve formula: Ln(T) = 0.66 Ln(X) + 3.40
Daily fitted-curve formula: Ln(T) = 0.65 Ln(X) + 5.83

The pass-by trip "through routes" were deducted from the study area analysis, as these trips already would exist in the future pre-project period. The related turns that these existing trips would take to access the site must be added back in, to account for the additional localized turn movements that would be affected by these diverted trips.

In order to provide a conservative analysis of these turns, it was assumed that pass-by trips approaching from any direction or departing the site to any direction would create new turns at the intersection of 60th Street West and Avenue K and at the project access driveways. These pass-by trip adjustments at this intersection and the Project driveways are illustrated on Figure 13B.

Pass-by trip adjustments are included in the Project trip assignment totals and the future post-Project volume analysis.



PROJECT DATA

CLIENT:	ANTELOPE VALLEY LAND, LLC. 5022 WEST AVENUE N, SUITE 104 PALMDALE, CALIFORNIA 93551
PROJECT ADDRESS:	NORTHWEST CORNER OF 60TH STREET WEST AND WEST AVENUE K LANCASTER, CALIFORNIA
JURISDICTION:	CITY OF LANCASTER
BOUNDARIES INFORMATION:	THIS PLAN HAS BEEN PREPARED AS PER ALTA PROVIDED BY C&C AERIAL MAPPING, JOB # 06-3091.

SITE SUMMARY

GROSS SITE AREA (±22.34 A. C.)	±973,130 SF
TOTAL GROSS LEASABLE AREA	±236,109 SF
COVERAGE	24.26 %
PROPOSED BUILDINGS:	
HOME IMPROVEMENT	±139,410 SF
GARDEN CENTER	±31,659 SF
MAJOR A (RETAIL)	±10,700 SF
SHOPS (50% RETAIL / 50% FOOD USE)	±9,600 SF
PAD A (50% RETAIL / 50% FOOD USE)	±6,300 SF
PAD B (100% FOOD USE)	±3,715 SF
PAD C (100% RETAIL)	±13,225 SF
PAD D (100% FOOD USE)	±3,500 SF
PAD E (100% RETAIL)	±3,000 SF
TOTAL GLA	±221,109 SF
PARKING DATA:	
PARKING REQUIRED:	
HOME IMPROVEMENT BUILDING AREA ±139,410 SF @ 1/200SF	±697 STALLS
GARDEN CENTER ±31,659 SF (NOT INCLUDED)	N.A.
RETAIL ±36,749 SF @ 1/200 SF	±179 STALLS
FOOD USE ± 14,271 SF @ 1/100SF	±143 STALLS
TOTAL PARKING REQUIRED:	±1,019 STALLS
10% REDUCTION	-101 STALLS
TOTAL NET PARKING REQUIRED:	±918 STALLS
TOTAL PARKING PROVIDED:	±950 STALLS
(STANDARD (10'x18') = ±845 STALLS	
(HANDICAP (10'x18') = ±30 STALLS	
(EN) COMPACT (8'x16') = ±75 STALLS	
PARKING RATIO PROVIDED:	±4.3/1000 SF

PROPOSED SITE PLAN

No Scale

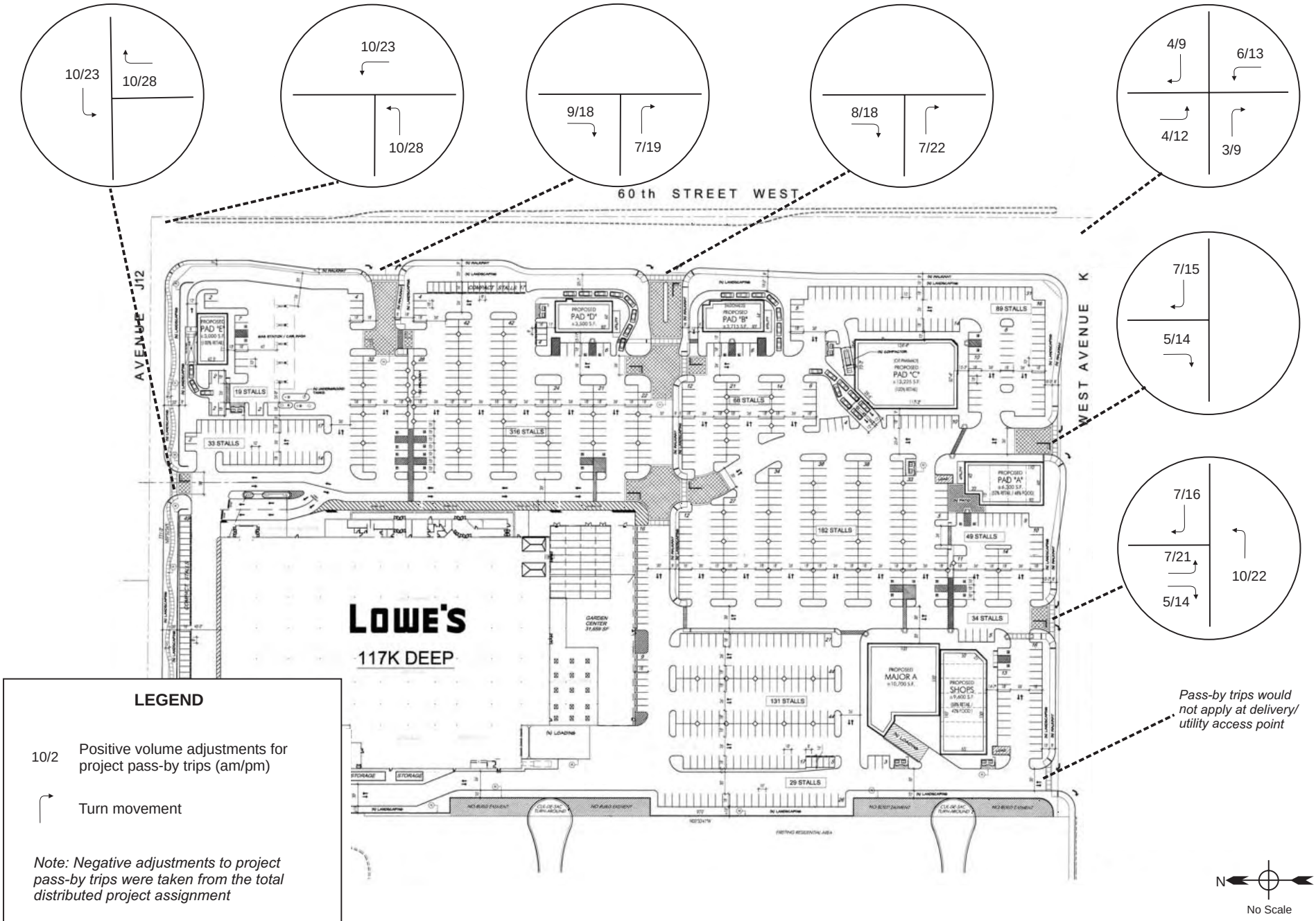


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Figure 13B

Pass-By Trip Additions

B. Project Traffic Distribution & Assignment

Trip distribution is the process of assigning the directions from which traffic will travel to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of other land uses to which project trips would originate or terminate. Project trip distribution was based on development trends in the area, local and sub-regional traffic routes, and regional traffic flows. For regional routes, freeway-oriented access was assumed. For routes that are local in relation to the Project site, arterial access was assumed.

The intersection trip distribution percentages that were used for Project trips are illustrated on Figure 14 (inbound) and Figure 15 (outbound). The percentages provided by these figures are based on percentage proportions of inbound trips (as a division of a 100% total) and outbound trips (as a division of a separate 100% total).

The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement at the study intersections. The project trips were assigned based on distribution inputs to the TRAFFIX program.

The project trip assignment is provided in Figure 16 (weekday a.m. peak) and Figure 17 (weekday p.m. peak). Project assignment in the vicinity of the site – specifically at the neighboring study intersection and the site driveways – is provided within Figure 18 (a.m. peak) and Figure 19 (p.m. peak).

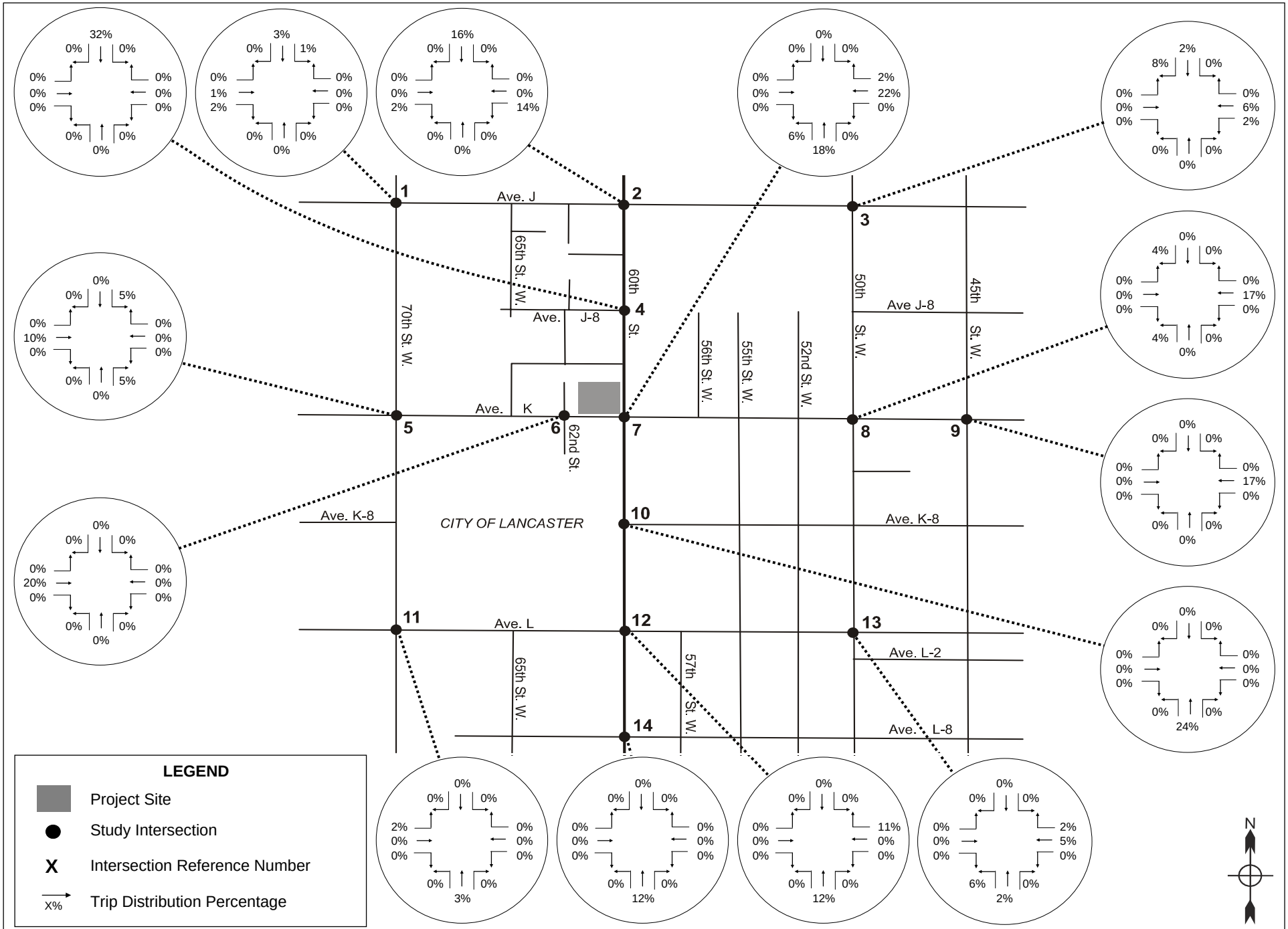

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Figure 14

Project Trip Distribution - Inbound

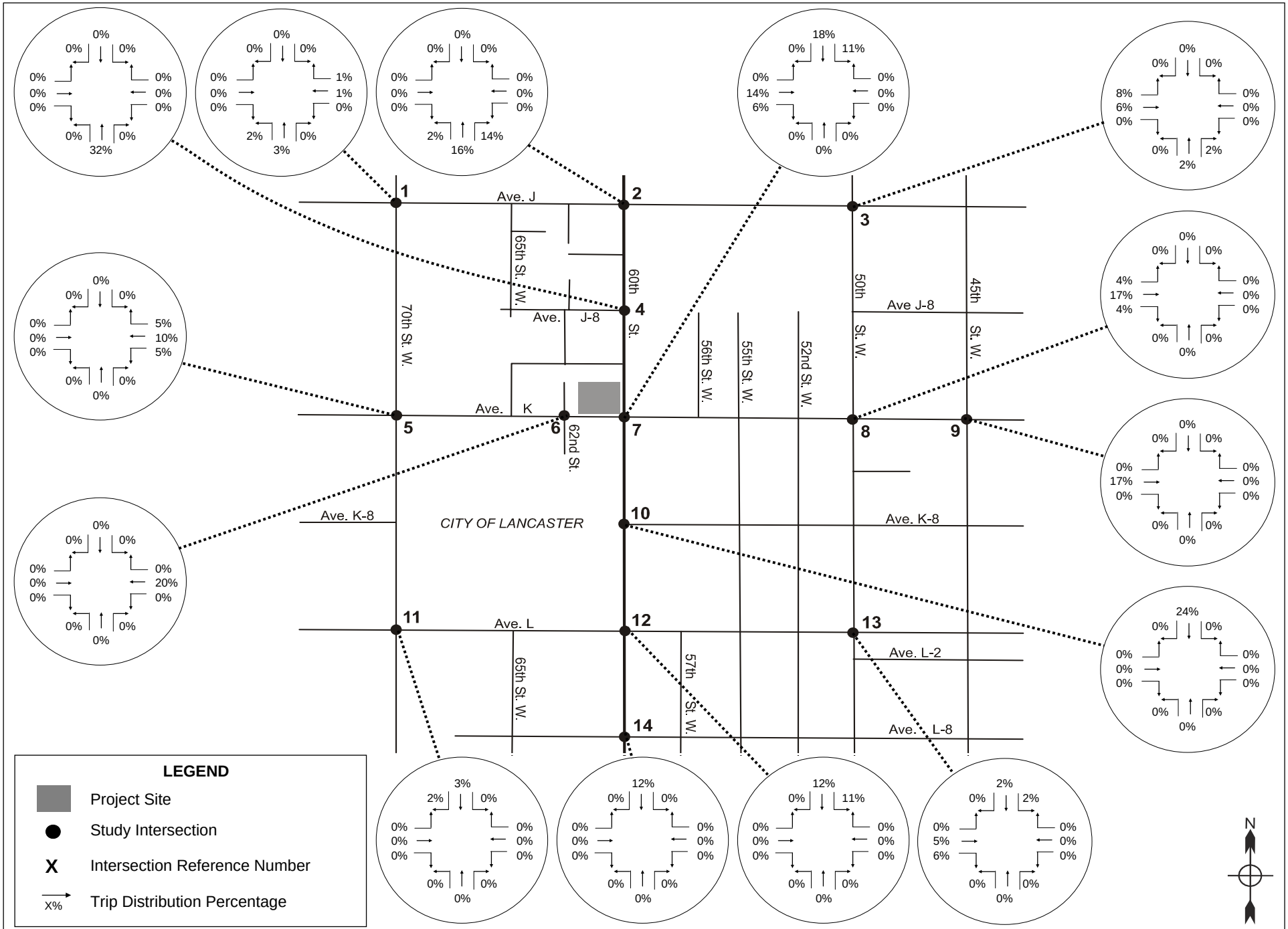

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Figure 15

Project Trip Distribution - Outbound

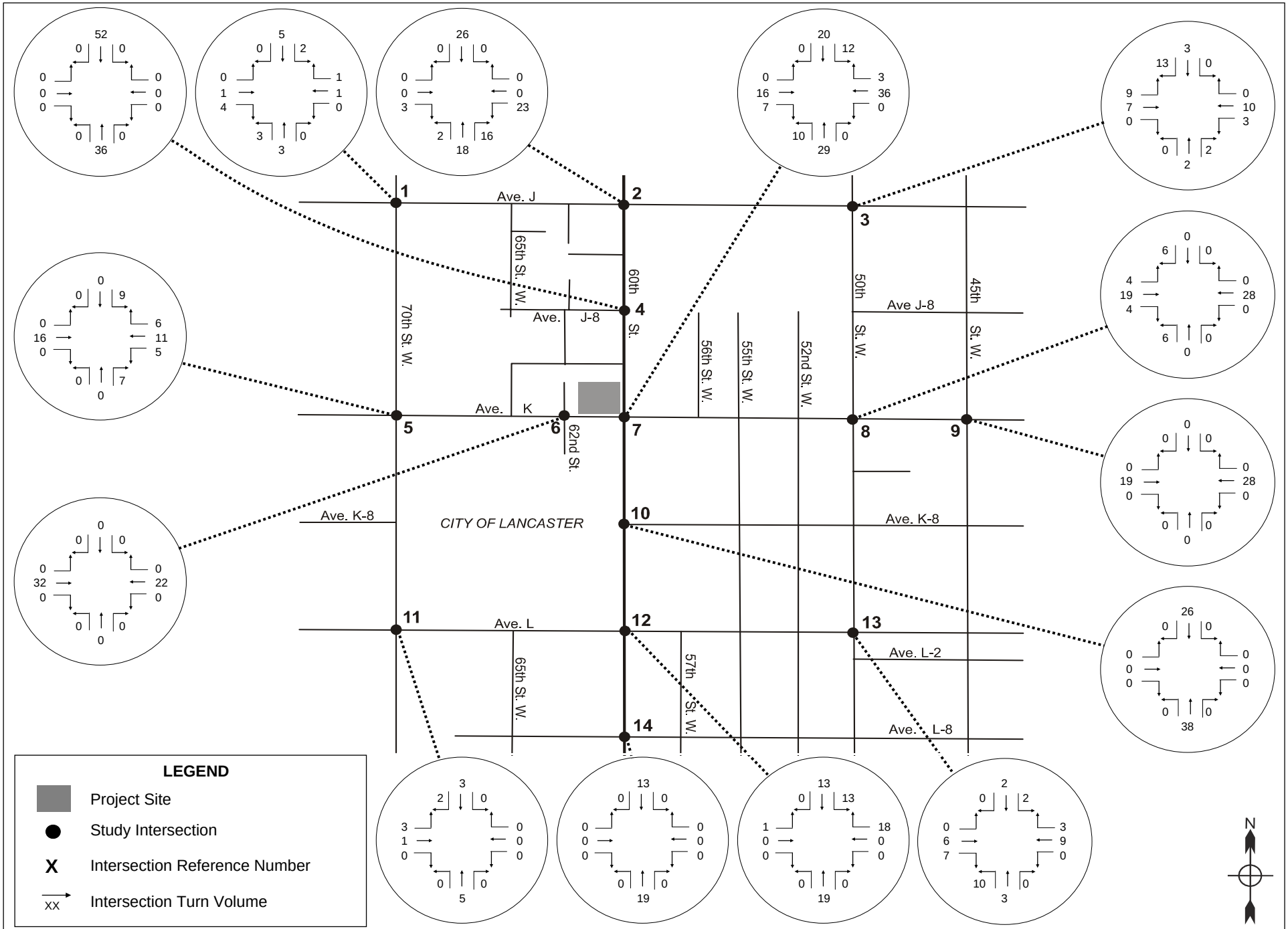

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Figure 16

AM Peak Project Trip Assignment

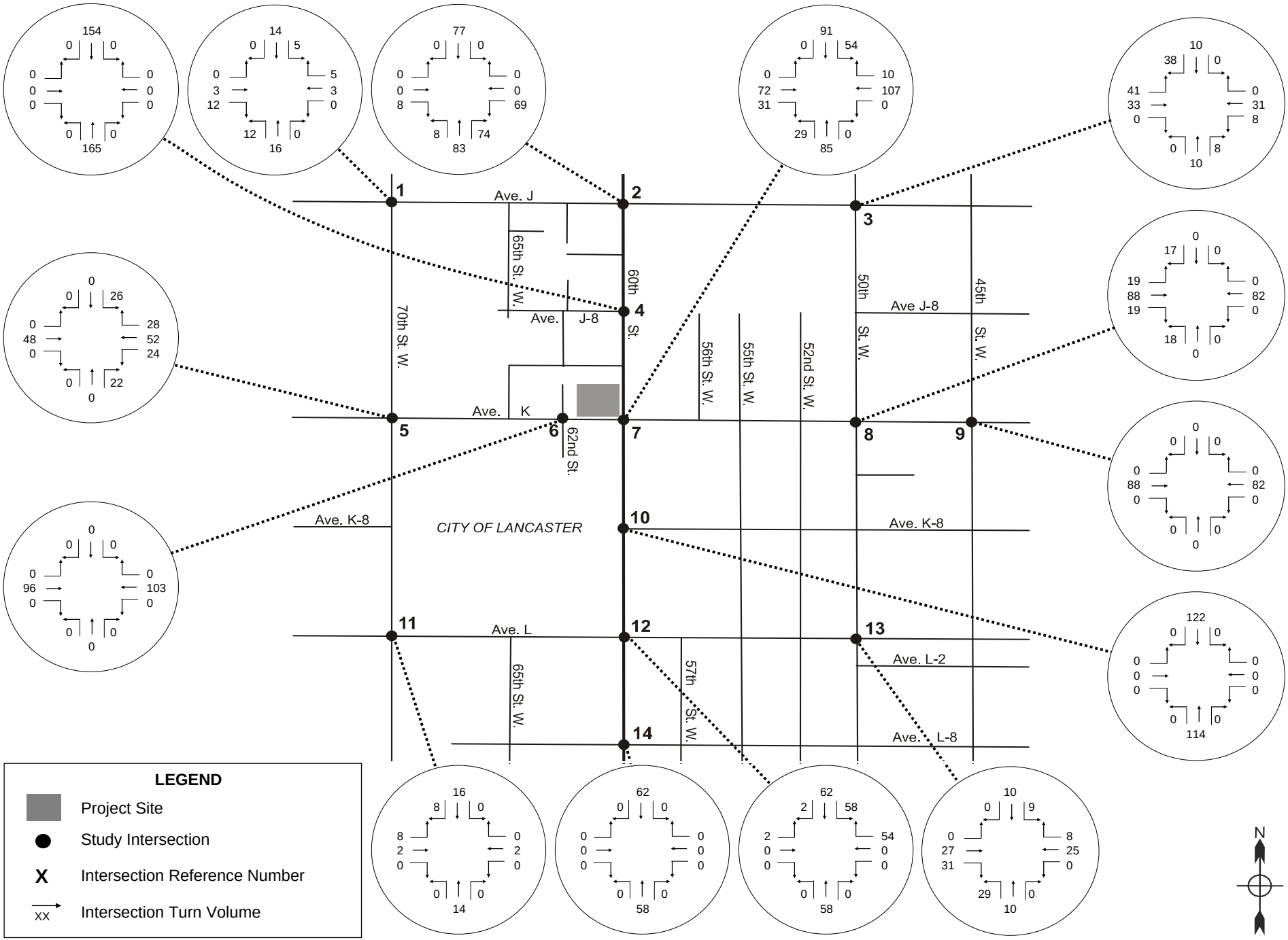

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Figure 17

PM Peak Project Trip Assignment

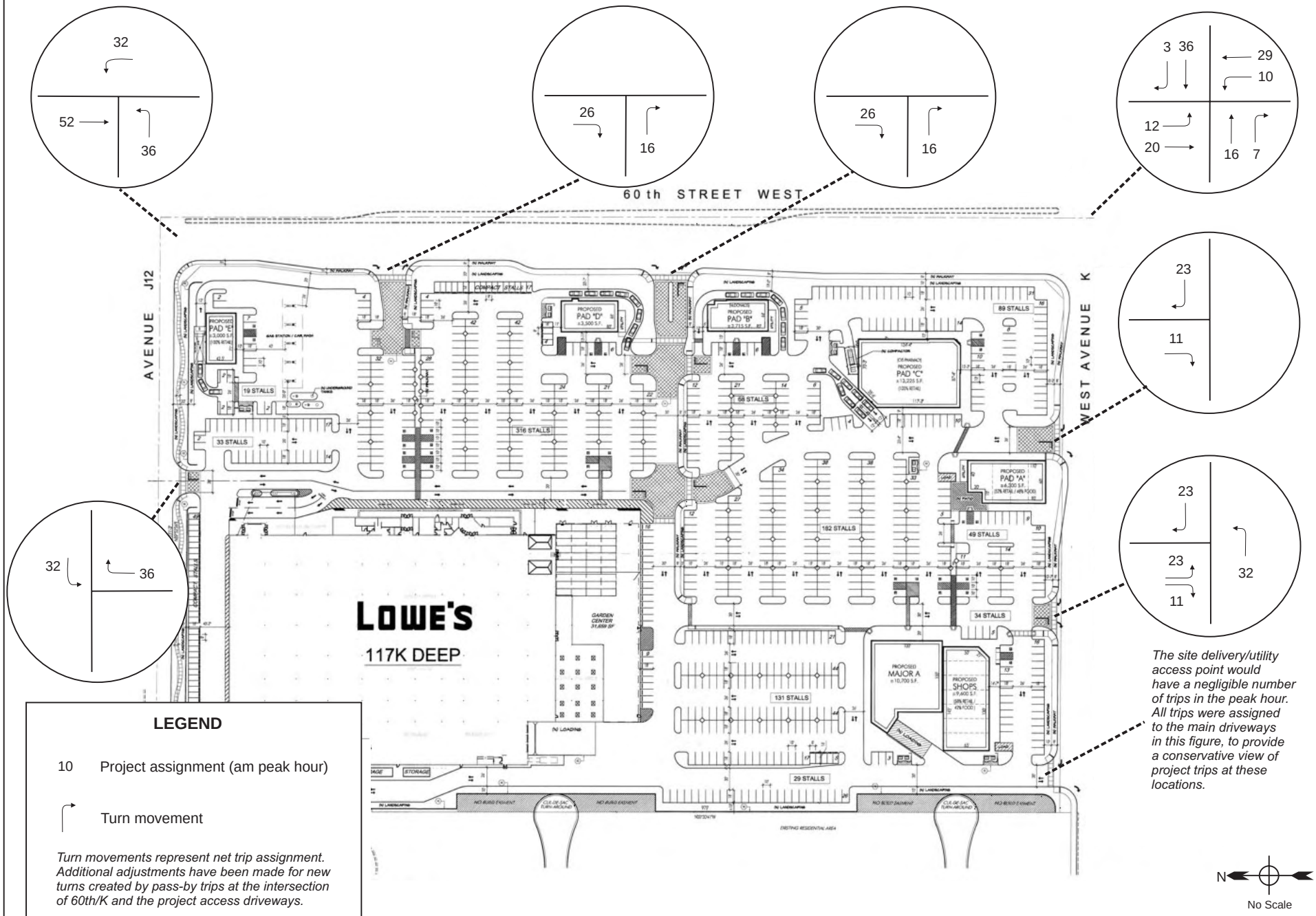

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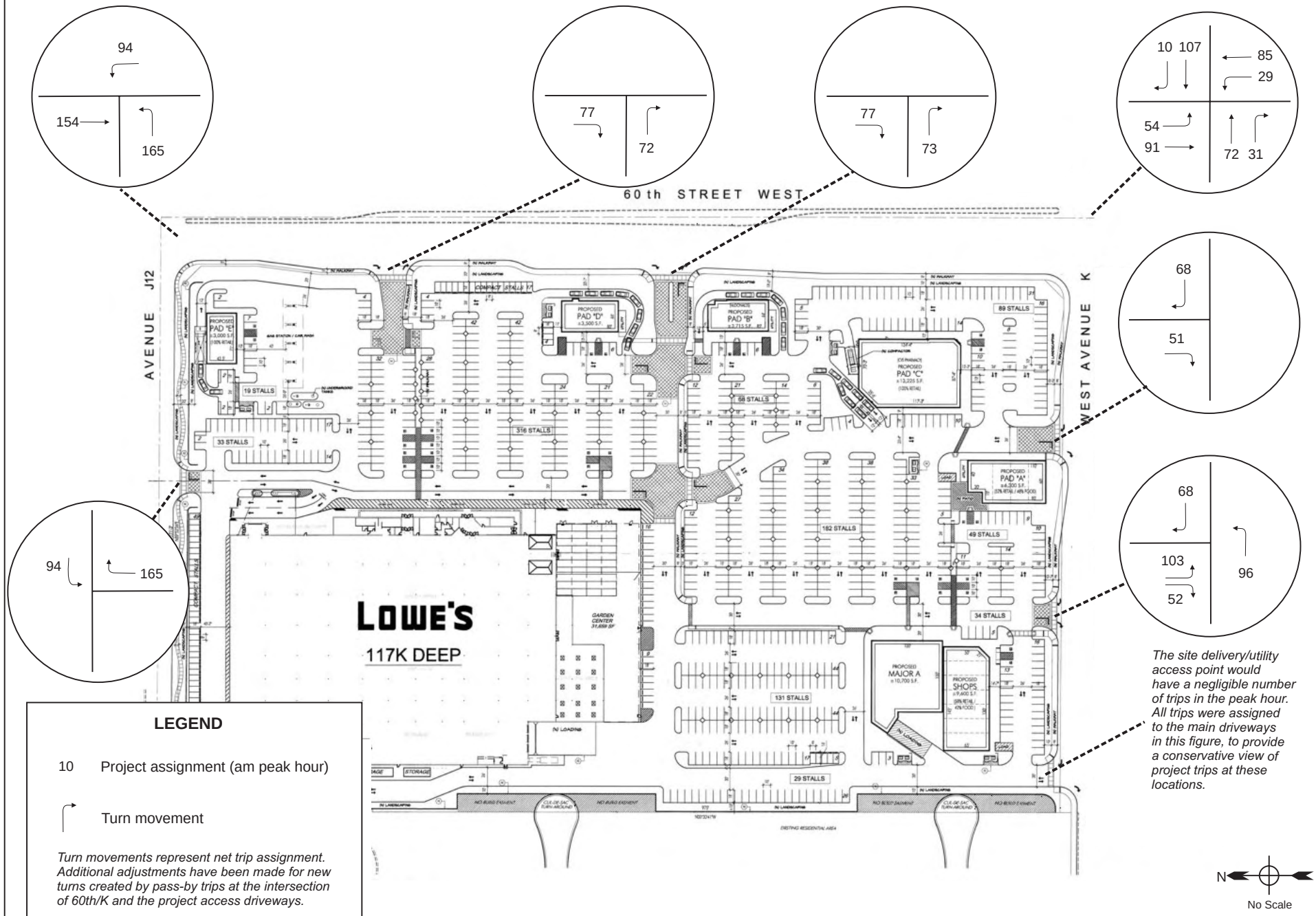
Figure 18

Project Trip Assignment at Site - AM Peak



LEGEND

10 Project assignment (am peak hour)

Turn movement

Turn movements represent net trip assignment. Additional adjustments have been made for new turns created by pass-by trips at the intersection of 60th/K and the project access driveways.

The site delivery/utility access point would have a negligible number of trips in the peak hour. All trips were assigned to the main driveways in this figure, to provide a conservative view of project trips at these locations.

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Figure 19

Project Trip Assignment at Site - PM Peak

C. Project Parking Generation

The proposed Project site plan, dated April 15, 2008, provides for an off-street parking supply of 950 spaces. The section analyzes the planned Project parking supply in terms of City Code, parking demand defined by the ITE manual entitled Parking Generation (3rd edition), and monthly parking demand variations defined by the Urban Land Institute manual entitled *Shared Parking (2nd edition)*.

City Code Requirements

According to the City of Lancaster Municipal Code Zoning provisions, the following shopping center parking requirements apply per Section 17.12.220. The calculation of the total Project parking requirement is summarized within Table 9. The floor area totals are based on net leasable floor area.

Table 9 – Total Project Parking Requirements

Land Use	Floor Area (sq.ft.)	Number of Spaces	Municipal Code Land Use Category	Requirement
Shopping Center	139,410	697	17.12.220 - 18 - Shopping Center or Other Commerical Center of 2 Acres or More	5/1000 SF or 1/200 SF
Retail	32,769	164	17.12.220 - 18 - Shopping Center or Other Commerical Center of 2 Acres or More	5/1000 SF or 1/200 SF
Food Service	14,271	143	17.12.220 - 5 - Eating and Drinking Establishments	1/100 SF
Gas Station	3,000	15	17.12.220 - 18 - Shopping Center or Other Commerical Center of 2 Acres or More	5/1000 SF or 1/200 SF
TOTAL REQUIRED SPACES:		1,019		

Based on the floor area and applicable Code requirements, the total parking requirement would be 1,019 spaces. Based on the planned supply of 950 spaces, there would be a 69-space supply deficit during the period of highest demand (the holiday shopping season). Seasonal demand fluctuations are discussed later in this report section.

As the proposed gas station would have a separate parking field (and should be separated by necessity of function), the remainder of this analysis separates the gas station parking requirements from the remainder of the shopping center. The gas station would have 15 required spaces and would provide a parking surplus at 19 spaces.

Potential for Shared Parking Arrangement

As a majority of the site would be utilized for retail uses, the ability to "share" parking between uses is minimal. Different types of uses such as retail, restaurant, offices, movie theaters, and residential on the same site would peak in demand at different hours of the day. As the proposed Project site would primarily house retail uses, all of the uses would generally peak in terms of activity and parking demand at the same time.

Application of the Urban Land Institute *Shared parking* methodology to the Project retail parking requirements and the restaurant parking requirements, a weekday demand reduction of 4.27% can be expected. Overall demand defined by Code would be reduced by 43 spaces on weekdays, based on this methodology. On Saturdays, generally the peak day of the weekend for shopping centers, demand

would be reduced by as much as 7.83 percent. This equates to a demand reduction of 79 spaces. These potential demand reductions based on the project land use characteristics are incorporated into the following analysis.

A summary table for the shared parking analysis is provided within Appendix G of this report.

ITE Parking Generation Demand

The manual entitled *Parking Generation (3rd edition)*, published by ITE, defined peak-period parking demand rates for shopping centers, based on nation-wide data. The following December (peak month) demand rates are defined by ITE:

- Monday to Thursday, December: 3.76 spaces per 1,000 sq.ft. of floor area
- Friday, December: 4.01 spaces per 1,000 sq.ft. of floor area
- Saturday, December: 4.74 spaces per 1,000 sq.ft. of floor area
- Sunday, December: 4.45 spaces per 1,000 sq.ft. of floor area

Using these rates, the typical range of December weekend parking demand for the core commercial uses of the Project (without the gas station use) would be from 877 spaces (Monday-Thursday) to 1,104 spaces (Saturday), based on a total gross floor area of 233,109 square feet. Adding in the 15 spaces required for the proposed gas station, the total parking demand would range from 892 to 1,119 spaces.

Seasonal Demand Analysis

The maximum parking demand, defined by the Saturday total, was analyzed based on typical seasonal fluctuations of shopping center demand. The shared parking analysis indicated that shared demand between retail and restaurants would reduce overall visitor/customer parking demand by as much as 7.83 percent.

Based on seasonal parking demand adjustment factors defined within *Shared Parking (second edition)*, and the peak demand rates defined by ITE (a Saturday in December), the monthly demand totals provided within Table 10 were calculated. The dedicated gas station parking was excluded from this analysis.

The *Shared Parking* manual defines a "13th month", the period between the Christmas holiday and the New Years holiday, where parking demand is markedly different than that within the first part of December. This additional period is included within the analysis table.

During the maximum demand month of demand, December, expected parking demand would be 1,029 vehicles. During the remainder of the year, the provided site parking supply would be adequate for anticipated demand.

Table 10 – Project Seasonal Parking Demand Calculations

Total Demand per highest ITE rate: **1,104**

	CUSTOMER / VISITOR PARKING		EMPLOYEE PARKING		
Month	Adjustment Factor for Customer/Visitor Parking	90% of Project Demand, Per ITE Rates, Shared Parking *	Adjustments for Employee Parking	10% of Project Demand, Per ITE Rates	Total Estimated Parking Demand per Month
Jan	56%	513	80%	88	601
Feb	57%	522	80%	88	610
Mar	64%	586	80%	88	674
Apr	63%	577	80%	88	665
May	66%	604	80%	88	693
Jun	67%	614	80%	88	702
Jul	64%	586	80%	88	674
Aug	69%	632	80%	88	720
Sep	64%	586	80%	88	674
Oct	66%	604	80%	88	693
Nov	72%	659	90%	99	759
Dec	100%	916	100%	110	1,026
Late Dec. **	80%	733	90%	99	832

Note: Percentages represent a ratio of the highest demand, encountered in December. Percentages defined with the Urban Land Institute publication "Shared Parking" (second edition). Demand rates are based on ITE rates and not Code requirements.

** A shared parking reduction of 4.27% was taken, based on the Shared Parking analysis conducted based on Code requirements.*

*** An additional period is defined by "Shared Parking", which represents the less-intense period between the Christmas and New Years holidays.*

The following is concluded from the Project parking demand analysis:

- The Project would not meet parking code requirements of the City of Lancaster for the planned commercial uses, but based on national demand rates, shared parking calculations (between retail areas and restaurants), and expected seasonal fluctuations, the Project parking supply would be adequate for typical demand outside of the core December shopping period.

- During the period between the Christmas holiday and the New Years holiday, the Project would likely provide an adequate number of spaces for typical demand.

- During the December period (excluding the inter-holiday period at the end of the month), the proposed Project parking supply of 950 spaces and the expected demand could result in a parking supply deficit of 90 spaces.

- If the Project can effectively manage on-site parking during the typical peak month of December, mitigation measures will not be necessary. As the proposed shopping center uses would not include department stores or discount retail centers, parking impacts during the peak holiday period would be unlikely.

5. Future (2012) Post-Project Conditions

A. Peak Hour Intersection Level of Service

To analyze future post-Project conditions, intersection turn volumes with ambient growth, area projects trips, and proposed Project trips were all input into the Traffix analysis program and processed with the same LOS methodologies used for the previous scenarios.

Table 11 summarizes the weekday LOS of the study area intersections under this scenario. Intersections operating at unacceptable levels of service, LOS E or F, are indicated by bold text within the table.

Table 11 – Intersection Level of Service –
Future (2012) Post-Project Conditions

#	Intersections	AM Peak		PM Peak	
		ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS
1	70th Street / Avenue J *	14.9 Sec.	B	14.7 Sec.	B
2	60th Street / Avenue J	0.647	B	1.102	**F**
3	50th Street / Avenue J	0.718	C	0.751	C
4	60th Street / Avenue J-8 *	> 100 Sec.	**F**	> 100 Sec.	**F**
5	70th Street / Avenue K **	69.5 Sec.	**F**	> 100 Sec.	**F**
6	62nd Street / Avenue K *	38.9 Sec.	**E**	59.8 Sec.	**F**
7	60th Street / Avenue K	0.961	**E**	1.060	**F**
8	50th Street / Avenue K **	> 100 Sec.	**F**	> 100 Sec.	**F**
9	45th Street / Avenue K *	> 100 Sec.	**F**	> 100 Sec.	**F**
10	60th Street / Avenue K-8 *	95.0 Sec.	**F**	> 100 Sec.	**F**
11	70th Street / Avenue L **	22.6 Sec.	C	31.7 Sec.	D
12	60th Street / Avenue L	1.145	**F**	1.385	**F**
13	50th Street / Avenue L	1.305	**F**	1.567	**F**
14	60th Street / Avenue L-8	0.715	C	0.900	D

Note: All level of service values are based on average delay (seconds per vehicle) for unsignalized intersections and Intersection Capacity Utilization (ICU) values for signalized intersections.

** Unsignalized intersection with two-way stop sign control*

*** Unsignalized intersection with all-way stop sign control*

Project traffic would worsen the level of service values to E or F at the following intersections:

- 62nd Street / Avenue K – Operations would worsen from LOS to D in the a.m. peak hour and from LOS E to F in the p.m. peak hour
- 60th Street / Avenue K – Operations would worsen from LOS E to F in the p.m. peak hour

B. Roadway Segment Level of Service Analysis

Table 12 provides a summary of future peak-hour volumes at the study area roadway segments, after the inclusion of Project-generated trips. The roadway segment of Avenue K, east of 60th Street, would continue to operate at LOS F with the addition of Project traffic.

Table 12 – Level of Service –
Future (2012) Post-Project Roadway Segment

Roadway Segments	Posted Speed Limit	Daily Roadway Volume Capacity	Future Pre-Project	Project Only	Future Post-Project	LOS
60th Street, south of Avenue J	45 mph	38,800	22,733	3,446	26,179	B
60th Street, north of Avenue K	45 mph	38,800	25,182	3,446	28,628	C
Avenue K, west of 60th Street	45 mph	36,800	14,764	2,154	16,918	A
Avenue K, east of 60th Street	45 mph	18,300	21,450	2,622	24,072	**F**
Avenue K, east of 50th Street	45 mph	18,300	12,044	1,830	13,874	C
60th Street, south of Avenue K	45 mph	36,800	21,680	2,548	24,228	B

Significant impact determinations for Project traffic at the study intersections and study roadway segments are discussed in the next section of this report.

Study intersection turn movement volumes for this scenario are provided in Figure 20 (a.m. peak) and Figure 21 (p.m. peak). Level of service calculations worksheets for this analysis scenario are provided within Appendix E of this report.

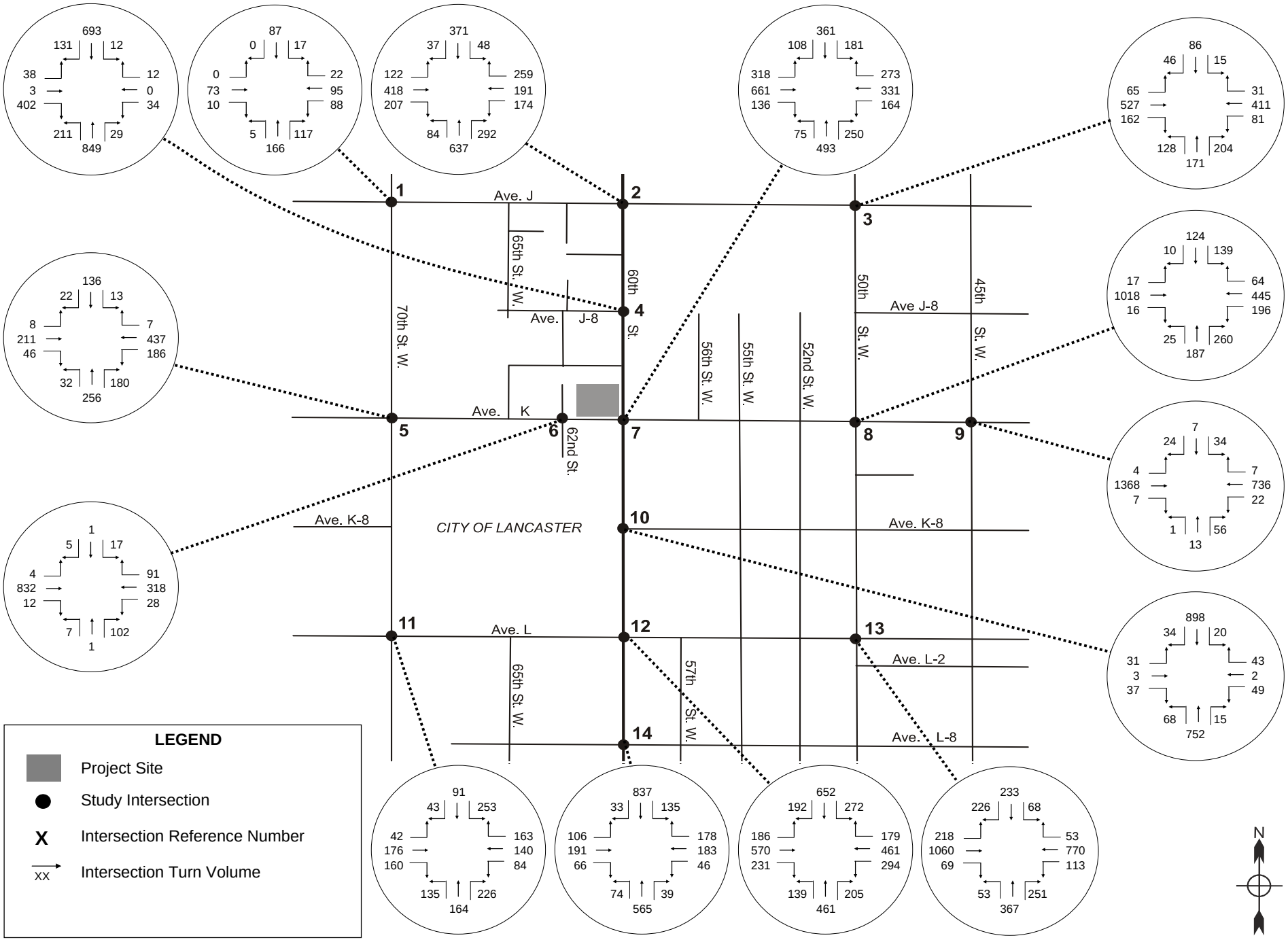

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Figure 20

Future (2012) Growth With Area Projects and Project - AM Peak Turn Movement Volumes

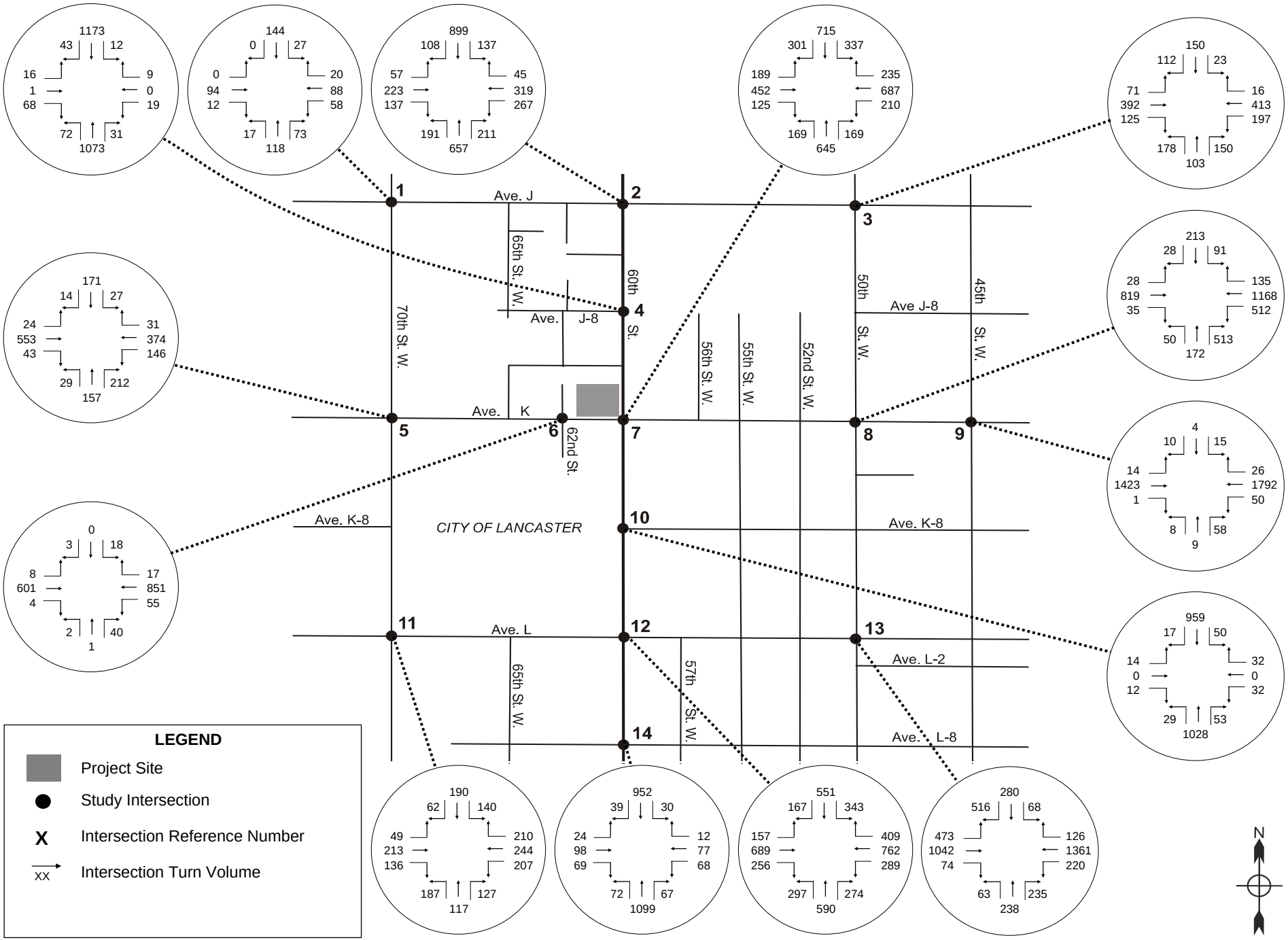

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Figure 21

Future (2012) Growth With Area Projects and Project - PM Peak Turn Movement Volumes

C. Project Driveway Traffic Operations

A review was conducted of the access driveways of the proposed site plan. Most of the site driveways would have limited access, with right-turn inbound access and right-turn outbound access only. Other turn movements would be restricted due to the presence of raised roadway medians on 60th Street and Avenue K.

The restriction of movements at these locations will minimize traffic conflicts with the major roadways they would intersect with, and would likely avoid poor levels of service that would be caused by long delays at unsignalized driveway locations due to outbound left turn movement queues. Left turn movements often cause on-site delay, as those movements must cross both directions of traffic flow on the major roadway.

One of the southern driveways would be constructed with full access, due to a planned break in the raised median at the location of that driveway. A level of service analysis was conducted for the proposed southern full-access driveway, using post-project volumes and the planned geometry of the driveway intersection. It was found from this analysis that that location would operate at LOS C in the a.m. peak hour and at LOS F in the p.m. peak hour. The potential queuing of outbound traffic would create the poor LOS value in the p.m. peak hour.

In order to avoid on-site queuing that could occur at the southern full-access site driveway, which could create on-site traffic conflicts within parking aisles and other on-site roadways, it is recommended that the southern full-access driveway be signalized. With signalization, the driveway intersection with Avenue K would operate at a good LOS value of A.

6. Significant Traffic Impacts

A. Methodology for Significant Impact Calculations

Traffic impacts are identified if the proposed development will result in a significant degradation of traffic conditions at a study roadway facility. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level of service and project traffic will cause a further decline below a certain threshold.

The City of Lancaster has established specific thresholds for project-related increases in the volume-to-capacity ratio (V/C) of analyzed facilities, including roadway intersections and roadway segments, within the published traffic study guidelines. These thresholds are provided below.

SIGNALIZED STUDY INTERSECTION AND
ROADWAY SEGMENT IMPACTS

Level of Service	Volume/Capacity Ratio	Project-Related Increase in ICU (intersections) or V/C (roadways)
E, F	> 0.900 or greater	Equal to or greater than 0.02

UNSIGNALIZED STUDY INTERSECTION IMPACTS

Level of Service	Project-Related Increase in Delay Value
E, F	Equal to or greater than 2.0 seconds

B. Determination of Study Intersection Impacts

A summary of the study scenarios for the existing and future timeframes are provided in Table 13 (a.m. peak) and Table 14 (p.m. peak). Traffic impacts created by the Project are calculated by subtracting the operations values within the "Future Pre-Project Conditions (2012)" column from the values within the "Future Post-Project Conditions (2012)" column. The overall traffic impacts created by the proposed Project, and determinations of significant impact, are provided in the right two columns of the tables.

As indicated in the right-most column of Table 13, the proposed Project would create significant impacts at eight of the 14 study intersections within the a.m. peak hour.

As indicated in the right-most column of Table 14, the proposed Project would create significant impacts at ten of the 14 study intersections within the p.m. peak period.

Table 13 – Determination of Study Intersection Impacts – Weekday AM Peak Period

#	Intersections	Existing (2007) Conditions		Future Pre-Project Conditions (2012)		Future Post-Project Conditions (2012)		Diff vs. Pre-Proj.	Signif?
		ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS		
1	70th Street / Avenue J *	10.7 Sec.	B	14.6 Sec.	B	14.9 Sec.	B	0.3	No
2	60th Street / Avenue J	0.425	A	0.628	B	0.647	B	0.019	No
3	50th Street / Avenue J	0.479	A	0.711	C	0.718	C	0.007	No
4	60th Street / Avenue J-8 *	42.1 Sec.	E	> 100 Sec.	F	> 100 Sec.	F	F to F	**Yes**
5	70th Street / Avenue K **	8.8 Sec.	A	57.8 Sec.	F	69.5 Sec.	F	11.7	**Yes**
6	62nd Street / Avenue K *	11.7 Sec.	B	35.0 Sec.	D	38.9 Sec.	E	3.9	**Yes**
7	60th Street / Avenue K	0.452	A	0.932	E	0.961	E	0.029	**Yes**
8	50th Street / Avenue K **	11.1 Sec.	B	> 100 Sec.	F	> 100 Sec.	F	F to F	**Yes**
9	45th Street / Avenue K *	14.1 Sec.	B	> 100 Sec.	F	> 100 Sec.	F	F to F	**Yes**
10	60th Street / Avenue K-8 *	21.3 Sec.	C	79.5 Sec.	F	95.0 Sec.	F	15.5	**Yes**
11	70th Street / Avenue L **	9.7 Sec.	A	22.1 Sec.	C	22.6 Sec.	C	0.5	No
12	60th Street / Avenue L	0.727	C	1.125	F	1.145	F	0.020	**Yes**
13	50th Street / Avenue L	0.967	E	1.295	F	1.305	F	0.010	No
14	60th Street / Avenue L-8	0.532	A	0.703	C	0.715	C	0.012	No

Note: All level of service values are based on average delay (seconds per vehicle) for unsignalized intersections and Intersection Capacity Utilization (ICU) values for signalized intersections.

** Unsignalized intersection with two-way stop sign control*

*** Unsignalized intersection with all-way stop sign control*

Table 14 – Determination of Study Intersection Impacts – Weekday PM Peak Period

#	Intersections	Existing (2007) Conditions		Future Pre-Project Conditions (2012)		Future Post-Project Conditions (2012)		Diff vs. Pre-Proj.	Signif?
		ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS	ICU or Delay (sec.)	LOS		
1	70th Street / Avenue J *	10.1 Sec.	B	13.7 Sec.	B	14.7 Sec.	B	1.0	No
2	60th Street / Avenue J	0.374	A	1.032	F	1.102	F	0.070	**Yes**
3	50th Street / Avenue J	0.414	A	0.720	C	0.751	C	0.031	No
4	60th Street / Avenue J-8 *	15.1 Sec.	C	> 100 Sec.	F	> 100 Sec.	F	F to F	**Yes**
5	70th Street / Avenue K **	7.8 Sec.	A	63.9 Sec.	F	> 100 Sec.	F	F to F	**Yes**
6	62nd Street / Avenue K *	10.7 Sec.	B	41.4 Sec.	E	59.8 Sec.	F	18.4	**Yes**
7	60th Street / Avenue K	0.372	A	0.925	E	1.060	F	0.135	**Yes**
8	50th Street / Avenue K **	12.1 Sec.	B	> 100 Sec.	F	> 100 Sec.	F	F to F	**Yes**
9	45th Street / Avenue K *	15.3 Sec.	C	> 100 Sec.	F	> 100 Sec.	F	F to F	**Yes**
10	60th Street / Avenue K-8 *	13.6 Sec.	B	76.4 Sec.	F	> 100 Sec.	F	F to F	**Yes**
11	70th Street / Avenue L **	8.8 Sec.	A	29.3 Sec.	D	31.7 Sec.	D	2.4	No
12	60th Street / Avenue L	0.509	A	1.313	F	1.385	F	0.072	**Yes**
13	50th Street / Avenue L	0.814	D	1.520	F	1.567	F	0.047	**Yes**
14	60th Street / Avenue L-8	0.428	A	0.864	D	0.900	D	0.036	No

Note: All level of service values are based on average delay (seconds per vehicle) for unsignalized intersections and Intersection Capacity Utilization (ICU) values for signalized intersections.

** Unsignalized intersection with two-way stop sign control*

*** Unsignalized intersection with all-way stop sign control*

The following study intersections would not be significantly impacted by Project traffic:

- 70th Street / Avenue J
- 50th Street / Avenue J
- 70 Street / Avenue L
- 60th Street / Avenue L-8

C. Determination of Study Roadway Impacts

Project traffic impact calculations for the designated study area roadway segments, in terms of weekday daily volumes, are provided within Table 14. A significant roadway impact was defined on the Avenue K roadway segment located to the east of 60th Street. The segment is projected to operate at LOS F and Project traffic would increase the calculated volume-to-capacity ratio (v/c) by more than 0.02.

Table 15 – Determination of Roadway Segment Impacts – Weekday Daily Period

Roadway Segments	Posted Speed Limit	Daily Roadway Volume Capacity	Existing Daily Volume	Future Pre-Project	Future Post-Project	LOS	Percent Increase	Significant Impact Criteria	Significant Impact
60th Street, south of Avenue J	45 mph	38,800	7,215	22,733	26,179	B	15%	2% or higher increase at LOS E or F	No
60th Street, north of Avenue K	45 mph	38,800	8,779	25,182	28,628	C	14%		No
Avenue K, west of 60th Street	45 mph	36,800	3,530	14,764	16,918	A	15%		No
Avenue K, east of 60th Street	45 mph	18,300	7,562	21,450	24,072	**F**	12%		**Yes**
Avenue K, east of 50th Street	45 mph	18,300	10,701	12,044	13,874	C	15%		No
60th Street, south of Avenue K	45 mph	36,800	8,530	21,680	24,228	B	12%		No

7. Proposed Traffic Impact Mitigation Measures

This report section provides a summary of recommended Project mitigation measures that would remove the identified significant traffic impacts. Study intersection mitigations and study roadway segment mitigations are discussed below. The traffic study guidelines of the City of Lancaster indicate that to mitigate a Project traffic impact, "the traffic study will propose feasible mitigation measures to reduce the impact to a level of significance". Therefore, the goal of this report is to reduce the incremental impact of the Project to a point that falls below the established impact thresholds.

Cumulative traffic, defined by trips calculated for planned area projects, was included within the level of service and impact analysis for this report. The City traffic study guidelines, and the scoping document for this study, require that impacts be examined for the project increment only.

Feasibility of each of the mitigation measures was evaluated based on a planning-level analysis of intersection configuration and approach/roadway widths from fieldwork conducted by KOA. At all of the locations where widening has been recommended as part of intersection or roadway segment mitigation, the related roadways will be improved to the necessary width or beyond at build-out of the facilities.

Fair-share percentages for the mitigations have been calculated, as there are a significant number of planned area projects that would add a large number of trips to the roadway network. Responsibility for mitigation measures should be shared across these multiple pending projects. Discussion of the fair-share calculations is provided at the end of this report section.

A. Study Intersection Mitigation Measures

The proposed Project would significantly impact 10 of the study intersection, per City-defined impact thresholds. The recommended mitigation measures for the study intersection impacts are summarized within Table 16 (a.m. peak) and Table 17 (p.m. peak). The analysis within the left half of the tables is based on signalization of significantly-impacted unsignalized study intersections.

For six of the impacted study intersections, however, residual impacts of the proposed Project would remain after signalization. At these locations, additional lane capacity was analyzed, in addition to the signalization measures. The analysis of additional lane capacity is provided within the right side of the tables. These mitigation measures were analyzed for both the a.m. peak and p.m. peak time periods, whether or not a remaining significant impact required mitigation.

At some locations, LOS E is the post-mitigation level of service. Although this represents poor operating conditions, if the Project incremental impact is removed the mitigation is adequate. If a facility would be operating at LOS F in the future pre-project period and the mitigation measure provides for LOS E operations, the project incremental impact was removed and additional operating capacity has been provided. No further mitigation measures were recommended in these cases and the impacts were considered to be fully mitigated.

Table 16 – Summary of Intersection Mitigation Measures
Weekday AM Peak Period

	Signalize Mitigation Only			**Additional Mitigation - Widening**			
Intx #	Future (2012) Post-Project Conditions	Diff vs. Pre-Proj.	Signif?	Analyzed Widening	Future (2012) Post-Project Conditions	Diff vs. Pre-Proj.	Signif?
1							
2	0.547	LOS F to A	No	New southbound thru lane	0.469	LOS F to A	No
3							
4	0.938	LOS F to E	No	No additional mitigations needed			
5	0.799	LOS F to C	No	No additional mitigations needed			
6	0.724	LOS E to C	No	No additional mitigations needed			
7	Currently Signalized			Northbd./southbd. new thru lanes	0.885	-0.047	No
8	1.261	LOS F	Yes	Eastbd., westbd., and northbd. appr. *	0.749	LOS F to C	No
9	1.053	LOS F	Yes	Eastbd./westbd. 2nd thru lanes	0.617	LOS F to B	No
10	0.670	LOS F to B	No	No additional mitigations needed			
11							
12	Currently Signalized			Southbound new thru lane	0.937	-0.188	No
13	Currently Signalized			Eastbd./westbd. new thru lanes	0.952	-0.343	No
14							

** Major improvements would be necessary to improve LOS beyond future pre-project conditions, including northbound left, thru and dual right turn lanes; and east-west second thru lanes and left turn lanes.*

Table 17 – Summary of Intersection Mitigation Measures
Weekday PM Peak Period

	Signalize Mitigation Only			Additional Mitigation - Widening			
	Future (2012) Post-Project Conditions	Diff vs. Pre-Proj.	Signif?	Analyzed Widening	Future (2012) Post-Project Conditions	Diff vs. Pre-Proj.	Signif?
1							
2	1.002	LOS F	Yes	New southbound thru lane	0.687	LOS F to B	No
3							
4	0.933	LOS F to E	No	No additional mitigations needed			
5	0.844	LOS F to D	No	No additional mitigations needed			
6	0.551	LOS F to A	No	No additional mitigations needed			
7	Currently Signalized			Northbd./southbd. new thru lanes	0.975	0.05	No
8	1.267	LOS F	Yes	Eastbd., westbd., and northbd. appr. *	0.925	LOS F TO E	No
9	1.308	LOS F	Yes	Eastbd./westbd. 2nd thru lanes	0.737	LOS F to C	No
10	0.856	LOS F to D	No	No additional mitigations needed			
11							
12	Currently Signalized			Southbound new thru lane	1.115	-0.198	No
13	Currently Signalized			Eastbd./westbd. new thru lanes	1.123	-0.397	No
14							

** Major improvements would be necessary to improve LOS beyond future pre-project conditions, including northbound left, thru and dual right turn lanes; and east-west second thru lanes and left turn lanes.*

Out of the recommended mitigation measures identified in Table 16 and Table 17, and based on the build-out configuration of the study area roadways, a majority of the mitigation measures would generally be feasible. At intersection #8 (50th Street West & Avenue K), however, the intensity of the required improvement measure would likely require purchase of right-of-way beyond the buildout configuration of the 50th Street West roadway.

With implementation of the recommended signalization and approach capacity improvements summarized above, all but one of the significant impacts of the proposed Project at the study intersections would be removed. The significant impact at the intersection of 50th Street West & Avenue K would be infeasible and the impact at that location would be significant and unavoidable.

B. Study Roadway Segment Mitigation Measure

The proposed Project would significantly impact Avenue K, to the east of 60th Street, in the p.m. peak period according to City-defined impact thresholds. The impacted segment is a two-lane roadway. Outside of the study area and closer to the developed area of Lancaster, the Avenue K roadway is wider. To the east of 40th Street, Avenue K is a four-lane roadway.

To mitigate the significant traffic impact of the proposed Project at this roadway segment, it is recommended that the roadway be upgraded to a four-lane cross-section. This improvement should be implemented along the Avenue K segment between the 60th Street and 45th Street intersections.

C. Fair-Share Calculations

The proposed Project's fair-share of impacts at the study intersections have been calculated, as multiple future area projects will generate potentially-significant traffic volumes at each impacted location. All intersection volumes are based on the total of all four approach volumes. Data from the weekday a.m. peak and p.m. peak periods were used for both the study intersection and study roadway segment calculations.

Study Intersection Fair-Share

The fair-share calculation summaries for the study intersections are provided in Table 18 (a.m. peak) and Table 19 (p.m. peak). The highest project share at any single intersection for one peak time period is 18 percent. It is recommended that the proposed Project pay a fair-share contribution toward the proposed mitigation measures, based on the highest calculated percentage for each intersection.

Table 18 – Project Share of New Area Traffic at Impacted Intersections – AM Peak

#	Intersection	Project Traffic	Project + Area Projects	Project % Share
2	60th Street / Avenue J	88	1,283	**7%**
4	60th Street / Avenue J-8	88	955	**9%**
5	70th Street / Avenue K	54	933	**6%**
6	62nd Street / Avenue K	54	887	**6%**
7	60th Street / Avenue K	133	1,859	**7%**
8	50th Street / Avenue K	67	1,535	**4%**
9	45th Street / Avenue K	47	1,459	**3%**
10	60th Street / Avenue K-8	64	731	**9%**
12	60th Street / Avenue L	64	1,430	**4%**

Table 19 – Project Share of New Area Traffic at Impacted Intersections – PM Peak

#	Intersection	Project Traffic	Project + Area Projects	Project % Share
2	60th Street / Avenue J	319	2,167	**15%**
4	60th Street / Avenue J-8	319	1,721	**19%**
5	70th Street / Avenue K	200	1,414	**14%**
6	62nd Street / Avenue K	199	1,326	**15%**
7	60th Street / Avenue K	479	3,046	**16%**
8	50th Street / Avenue K	243	2,708	**9%**
9	45th Street / Avenue K	170	2,555	**7%**
10	60th Street / Avenue K-8	236	1,383	**17%**
12	60th Street / Avenue L	236	3,119	**8%**
13	50th Street / Avenue L	149	2,394	**6%**
14	60th Street / Avenue L-8	120	1,237	**10%**

Study Roadway Segment Fair-Share

The Project fair-share for the mitigation at the impacted study roadway segment has been calculated to be 16.6% for the analyzed weekday daily period analyzed for this report.

It is recommended that the proposed Project pay a fair-share contribution toward the proposed mitigation measure, based on this calculated percentage.

APPENDIX A
Analysis Methodologies

DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Intersection Capacity Utiliz. Value (ICU)	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

TWO-WAY STOP CONTROLLED INTERSECTIONS

Unsignalized (two-way stop controlled) intersection level of service is reported for the major street and minor street (generally, left-turn movements). The method assesses available and critical gaps in the traffic stream, which make it possible for side street traffic to enter the main street flow. The *2000 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to experience Level of Service E or F conditions for the minor street left-turn movements. It should be understood that, often, a poor level of service is experienced by only a few vehicles and that the intersection as a whole operates acceptably.

Unsignalized levels of service are described in the following table.

Delay (seconds)	Level of Service
0-10	A
10-15	B
15-25	C
25-35	D
35-50	E
>50	F

Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington, D.C.

APPENDIX B
Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West DATE: 8/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave J DAY: THURSDAY PROJECT# 07-2392-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	0	7	5	1	5		0	7	0	3	6	0	34
6:45 AM	0	9	17	3	11		0	8	2	6	7	1	64
7:00 AM	0	14	8	0	22		0	14	1	17	13	0	89
7:15 AM	1	35	40	2	8		0	8	2	5	18	0	119
7:30 AM	1	15	26	3	5		0	23	0	5	11	2	91
7:45 AM	0	11	6	2	7		1	14	2	5	12	2	62
8:00 AM	0	4	4	0	2		0	7	0	2	5	0	24
8:15 AM	0	8	3	0	5		0	10	1	0	5	0	32
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	2	103	109	11	65	0	1	91	8	43	77	5	515

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	2	73	91	8	46	0	0	53	5	33	49	3	363
PEAK HR. FACTOR:		0.546			0.614			0.630			0.708		0.763

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West DATE: 8/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave J DAY: THURSDAY PROJECT# 07-2392-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	10	1	0	7		0	4	0	0	2	0	24
4:15 PM	0	8	1	0	6		0	16	0	3	5	0	39
4:30 PM	0	10	3	0	10		0	10	1	2	11	2	49
4:45 PM	0	8	4	1	12		1	13	0	10	12	2	63
5:00 PM	1	8	5	1	5		0	14	0	8	10	1	53
5:15 PM	2	7	1	1	5		0	8	0	6	8	1	39
5:30 PM	0	12	6	0	8		0	13	0	6	11	0	56
5:45 PM	1	14	2	0	12		0	7	0	2	24	1	63
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	4	77	23	3	65	0	1	85	1	37	83	7	386

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	4	41	14	2	30	0	0	42	0	22	53	3	211
PEAK HR. FACTOR:		0.819			0.667			0.750			0.722		0.837

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave J DAY: WEDNESDAY PROJECT# 07-2252-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	1	0	1	2	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM	0	41	14	3	19	1	8	17	11	6	18	20	158
6:45 AM	1	51	27	10	29	2	10	24	7	12	27	33	233
7:00 AM	2	38	42	7	42	1	10	32	14	31	23	38	280
7:15 AM	4	49	50	8	28	5	11	46	19	40	22	57	339
7:30 AM	5	61	65	9	29	0	15	54	7	36	12	41	334
7:45 AM	3	49	46	6	34	2	11	40	4	14	9	82	300
8:00 AM	1	40	37	6	19	0	5	15	0	17	11	28	179
8:15 AM	3	26	27	4	19	3	4	22	1	13	15	12	149
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	19	355	308	53	219	14	74	250	63	169	137	311	1972

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	14	197	203	30	133	8	47	172	44	121	66	218	1253
PEAK HR. FACTOR:		0.790			0.855			0.865			0.851		0.924

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave J DAY: WEDNESDAY PROJECT# 07-2252-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	1	0	1	2	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	23	24	34	53	4	1	16	6	28	18	9	220
4:15 PM	3	32	18	12	51	4	2	26	1	35	30	12	226
4:30 PM	0	29	25	47	61	9	3	16	4	32	23	5	254
4:45 PM	2	35	28	23	47	11	4	13	10	32	31	10	246
5:00 PM	7	24	24	24	56	7	2	23	4	30	23	4	228
5:15 PM	1	16	22	16	51	1	1	21	8	30	28	5	200
5:30 PM	2	32	23	15	40	0	2	27	1	23	22	9	196
5:45 PM	3	30	22	7	26	4	3	27	7	30	25	5	189
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 22	NT 221	NR 186	SL 178	ST 385	SR 40	EL 18	ET 169	ER 41	WL 240	WT 200	WR 59	TOTAL 1759

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	12	120	95	106	215	31	11	78	19	129	107	31	954
PEAK HR. FACTOR:		0.873			0.752			0.931			0.867		0.939

CONTROL: 4-Way Stop

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-001A

Location: 60th St & Avenue J City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR												
	Trucks		2			1			2		1	3	
	Bus					4				2		1	
6:45	RTOR												
	Trucks	1	1	1		1	1		2			4	
	Bus		1		1	1						1	
7:00	RTOR												
	Trucks	1	1		1	1			7	1		4	1
	Bus					1		1	2	1		1	
7:15	RTOR												
	Trucks	2	1	1	1	1	3	1	10	1	1	12	1
	Bus		2		1	1		1		2		1	
7:30	RTOR												
	Trucks		2	1	1	2			13			5	
	Bus				1				1				
7:45	RTOR												
	Trucks		1	1		1			1		1	1	
	Bus												
8:00	RTOR												
	Trucks			1		1			2		1		
	Bus					1							
8:15	RTOR												
	Trucks			2			1		5		4	4	
	Bus		1	1		1	1						

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	4	8	7	3	8	5	1	42	2	8	33	2
Bus	0	4	1	3	9	1	2	3	5	0	4	0
TOTALS	4	12	8	6	17	6	3	45	7	8	37	2
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	4	8	3	6	8	4	3	35	5	1	28	2
PEAK HR. FACTOR:		0.625			0.643			0.717			0.517	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-001A

Location: 60th St & Avenue J City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR												
	Trucks	1				1			2				2
	Bus												1
16:15	RTOR												
	Trucks					2			1				
	Bus		1										
16:30	RTOR												
	Trucks	1							1		3		
	Bus								1				
16:45	RTOR												
	Trucks					1							
	Bus												
17:00	RTOR												
	Trucks								3				
	Bus					1							
17:15	RTOR												
	Trucks		1			1						1	
	Bus					2							
17:30	RTOR												
	Trucks		1					1	2		1	1	
	Bus		1										
17:45	RTOR												
	Trucks		2		1						1		
	Bus												

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	2	4	0	1	5	0	1	9	0	5	2	2
Bus	0	2	0	0	3	0	0	1	0	0	0	1
TOTALS	2	6	0	1	8	0	1	10	0	5	2	3
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1700 PM

PEAK VOLUMES =	0	5	0	1	4	0	1	5	0	2	2	0
PEAK HR. FACTOR:		0.625			0.417			0.500			0.500	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St DATE: 5/22/2007 LOCATION: City of Lancaster

E-W STREET: Ave J DAY: TUESDAY PROJECT# 07-2252-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	0	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM	5	11	9	0	10	0	2	40	1	9	50	1	138
6:45 AM	10	22	10	0	13	2	1	55	3	4	65	2	187
7:00 AM	5	29	22	4	8	4	5	70	3	7	78	5	240
7:15 AM	15	34	16	3	15	5	2	102	3	17	70	4	286
7:30 AM	21	32	21	4	18	4	2	112	7	13	91	1	326
7:45 AM	15	29	27	1	14	1	4	92	4	10	72	4	273
8:00 AM	5	21	28	0	9	1	0	51	2	11	43	1	172
8:15 AM	6	14	16	0	5	0	0	43	3	9	48	1	145
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	82	192	149	12	92	17	16	565	26	80	517	19	1767

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	56	124	86	12	55	14	13	376	17	47	311	14	1125
PEAK HR. FACTOR:		0.899			0.779			0.839			0.886		0.863

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St | DATE: 5/22/2007 | LOCATION: City of Lancaster

E-W STREET: Ave J | DAY: TUESDAY | PROJECT# 07-2252-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	0	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	11	16	0	16	1	0	69	4	24	58	0	203
4:15 PM	2	20	11	1	29	2	1	58	0	14	50	1	189
4:30 PM	1	10	16	2	19	3	1	85	2	18	55	2	214
4:45 PM	3	17	15	4	24	3	0	68	1	21	49	0	205
5:00 PM	3	13	15	4	27	3	2	73	1	30	66	6	243
5:15 PM	3	15	10	1	26	4	0	57	6	27	68	1	218
5:30 PM	0	19	14	2	23	3	0	61	3	27	65	0	217
5:45 PM	0	12	14	3	15	2	0	44	4	17	50	2	163
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 16	NT 117	NR 111	SL 17	ST 179	SR 21	EL 4	ET 515	ER 21	WL 178	WT 461	WR 12	TOTAL 1652

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	9	64	54	11	100	13	2	259	11	105	248	7	883
PEAK HR. FACTOR:		0.907			0.912			0.895			0.882		0.908

CONTROL: Signalized

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-002A

Location: 50th St & Avenue J City: Lancaster Date: 05/22/2007 Day: TUESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR			3									
	Trucks												
	Bus												
6:45	RTOR			2						1			
	Trucks	1	1			1							
	Bus												
7:00	RTOR			4									
	Trucks		2			2						2	
	Bus												1
7:15	RTOR			2			1			1			
	Trucks		2						2			1	
	Bus			1									
7:30	RTOR			6			1						
	Trucks		2			3			2			9	1
	Bus								2				
7:45	RTOR			5			1						
	Trucks			1		2						1	
	Bus											1	
8:00	RTOR			7						1			1
	Trucks		2								1	1	
	Bus		1			1							
8:15	RTOR		1	8									
	Trucks					2			4			3	1
	Bus			1					3				2

MOVEMENT TOTALS

RTOR	0	1	37	0	0	3	0	0	3	0	0	1
Trucks	1	9	1	0	10	0	0	8	0	1	17	2
Bus	0	1	2	0	1	0	0	5	0	0	1	3
TOTALS	1	11	40	0	11	3	0	13	3	1	18	6
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	6	28	0	8	2	0	11	1	1	15	5
PEAK HR. FACTOR:		0.850			0.625			0.429			0.525	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-002A

Location: 50th St & Avenue J City: Lancaster Date: 05/22/2007 Day: TUESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR			7						1			
	Trucks		1			1			1	1	1		
	Bus			1					1		1		
16:15	RTOR			3			1						
	Trucks		2			1			2				
	Bus			1									
16:30	RTOR			7			2						
	Trucks				1								
	Bus												
16:45	RTOR			8			2						
	Trucks								2				
	Bus												
17:00	RTOR			4			2						1
	Trucks	2			1				2			5	1
	Bus												
17:15	RTOR			4			1						
	Trucks					1			3		1		
	Bus												
17:30	RTOR			5			2						
	Trucks					1	1						
	Bus												
17:45	RTOR			5			1						
	Trucks								3				
	Bus												

MOVEMENT TOTALS

RTOR	0	0	43	0	0	11	0	0	1	0	0	1
Trucks	2	3	0	2	4	1	0	13	1	2	5	1
Bus	0	0	2	0	0	0	0	1	0	1	0	0
TOTALS	2	3	45	2	4	12	0	14	2	3	5	2
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	2	2	23	2	1	7	0	7	0	1	5	2
PEAK HR. FACTOR:		0.844			0.833			0.750			0.286	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave J-8 DAY: WEDNESDAY PROJECT# 07-2252-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	0	1	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	4	47	0	0	20	2	0	0	14	1	0	0	88
6:45 AM	14	84	4	1	60	4	6	0	17	1	0	1	192
7:00 AM	15	65	3	3	70	11	4	0	42	2	0	0	215
7:15 AM	67	78	5	0	59	39	9	1	83	1	0	1	343
7:30 AM	84	91	3	0	41	62	7	0	157	2	0	2	449
7:45 AM	18	97	7	0	41	3	14	2	74	3	0	1	260
8:00 AM	5	55	6	0	44	2	3	0	11	2	1	0	129
8:15 AM	6	53	1	3	32	1	4	0	14	1	0	3	118
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	213	570	29	7	367	124	47	3	412	13	1	8	1794

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	184	331	18	3	211	115	34	3	356	8	0	4	1267
PEAK HR. FACTOR:		0.749			0.799			0.599			0.750		0.705

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave J-8 DAY: WEDNESDAY PROJECT# 07-2252-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	0	1	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	45	0	0	68	5	1	0	24	1		1	154
4:15 PM	18	46	1	0	69	4	4	0	11	0		1	154
4:30 PM	6	45	1	1	89	7	4	0	17	0		1	171
4:45 PM	10	36	0	0	70	8	5	0	23	0		0	152
5:00 PM	23	43	1	2	72	7	5	0	15	0		0	168
5:15 PM	11	47	1	0	70	13	3	1	19	1		0	166
5:30 PM	13	58	0	0	88	11	3	0	18	0		1	192
5:45 PM	14	78	0	0	61	7	3	0	8	2		0	173
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	104	398	4	3	587	62	28	1	135	4	0	4	1330

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	61	226	2	2	291	38	14	1	60	3	0	1	699
PEAK HR. FACTOR:		0.785			0.836			0.815			0.500		0.910

CONTROL: 2-Way Stop E & W

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-003A

Location: 60th St & Avenue J-8 City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR												
	Trucks												
	Bus												
6:45	RTOR												
	Trucks				1	3							
	Bus	2	1			5				1			
7:00	RTOR												
	Trucks		1			2							
	Bus	1				2				1			
7:15	RTOR												
	Trucks		4			1				1			
	Bus		2			1	2			1			
7:30	RTOR												
	Trucks	1	2			4							
	Bus									1			
7:45	RTOR												
	Trucks	1	1			2		1		1			
	Bus									1			
8:00	RTOR												
	Trucks	2	4			3							
	Bus					1							
8:15	RTOR												
	Trucks	1	3		1	1				1	2		2
	Bus		1										

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	5	15	0	2	16	0	1	0	3	2	0	2
Bus	3	4	0	0	9	2	0	0	5	0	0	0
TOTALS	8	19	0	2	25	2	1	0	8	2	0	2
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	4	10	0	1	18	2	0	0	5	0	0	0
PEAK HR. FACTOR:		0.583			0.583			0.625			0.000	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-003A

Location: 60th St & Avenue J-8 City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR												
	Trucks					3							
	Bus												
16:15	RTOR												
	Trucks												
	Bus			2									
16:30	RTOR												
	Trucks					1							
	Bus												
16:45	RTOR												
	Trucks					2							
	Bus												
17:00	RTOR												
	Trucks		1			2							
	Bus	1	1			1							
17:15	RTOR												
	Trucks	1	1										
	Bus		1			2							
17:30	RTOR												
	Trucks		1			2							
	Bus												
17:45	RTOR												
	Trucks		2			1							
	Bus												

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	5	0	0	11	0	0	0	0	0	0	0
Bus	1	2	2	0	3	0	0	0	0	0	0	0
TOTALS	2	7	2	0	14	0	0	0	0	0	0	0
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1700 PM

PEAK VOLUMES =	2	7	0	0	8	0	0	0	0	0	0	0
PEAK HR. FACTOR:		0.750			0.667			0.000			0.000	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St DATE: 5/22/2007 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: TUESDAY PROJECT# 07-2252-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	4	16	0	2	10	0	0	8	3	0	8	0	51
6:45 AM	5	21	10	1	18	0	0	8	9	3	16	0	91
7:00 AM	8	28	22	1	18	0	0	14	11	10	17	1	130
7:15 AM	5	63	40	0	17	0	1	14	10	6	9	0	165
7:30 AM	2	30	32	2	11	1	0	24	3	7	17	0	129
7:45 AM	2	15	6	0	10	0	0	19	2	5	14	0	73
8:00 AM	4	14	9	0	5	0	0	10	7	6	6	1	62
8:15 AM	5	9	15	1	5	0	0	11	2	3	14	0	65
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	35	196	134	7	94	1	1	108	47	40	101	2	766

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	20	142	104	4	64	1	1	60	33	26	59	1	515
PEAK HR. FACTOR:		0.616			0.908			0.870			0.768		0.780

CONTROL: 4- Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St | DATE: 5/22/2007 | LOCATION: City of Lancaster

E-W STREET: Ave K | DAY: TUESDAY | PROJECT# 07-2252-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	11	2	0	7			20	3	0	16	2	65
4:15 PM	2	10	3	0	10			18	3	3	10	1	60
4:30 PM	1	14	2	1	7			11	3	4	20	0	63
4:45 PM	2	12	5	1	7			18	5	3	9	0	62
5:00 PM	2	16	3	0	8			18	5	6	30	0	88
5:15 PM	2	12	9	0	12			26	5	5	16	2	89
5:30 PM	2	15	2	1	13			20	2	6	8	1	70
5:45 PM	0	14	4	0	14			16	3	3	12	0	66
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	15	104	30	3	78	0	0	147	29	30	121	6	563

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	6	57	18	1	47	0	0	80	15	20	66	3	313
PEAK HR. FACTOR:		0.880			0.857			0.766			0.618		0.879

CONTROL: 4- Way Stop

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-004A

Location: 70th St & Avenue K City: Lancaster Date: 05/22/2007 Day: TUESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR												
	Trucks												
	Bus												
6:45	RTOR												
	Trucks					1						2	
	Bus					1				1	1		
7:00	RTOR												
	Trucks	1	1									1	
	Bus	1	1	1									
7:15	RTOR												
	Trucks			1									
	Bus		2	1									
7:30	RTOR												
	Trucks								1		1	1	
	Bus												
7:45	RTOR												
	Trucks			1		1					1		
	Bus												
8:00	RTOR												
	Trucks			1							1		
	Bus									1			
8:15	RTOR												
	Trucks			1					2		2	1	
	Bus												

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	1	4	0	2	0	0	3	0	5	5	0
Bus	1	3	2	0	1	0	0	0	2	1	0	0
TOTALS	2	4	6	0	3	0	0	3	2	6	5	0
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	2	4	3	0	2	0	0	1	1	2	4	0
PEAK HR. FACTOR:		0.450			0.250			0.500			0.500	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-004A

Location: 70th St & Avenue K City: Lancaster Date: 05/22/2007 Day: TUESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR												
	Trucks											2	
	Bus												
16:15	RTOR												
	Trucks		1						3				1
	Bus												
16:30	RTOR												
	Trucks		1						1				
	Bus												
16:45	RTOR												
	Trucks												
	Bus												
17:00	RTOR												
	Trucks					1				1		1	
	Bus												
17:15	RTOR												
	Trucks		1						4	2			
	Bus												
17:30	RTOR												
	Trucks												
	Bus												
17:45	RTOR												
	Trucks								1			2	
	Bus												

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	3	0	0	1	0	0	9	3	0	5	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	3	0	0	1	0	0	9	3	0	5	1
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1700 PM

PEAK VOLUMES =	0	1	0	0	1	0	0	5	3	0	3	0
PEAK HR. FACTOR:		0.250			0.250			0.333			0.375	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 62nd St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: WEDNESDAY PROJECT# 07-2252-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM	3	1	21	1	0		2	28	1	4	11	0	72
6:45 AM	2	0	31	0	0		0	41	2	7	12	2	97
7:00 AM	0	0	21	0	0		0	61	7	4	12	16	121
7:15 AM	1	0	20	1	1		0	43	1	8	6	13	94
7:30 AM	1	0	10	0	2		0	19	0	7	11	5	55
7:45 AM	0	0	10	2	0		0	14	0	3	10	1	40
8:00 AM	0	0	9	1	0		0	14	0	6	8	1	39
8:15 AM	0	0	7	0	0		0	21	0	7	5	3	43
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	7	1	129	5	3	0	2	241	11	46	75	41	561

AM Peak Hr Begins at: 630 AM

PEAK													
VOLUMES =	6	1	93	2	1	0	2	173	11	23	41	31	384
PEAK HR. FACTOR:		0.758			0.375			0.684			0.742		0.793

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 62nd St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: WEDNESDAY PROJECT# 07-2252-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	1	8	0			0	13	0	13	16		52
4:15 PM	0	0	6	0			1	17	0	11	31		66
4:30 PM	1	1	12	1			0	12	2	13	19		61
4:45 PM	0	0	11	1			1	15	0	13	18		59
5:00 PM	1	0	7	0			0	20	2	13	15		58
5:15 PM	0	0	11	0			0	20	1	16	15		63
5:30 PM	0	0	9	0			0	15	1	18	13		56
5:45 PM	0	0	12	0			0	21	0	11	15		59
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 3	NT 2	NR 76	SL 2	ST 0	SR 0	EL 2	ET 133	ER 6	WL 108	WT 142	WR 0	TOTAL 474

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	2	1	36	2	0	0	2	64	4	50	83	0	244
PEAK HR. FACTOR:		0.696			0.500			0.795			0.792		0.924

CONTROL: 2-Way Stop N & S

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-005A

Location: 62nd St & Avenue K City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR												
	Trucks								1			2	3
	Bus												
6:45	RTOR												
	Trucks								4				3
	Bus												
7:00	RTOR												
	Trucks								9				15
	Bus												
7:15	RTOR												
	Trucks								14		1		11
	Bus												
7:30	RTOR												
	Trucks								5				2
	Bus												
7:45	RTOR												
	Trucks											2	1
	Bus												
8:00	RTOR												
	Trucks			1									1
	Bus												
8:15	RTOR												
	Trucks								3				3
	Bus												

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	1	0	0	0	0	36	0	1	4	39
Bus	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	1	0	0	0	0	36	0	1	4	39
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	0	0	0	0	32	0	1	0	31
PEAK HR. FACTOR:		0.000			0.000			0.571			0.533	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-005A

Location: 62nd St & Avenue K City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR												
	Trucks												
	Bus												
16:15	RTOR												
	Trucks										1		
	Bus												
16:30	RTOR												
	Trucks												
	Bus												
16:45	RTOR												
	Trucks												
	Bus												
17:00	RTOR												
	Trucks												
	Bus												
17:15	RTOR												
	Trucks				2								
	Bus												
17:30	RTOR												
	Trucks				1								
	Bus												
17:45	RTOR												
	Trucks												
	Bus												

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	3	0	0	0	0	0	1	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	0	3	0	0	0	0	0	1	0	0
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1715 PM

PEAK VOLUMES =	0	0	0	3	0	0	0	0	0	0	0	0
PEAK HR. FACTOR:		0.000			0.375			0.000			0.000	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: WEDNESDAY PROJECT# 07-2252-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	2	53	23	7	26	1	12	34	6	23	12	22	221
6:45 AM	5	54	31	4	32	0	16	42	16	33	16	49	298
7:00 AM	4	84	45	4	27	2	22	55	7	35	26	40	351
7:15 AM	4	100	49	6	20	4	16	48	2	8	19	62	338
7:30 AM	1	57	19	8	22	1	5	21	3	15	21	34	207
7:45 AM	2	38	21	6	14	3	3	19	4	14	9	22	155
8:00 AM	2	43	21	7	16	5	0	21	2	18	8	22	165
8:15 AM	4	36	39	7	19	5	3	22	3	10	6	27	181
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	24	465	248	49	176	21	77	262	43	156	117	278	1916

AM Peak Hr Begins at: 630 AM

PEAK VOLUMES =	15	291	148	21	105	7	66	179	31	99	73	173	1208
PEAK HR. FACTOR:		0.742			0.924			0.821			0.854		0.860

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: WEDNESDAY PROJECT# 07-2252-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	38	20	48	73	1	3	12	6	21	21	8	258
4:15 PM	1	42	16	16	36	6	2	17	4	31	35	18	224
4:30 PM	5	45	22	53	97	7	4	21	0	21	20	7	302
4:45 PM	2	42	17	21	59	5	3	21	3	22	24	10	229
5:00 PM	4	34	14	17	66	6	5	18	4	26	18	8	220
5:15 PM	1	35	20	19	55	5	3	26	2	40	25	11	242
5:30 PM	5	38	25	11	61	2	1	17	6	37	24	7	234
5:45 PM	3	59	24	3	37	1	3	27	3	31	22	5	218
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 28	NT 333	NR 158	SL 188	ST 484	SR 33	EL 24	ET 159	ER 28	WL 229	WT 189	WR 74	TOTAL 1927

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	15	167	75	138	265	19	12	71	13	95	100	43	1013
PEAK HR. FACTOR:		0.892			0.672			0.889			0.708		0.839

CONTROL: 4-Way Stop

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-006A

Location: 60th St & Avenue K City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

		LANES: NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR												
	Trucks		2			2			1			5	1
	Bus					3							
6:45	RTOR												
	Trucks		1			2		1	3			3	
	Bus					3							
7:00	RTOR												
	Trucks	3	1	1		2			9			11	
	Bus					2							
7:15	RTOR												
	Trucks		1			1	1	1	13			11	
	Bus		2			1							
7:30	RTOR												
	Trucks		2			3	1		5			2	
	Bus												
7:45	RTOR												
	Trucks		1			1						2	
	Bus												
8:00	RTOR												
	Trucks		3			2	1	1				1	
	Bus					1							
8:15	RTOR												
	Trucks		2			1			1			2	
	Bus		1										

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	13	1	0	14	3	3	32	0	0	37	1
Bus	0	3	0	0	10	0	0	0	0	0	0	0
TOTALS	3	16	1	0	24	3	3	32	0	0	37	1
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	3	7	1	0	16	1	2	26	0	0	30	1
PEAK HR. FACTOR:		0.550			0.850			0.500			0.705	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-006A

Location: 60th St & Avenue K City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR												
	Trucks				1	2						2	
	Bus												
16:15	RTOR												
	Trucks			1									
	Bus												
16:30	RTOR												
	Trucks		1									1	
	Bus												
16:45	RTOR												
	Trucks			1		2							
	Bus												
17:00	RTOR												
	Trucks		1			1							
	Bus												
17:15	RTOR												
	Trucks		1			2			2				
	Bus					1							
17:30	RTOR												
	Trucks		1						1				
	Bus					1							
17:45	RTOR												
	Trucks		2			1							
	Bus												

MOVEMENT TOTALS

RTOR	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	6	2	1	8	0	0	3	0	0	3	0
Bus	0	0	0	0	2	0	0	0	0	0	0	0
TOTALS	0	6	2	1	10	0	0	3	0	0	3	0
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1700 PM

PEAK VOLUMES =	0	5	1	0	7	0	0	3	0	0	0	0
PEAK HR. FACTOR:		1.000			0.583			0.375			0.000	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St | DATE: 3/28/2007 | LOCATION: City of Lancaster

E-W STREET: Ave K | DAY: WEDNESDAY | PROJECT# 07-2118-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	36	8	2	19	1	0	40	2	5	48	2	169
7:15 AM	1	37	24	9	14	0	1	65	1	11	36	7	206
7:30 AM	7	44	27	9	8	0	1	67	3	8	37	5	216
7:45 AM	6	36	39	9	16	2	4	75	3	12	30	3	235
8:00 AM	3	28	33	11	20	1	2	63	4	10	40	7	222
8:15 AM	6	25	21	2	19	1	0	67	5	9	25	3	183
8:30 AM	1	15	10	7	10	1	1	49	4	6	30	3	137
8:45 AM	4	28	26	9	13	0	3	62	4	7	30	9	195
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	34	249	188	58	119	6	12	488	26	68	276	39	1563

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	17	145	123	38	58	3	8	270	11	41	143	22	879
PEAK HR. FACTOR:		0.880			0.773			0.881			0.904		0.935

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St | DATE: 3/28/2007 | LOCATION: City of Lancaster

E-W STREET: Ave K | DAY: WEDNESDAY | PROJECT# 07-2118-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	26	17	4	33	2	1	60	2	19	51	4	224
4:15 PM	13	26	16	1	34	1	1	61	2	19	64	6	244
4:30 PM	13	25	10	5	34	3	2	61	9	17	54	10	243
4:45 PM	8	23	19	3	37	1	1	54	4	16	55	2	223
5:00 PM	3	23	15	3	32	1	0	42	2	21	63	4	209
5:15 PM	9	25	16	6	37	2	2	65	5	15	55	5	242
5:30 PM	9	22	15	5	37	3	2	53	5	26	67	6	250
5:45 PM	8	20	21	3	43	0	2	61	2	19	72	6	257
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 68	NT 190	NR 129	SL 30	ST 287	SR 13	EL 11	ET 457	ER 31	WL 152	WT 481	WR 43	TOTAL 1892

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	29	90	67	17	149	6	6	221	14	81	257	21	958
PEAK HR. FACTOR:		0.930			0.935			0.837			0.907		0.932

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 45th Street West DATE: 8/3/2006 LOCATION: City of Lancaster

E-W STREET: Avenue K DAY: THURSDAY PROJECT# 06-2303-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	1	11	2	1	2	1	77	0	7	62	1	165
7:15 AM	0	2	14	8	3	5	0	83	1	6	76	0	198
7:30 AM	1	1	12	5	2	3	0	97	1	5	64	0	191
7:45 AM	0	5	15	3	1	5	1	91	2	3	63	2	191
8:00 AM	0	4	10	3	0	1	0	89	2	6	51	1	167
8:15 AM	1	2	14	4	0	3	1	74	1	4	47	2	153
8:30 AM	0	3	16	2	1	2	0	68	0	6	39	0	137
8:45 AM	0	2	12	2	0	1	0	61	1	5	41	1	126
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 2	NT 20	NR 104	SL 29	ST 8	SR 22	EL 3	ET 640	ER 8	WL 42	WT 443	WR 7	TOTAL 1328

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	1	12	51	19	6	14	1	360	6	20	254	3	747
PEAK HR. FACTOR:		0.800			0.609			0.936			0.845		0.943

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 45th Street West DATE: 8/3/2006 LOCATION: City of Lancaster

E-W STREET: Avenue K DAY: THURSDAY PROJECT# 06-2303-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	1	2	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	1	8	0	1	1	1	81	0	9	71	2	176
4:15 PM	2	2	13	2	2	2	0	79	0	12	84	1	199
4:30 PM	1	3	15	1	1	0	2	86	1	10	86	3	209
4:45 PM	3	2	17	3	0	1	1	71	0	14	77	5	194
5:00 PM	2	4	11	2	2	2	0	67	1	9	68	6	174
5:15 PM	3	3	8	4	3	1	1	68	0	13	74	5	183
5:30 PM	4	5	9	3	3	2	1	75	0	12	71	4	189
5:45 PM	5	7	8	6	5	4	3	84	0	15	80	6	223
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	21	27	89	21	17	13	9	611	2	94	611	32	1547

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	7	8	53	6	4	4	4	317	1	45	318	11	778
PEAK HR. FACTOR:		0.773			0.583			0.904			0.944		0.921

CONTROL: 4-Way Stop

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 60TH & K-8 '07
Site Code : 03140712
Start Date : 3/14/2007
Page No : 1

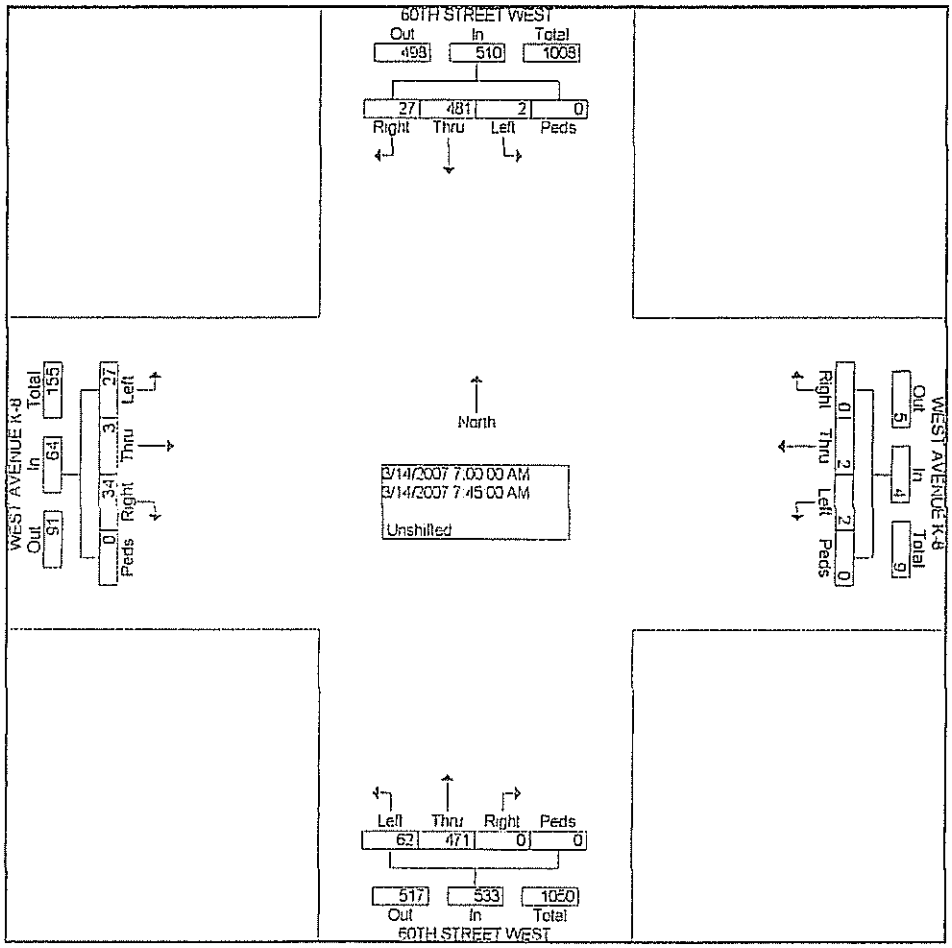
Groups Printed- Unshifted

	60TH STREET WEST From North				WEST AVENUE K-8 From East				60TH STREET WEST From South				WEST AVENUE K-8 From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	7	113	1	0	0	0	0	0	0	93	18	0	5	1	2	0	240
07:15 AM	6	144	0	0	0	0	0	0	0	130	13	0	12	0	5	0	310
07:30 AM	4	107	0	0	0	0	1	0	0	157	12	0	11	2	11	0	305
07:45 AM	10	117	1	0	0	2	1	0	0	91	19	0	6	0	9	0	256
Total	27	481	2	0	0	2	2	0	0	471	62	0	34	3	27	0	1111
08:00 AM	6	67	0	0	0	0	0	0	0	92	7	0	2	0	6	0	180
08:15 AM	1	35	0	0	0	0	0	0	1	68	5	0	4	0	2	0	116
08:30 AM	2	39	2	0	2	0	0	0	1	62	7	0	5	0	1	0	121
08:45 AM	2	51	0	0	0	0	0	0	3	67	5	0	11	0	2	0	141
Total	11	192	2	0	2	0	0	0	5	289	24	0	22	0	11	0	558
*** BREAK ***																	
04:00 PM	2	93	0	0	1	0	0	0	0	84	6	0	9	0	7	0	202
04:15 PM	4	67	1	0	0	1	0	0	0	70	6	0	5	0	3	0	157
04:30 PM	4	83	0	0	0	0	0	0	0	84	9	0	4	0	2	0	186
04:45 PM	5	92	0	0	0	1	0	0	1	59	3	0	7	0	0	0	167
Total	15	335	1	0	1	2	0	0	1	297	23	0	25	0	12	0	712
05:00 PM	1	85	0	0	0	0	0	0	0	88	5	0	3	0	1	0	183
05:15 PM	4	101	0	0	0	0	1	0	0	76	5	0	3	0	2	0	192
05:30 PM	4	84	0	0	0	0	0	0	0	84	8	0	2	0	2	0	184
05:45 PM	4	95	0	0	0	0	0	0	0	95	8	0	3	0	3	0	208
Total	13	365	0	0	0	0	1	0	0	343	26	0	11	0	8	0	767
Grand Total	66	1373	5	0	3	4	3	0	6	1400	135	0	92	3	58	0	3148
Apprch %	4.6	95.1	0.3	0.0	30.0	40.0	30.0	0.0	0.4	90.9	8.8	0.0	60.1	2.0	37.9	0.0	
Total %	2.1	43.6	0.2	0.0	0.1	0.1	0.1	0.0	0.2	44.5	4.3	0.0	2.9	0.1	1.8	0.0	

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 60TH & K-8 '07
Site Code : 03140712
Start Date : 3/14/2007
Page No : 2

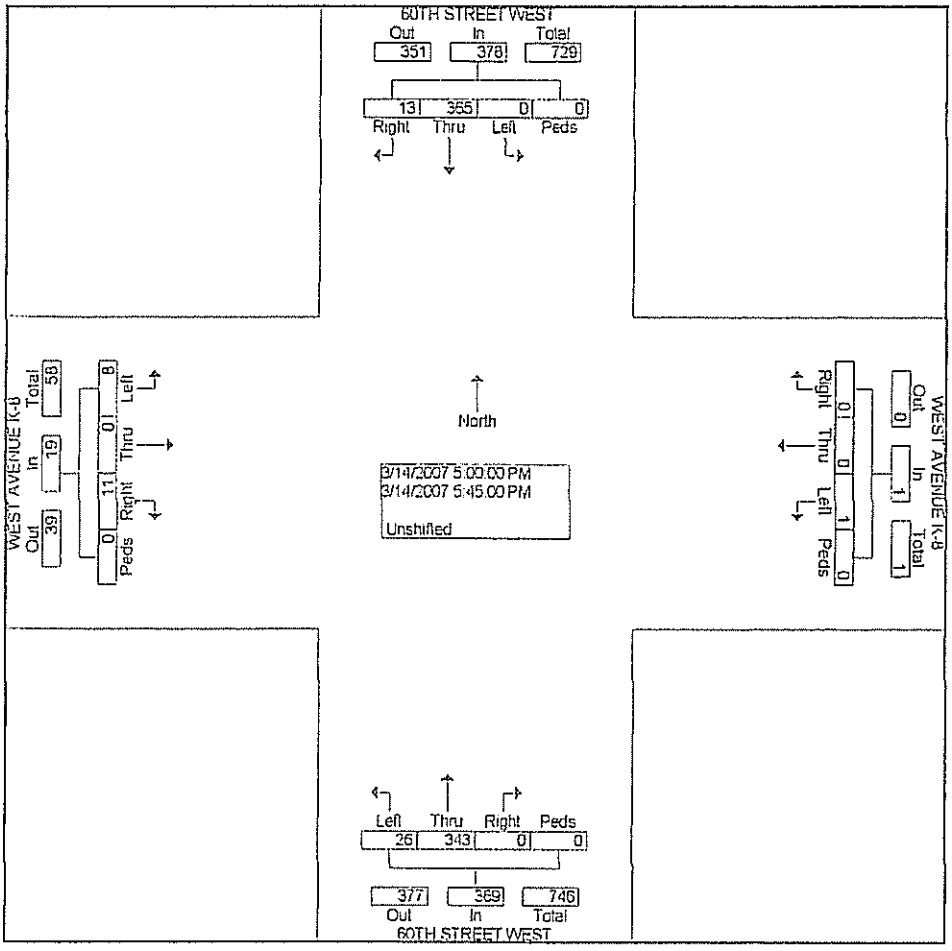
	60TH STREET WEST From North					WEST AVENUE K-8 From East					60TH STREET WEST From South					WEST AVENUE K-8 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	27	481	2	0	510	0	2	2	0	4	0	471	62	0	533	34	3	27	0	64	1111
Percent	5.3	94.3	0.4	0.0		0.0	50.0	50.0	0.0		0.0	88.4	11.6	0.0		53.1	4.7	42.2	0.0		
07:15 Volume	6	144	0	0	150	0	0	0	0	0	0	130	13	0	143	12	0	5	0	17	310
Peak Factor																					0.896
High Int.	07:15 AM					07:45 AM					07:30 AM					07:30 AM					
Volume	6	144	0	0	150	0	2	1	0	3	0	157	12	0	169	11	2	11	0	24	
Peak Factor					0.850					0.333					0.786					0.667	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 60TH & K-8 '07
Site Code : 03140712
Start Date : 3/14/2007
Page No : 3

	60TH STREET WEST From North					WEST AVENUE K-8 From East					60TH STREET WEST From South					WEST AVENUE K-8 From West					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	13	365	0	0	378	0	0	1	0	1	0	343	26	0	369	11	0	8	0	19	767
Percent	3.4	96.6	0.0	0.0		0.0	0.0	100.0	0.0		0.0	93.0	7.0	0.0		57.9	0.0	42.1	0.0		
05:45 Volume	4	95	0	0	99	0	0	0	0	0	0	95	8	0	103	3	0	3	0	6	208
Peak Factor																					0.922
High Int.	05:15 PM					05:15 PM					05:45 PM					05:45 PM					
Volume	4	101	0	0	105	0	0	1	0	1	0	95	8	0	103	3	0	3	0	6	
Peak Factor					0.900					0.250					0.896					0.792	



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West DATE: 8/23/2007 LOCATION: City of Lancaster

E-W STREET: Avenue L DAY: THURSDAY PROJECT# 07-2392-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	7	27	11	4	7	1	0	10	0	7	7	5	86
6:45 AM	3	24	22	7	17	0	0	17	6	4	17	5	122
7:00 AM	7	26	79	39	10	7	0	33	3	17	21	8	250
7:15 AM	26	35	28	34	9	5	1	19	1	18	12	61	249
7:30 AM	11	14	17	6	14	0	0	6	12	4	8	16	108
7:45 AM	13	11	14	10	12	0	2	7	6	7	10	11	103
8:00 AM	7	18	12	7	16	3	1	3	8	3	7	13	98
8:15 AM	8	14	10	9	13	1	0	5	4	3	8	8	83
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	82	169	193	116	98	17	4	100	40	63	90	127	1099

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	47	99	146	86	50	12	1	75	22	43	58	90	729
PEAK HR. FACTOR:		0.652			0.661			0.681			0.525		0.729

CONTROL: 4 Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West DATE: 8/23/2007 LOCATION: City of Lancaster

E-W STREET: Avenue L DAY: THURSDAY PROJECT# 07-2392-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	10	20	6	19	0	2	11	7	35	3	3	116
4:15 PM	3	15	15	5	28	0	0	10	4	28	8	2	118
4:30 PM	9	11	28	7	17	1	1	9	5	20	6	4	118
4:45 PM	1	10	18	5	30	1	0	12	1	27	12	3	120
5:00 PM	0	15	14	3	23	1	0	4	3	34	10	2	109
5:15 PM	4	13	10	1	24	1	0	9	4	30	13	3	112
5:30 PM	11	10	20	3	26	1	2	10	4	26	16	6	135
5:45 PM	9	13	12	3	18	2	0	2	5	22	12	5	103
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 37	NT 97	NR 137	SL 33	ST 185	SR 7	EL 5	ET 67	ER 33	WL 222	WT 80	WR 28	TOTAL 931

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	16	48	62	12	103	4	2	35	12	117	51	14	476
PEAK HR. FACTOR:		0.768			0.826			0.766			0.948		0.881

CONTROL: 4 Way Stop

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 60TH & L '07
Site Code : 03140714
Start Date : 3/14/2007
Page No : 1

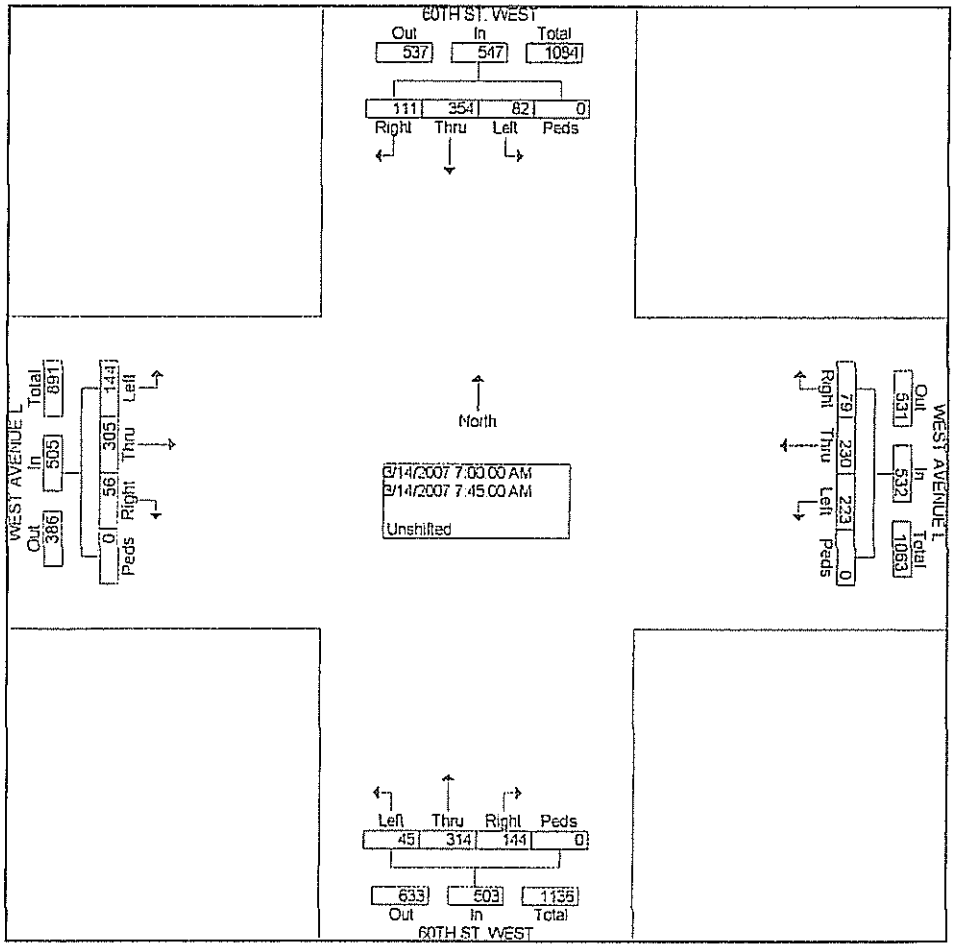
Groups Printed- Unshifted

	60TH ST WEST From North				WEST AVENUE L From East				60TH ST. WEST From South				WEST AVENUE L From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	47	98	20	0	22	61	83	0	26	64	14	0	14	86	42	0	597
07:15 AM	35	102	12	0	25	90	107	0	44	71	17	0	23	109	66	0	701
07:30 AM	16	82	27	0	19	31	14	0	37	102	6	0	15	79	31	0	459
07:45 AM	13	72	23	0	13	28	19	0	37	77	8	0	4	31	5	0	330
Total	111	354	82	0	79	230	223	0	144	314	45	0	56	305	144	0	2087
08:00 AM	6	33	16	0	21	36	24	0	26	60	6	0	5	38	13	0	284
08:15 AM	2	28	16	0	13	20	21	0	20	52	4	0	1	28	7	0	212
08:30 AM	6	32	11	0	18	22	25	0	23	48	4	0	2	29	5	0	225
08:45 AM	3	49	12	0	19	16	11	0	29	38	5	0	7	34	10	0	233
Total	17	142	55	0	71	94	81	0	98	198	19	0	15	129	35	0	954
--- BREAK ---																	
04:00 PM	9	73	18	0	20	39	28	0	26	56	3	0	11	29	8	0	320
04:15 PM	6	43	13	0	28	35	33	0	29	56	9	0	5	29	3	0	289
04:30 PM	5	70	20	0	20	35	25	0	24	51	7	0	7	26	4	0	294
04:45 PM	8	83	11	0	22	33	27	0	29	50	8	0	9	23	3	0	306
Total	28	269	62	0	90	142	113	0	108	213	27	0	32	107	18	0	1209
05:00 PM	12	64	20	0	23	40	35	0	27	56	4	0	7	32	6	0	326
05:15 PM	2	88	19	0	26	43	32	0	22	61	9	0	12	30	5	0	351
05:30 PM	9	80	8	0	26	51	50	0	30	56	4	0	10	24	8	0	356
05:45 PM	13	58	20	0	23	37	35	0	41	63	2	0	23	41	11	0	367
Total	36	290	67	0	100	171	152	0	120	236	19	0	52	127	30	0	1400
Grand Total	192	1055	266	0	340	637	569	0	470	961	110	0	155	668	227	0	5650
Apprch %	12.7	69.7	17.6	0.0	22.0	41.2	36.8	0.0	30.5	62.4	7.1	0.0	14.8	63.6	21.6	0.0	
Total %	3.4	18.7	4.7	0.0	6.0	11.3	10.1	0.0	8.3	17.0	1.9	0.0	2.7	11.8	4.0	0.0	

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 60TH & L '07
Site Code : 03140714
Start Date : 3/14/2007
Page No : 2

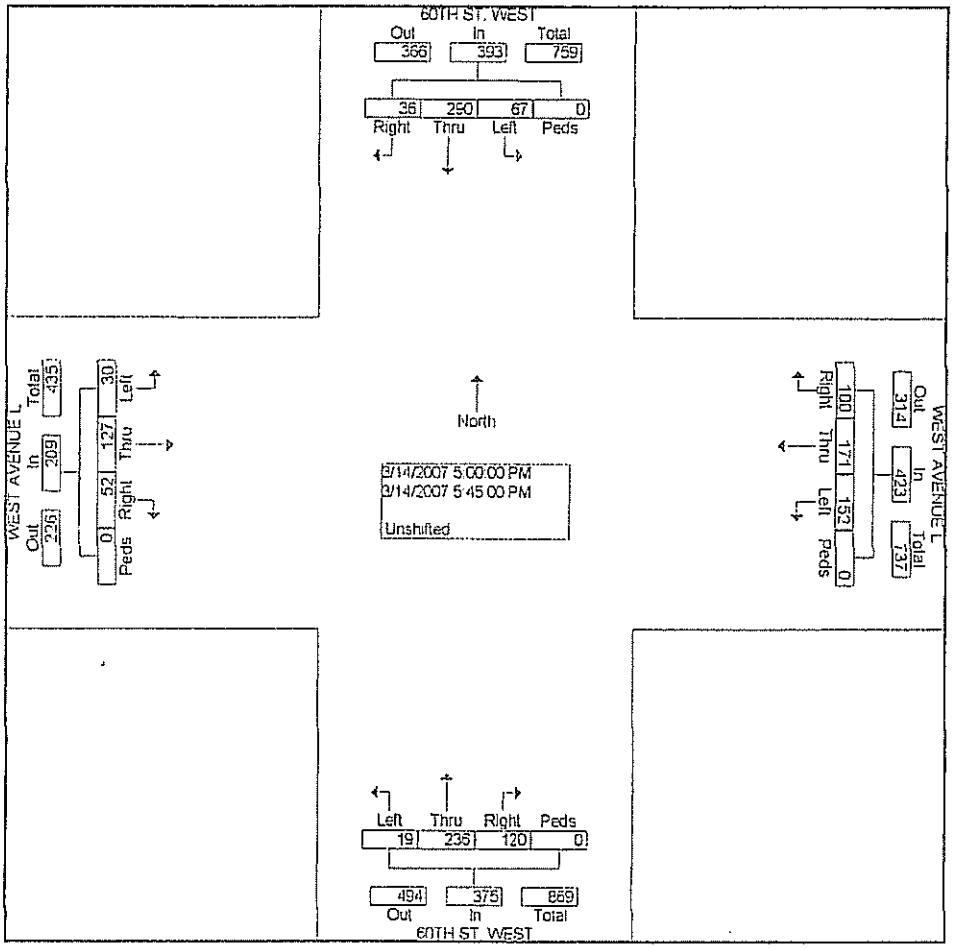
	60TH ST. WEST From North					WEST AVENUE L From East					60TH ST. WEST From South					WEST AVENUE L From West					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	111	354	82	0	547	79	230	223	0	532	144	314	45	0	503	56	305	144	0	505	2087
Percent	20.3	64.7	15.0	0.0		14.8	43.2	41.9	0.0		28.6	62.4	8.9	0.0		11.1	60.4	28.5	0.0		
07:15 Volume	35	102	12	0	149	25	90	107	0	222	44	71	17	0	132	23	109	66	0	198	701
Peak Factor																					0.744
High Int.	07:00 AM					07:15 AM					07:30 AM					07:15 AM					
Volume	47	98	20	0	165	25	90	107	0	222	37	102	6	0	145	23	109	66	0	198	
Peak Factor					0.829					0.599					0.867					0.638	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 60TH & L '07
Site Code : 03140714
Start Date : 3/14/2007
Page No : 3

	60TH ST. WEST From North					WEST AVENUE L From East					60TH ST. WEST From South					WEST AVENUE L From West					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	36	290	67	0	393	100	171	152	0	423	120	236	19	0	375	52	127	30	0	209	1400
Percent	9.2	73.8	17.0	0.0		23.6	40.4	35.9	0.0		32.0	62.9	5.1	0.0		24.9	60.8	14.4	0.0		
05:45 Volume	13	58	20	0	91	23	37	35	0	95	41	63	2	0	106	23	41	11	0	75	367
Peak Factor																					0.954
High Int.	05:15 PM					05:30 PM					05:45 PM					05:45 PM					
Volume	2	88	19	0	109	26	51	50	0	127	41	63	2	0	106	23	41	11	0	75	
Peak Factor					0.901					0.833					0.884					0.697	



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: WEDNESDAY PROJECT# 07-2252-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM	18	56	13	11	45	21	10	138	6	18	175	8	519
6:45 AM	8	85	48	8	50	23	24	195	10	19	153	9	632
7:00 AM	4	96	41	10	41	4	21	189	10	26	55	6	503
7:15 AM	4	74	63	10	31	10	22	120	4	34	92	8	472
7:30 AM	4	54	17	16	33	7	23	123	1	22	70	10	380
7:45 AM	2	35	30	15	24	7	10	90	4	29	73	9	328
8:00 AM	6	24	25	14	23	6	7	85	3	23	67	8	291
8:15 AM	4	24	23	9	27	6	14	70	8	30	67	1	283
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	50	448	260	93	274	84	131	1010	46	201	752	59	3408

AM Peak Hr Begins at: 630 AM

PEAK VOLUMES =	34	311	165	39	167	58	77	642	30	97	475	31	2126
PEAK HR. FACTOR:		0.904			0.815			0.818			0.750		0.841

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St DATE: 5/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: WEDNESDAY PROJECT# 07-2252-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	61	39	15	55	16	16	94	9	53	127	21	509
4:15 PM	3	50	37	17	53	16	6	92	8	45	131	17	475
4:30 PM	3	62	41	12	58	15	16	85	6	56	118	16	488
4:45 PM	3	33	31	5	56	15	7	102	4	48	151	16	471
5:00 PM	7	45	45	3	60	18	7	101	5	49	134	13	487
5:15 PM	2	43	34	15	52	15	8	98	6	48	175	14	510
5:30 PM	1	43	35	11	52	17	10	96	5	50	157	19	496
5:45 PM	4	45	32	4	47	5	14	99	7	49	139	14	459
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 26	NT 382	NR 294	SL 82	ST 433	SR 117	EL 84	ET 767	ER 50	WL 398	WT 1132	WR 130	TOTAL 3895

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	13	164	145	34	220	65	32	397	20	195	617	62	1964
PEAK HR. FACTOR:		0.830			0.973			0.993			0.922		0.963

CONTROL: Signalized

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-007A

Location: 50th St & Avenue L City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
6:30	RTOR			7			3			1			1
	Trucks		2			2			1		2	4	1
	Bus												
6:45	RTOR			8			2			1			
	Trucks		1	1		2			4			3	
	Bus												
7:00	RTOR			8						5			
	Trucks		1			2		1	4			3	
	Bus												
7:15	RTOR			17			1						2
	Trucks		1						2		1	3	
	Bus												
7:30	RTOR			4			1						
	Trucks								2		1	2	
	Bus												
7:45	RTOR			7			2					2	
	Trucks								3		1		
	Bus												
8:00	RTOR			8			3						
	Trucks								3			3	
	Bus												
8:15	RTOR			9			2			1			
	Trucks			1	1				2		2	4	
	Bus												

MOVEMENT TOTALS

RTOR	0	0	68	0	0	14	0	0	8	0	2	3
Trucks	0	5	2	1	6	0	1	21	0	7	22	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	5	70	1	6	14	1	21	8	7	24	4
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	5	41	0	6	6	1	11	7	3	13	4
PEAK HR. FACTOR:		0.639			0.600			0.475			0.625	

CONTROL:

15 45 Start Time -15 MINUTES

NATIONAL DATA & SURVEYING SERVICES

Axle Count

Project # 07-2252-007A

Location: 50th St & Avenue L City: Lancaster Date: 05/23/2007 Day: WEDNESDAY

LANES:

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
16:00	RTOR			4						1			
	Trucks								1		1	1	
	Bus												
16:15	RTOR			5						1			1
	Trucks		1	1					1	1			
	Bus												
16:30	RTOR			9			4			2			
	Trucks		1	2		1			2				
	Bus												
16:45	RTOR			8			2						4
	Trucks		1			1						1	
	Bus												
17:00	RTOR			11			1			1			4
	Trucks								3		1		
	Bus												
17:15	RTOR			13			5			2			2
	Trucks		1	1									
	Bus												
17:30	RTOR			10			3			1			2
	Trucks			1					1		1	1	
	Bus												
17:45	RTOR			5			1			1			5
	Trucks										1	1	1
	Bus												

MOVEMENT TOTALS

RTOR	0	0	65	0	0	16	0	0	9	0	0	18
Trucks	0	4	5	0	2	0	0	8	1	4	4	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	4	70	0	2	16	0	8	10	4	4	19
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	0	3	44	0	2	12	0	5	5	1	1	10
PEAK HR. FACTOR:		0.783			0.700			0.625			0.600	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West DATE: 8/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave L-8 DAY: THURSDAY PROJECT# 07-2392-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM	2	44	1	4	27	4	13	5	3	4	3	13	123
6:45 AM	20	76	4	15	38	5	20	9	17	11	16	36	267
7:00 AM	24	96	7	36	88	5	27	44	20	10	71	75	503
7:15 AM	18	74	11	45	107	11	29	75	14	12	48	31	475
7:30 AM	5	52	13	27	47	9	20	46	9	9	31	20	288
7:45 AM	8	40	14	23	38	12	16	40	11	10	26	14	252
8:00 AM	4	34	10	20	30	8	13	32	13	7	21	14	206
8:15 AM	3	27	7	12	28	7	14	28	8	5	16	11	166
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	84	443	67	182	403	61	152	279	95	68	232	214	2280

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	67	298	35	123	280	30	96	174	60	42	166	162	1533
PEAK HR. FACTOR:		0.787			0.664			0.699			0.593		0.762

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West DATE: 8/23/2007 LOCATION: City of Lancaster

E-W STREET: Ave L-8 DAY: THURSDAY PROJECT# 07-2392-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	72	11	5	80	10	5	17	13	15	17	3	258
4:15 PM	12	80	12	6	90	13	5	23	17	18	20	4	300
4:30 PM	14	83	22	3	86	6	6	20	12	13	18	5	288
4:45 PM	22	82	13	3	87	9	11	10	6	10	11	5	269
5:00 PM	13	102	21	12	86	10	6	16	15	11	15	4	311
5:15 PM	15	87	16	4	98	14	7	22	18	12	24	2	319
5:30 PM	18	83	10	5	89	6	5	30	17	18	17	3	301
5:45 PM	19	79	14	6	77	5	4	21	13	21	14	2	275
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	123	668	119	44	693	73	49	159	111	118	136	28	2321

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	65	351	61	27	350	35	22	89	63	62	70	11	1206
PEAK HR. FACTOR:		0.877			0.888			0.837			0.941		0.945

CONTROL: Signalized

Volumes for: Tuesday, May 22, 2007 City: Lancaster Project #: 07-2253-001

Location: 60th St S/o Ave J

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		3					12:00	54		54				
00:15	2		4					12:15	49		38				
00:30	4		10					12:30	41		36				
00:45	0	8	4	21			29	12:45	45	189	38	166			355
01:00	2		5					13:00	46		37				
01:15	1		5					13:15	41		51				
01:30	1		2					13:30	39		61				
01:45	1	5	5	17			22	13:45	55	181	90	239			420
02:00	1		2					14:00	76		79				
02:15	3		2					14:15	69		61				
02:30	4		3					14:30	50		72				
02:45	3	11	0	7			18	14:45	37	232	84	296			528
03:00	3		5					15:00	64		88				
03:15	2		0					15:15	75		92				
03:30	6		0					15:30	56		89				
03:45	3	14	6	11			25	15:45	58	253	71	340			593
04:00	7		4					16:00	70		90				
04:15	7		3					16:15	47		71				
04:30	10		5					16:30	53		111				
04:45	9	33	7	19			52	16:45	47	217	65	337			554
05:00	16		4					17:00	52		91				
05:15	31		9					17:15	46		97				
05:30	52		13					17:30	58		75				
05:45	64	163	14	40			203	17:45	52	208	54	317			525
06:00	41		18					18:00	54		63				
06:15	49		23					18:15	49		61				
06:30	65		26					18:30	40		59				
06:45	92	247	55	122			369	18:45	29	172	54	237			409
07:00	101		76					19:00	49		54				
07:15	97		95					19:15	36		56				
07:30	144		90					19:30	31		45				
07:45	101	443	38	299			742	19:45	30	146	40	195			341
08:00	61		31					20:00	24		33				
08:15	67		37					20:15	31		48				
08:30	43		40					20:30	38		32				
08:45	64	235	46	154			389	20:45	36	129	29	142			271
09:00	51		42					21:00	13		41				
09:15	41		38					21:15	29		30				
09:30	44		34					21:30	25		28				
09:45	39	175	30	144			319	21:45	21	88	31	130			218
10:00	49		34					22:00	14		35				
10:15	38		30					22:15	17		31				
10:30	42		39					22:30	12		24				
10:45	31	160	28	131			291	22:45	13	56	18	108			164
11:00	52		37					23:00	9		11				
11:15	41		37					23:15	8		8				
11:30	42		52					23:30	7		12				
11:45	47	182	48	174			356	23:45	3	27	11	42			69
Total Vol.		1676		1139			**2815**			1898		2549			**4447**

Daily Totals

NB	SB	EB	WB	**Combined**
3574	3688			**7262**

	AM			**PM**		
Split %	59.5%	40.5%	**38.8%**	42.7%	57.3%	**61.2%**
Peak Hour	07:00	06:45	**06:45**	15:15	16:30	**15:15**
Volume	443	316	**750**	259	364	**601**
P.H.F.	0.77	0.83	**0.80**	0.82	0.82	**0.90**

Volumes for: Wednesday, May 23, 2007 City: Lancaster Project #: 07-2253-001

Location: 60th St S/o Ave J

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		9					12:00	48		48				
00:15	1		14					12:15	42		73				
00:30	2		14					12:30	77		73				
00:45	2	10	3	40			50	12:45	68	235	49	243			478
01:00	2		4					13:00	36		18				
01:15	4		2					13:15	23		47				
01:30	2		0					13:30	50		67				
01:45	1	9	4	10			19	13:45	55	164	84	216			380
02:00	2		3					14:00	83		86				
02:15	1		1					14:15	58		70				
02:30	4		2					14:30	68		72				
02:45	1	8	5	11			19	14:45	44	253	76	304			557
03:00	4		1					15:00	72		64				
03:15	0		0					15:15	62		80				
03:30	5		0					15:30	70		102				
03:45	6	15	3	4			19	15:45	49	253	92	338			591
04:00	2		5					16:00	63		96				
04:15	8		7					16:15	57		106				
04:30	10		6					16:30	49		94				
04:45	8	28	4	22			50	16:45	51	220	87	383			603
05:00	20		2					17:00	43		96				
05:15	26		12					17:15	46		72				
05:30	42		14					17:30	38		65				
05:45	64	152	19	47			199	17:45	45	172	65	298			470
06:00	47		22					18:00	27		59				
06:15	63		31					18:15	38		75				
06:30	61		33					18:30	26		57				
06:45	85	256	49	135			391	18:45	37	128	48	239			367
07:00	82		84					19:00	36		41				
07:15	116		100					19:15	30		45				
07:30	130		84					19:30	24		43				
07:45	112	440	52	320			760	19:45	21	111	27	156			267
08:00	83		34					20:00	20		26				
08:15	58		37					20:15	23		35				
08:30	67		38					20:30	17		28				
08:45	71	279	44	153			432	20:45	11	71	33	122			193
09:00	46		43					21:00	20		33				
09:15	44		42					21:15	28		28				
09:30	47		39					21:30	18		23				
09:45	44	181	25	149			330	21:45	19	85	29	113			198
10:00	41		34					22:00	10		21				
10:15	32		33					22:15	13		14				
10:30	43		42					22:30	13		14				
10:45	38	154	34	143			297	22:45	6	42	16	65			107
11:00	30		36					23:00	7		9				
11:15	41		46					23:15	10		6				
11:30	45		42					23:30	3		5				
11:45	52	168	51	175			343	23:45	5	25	2	22			47
Total Vol.		1700		1209			**2909**			1759		2499			**4258**

Daily Totals

NB	SB	EB	WB	**Combined**
3459	3708			**7167**

	AM			PM		
Split %	58.4%	41.6%	**40.6%**	41.3%	58.7%	**59.4%**
Peak Hour	07:15	07:00	**07:00**	13:45	15:30	**15:30**
Volume	441	320	**760**	264	396	**635**
P.H.F.	0.85	0.80	**0.88**	0.77	0.93	**0.92**

Volumes for: Tuesday, May 22, 2007 City: Lancaster Project #: 07-2253-002

Location: 60th St N/o Ave K

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		3					12:00	56		86				
00:15	6		4					12:15	52		65				
00:30	6		7					12:30	50		50				
00:45	4	26	10	24			50	12:45	38	196	49	250			446
01:00	6		6					13:00	62		42				
01:15	6		4					13:15	58		68				
01:30	3		1					13:30	88		59				
01:45	4	19	2	13			32	13:45	122	330	133	302			632
02:00	0		5					14:00	59		146				
02:15	1		4					14:15	58		84				
02:30	8		5					14:30	45		84				
02:45	5	14	2	16			30	14:45	68	230	117	431			661
03:00	4		5					15:00	98		122				
03:15	2		1					15:15	80		114				
03:30	2		3					15:30	55		109				
03:45	3	11	5	14			25	15:45	73	306	74	419			725
04:00	6		16					16:00	67		95				
04:15	5		12					16:15	68		89				
04:30	9		19					16:30	70		122				
04:45	4	24	20	67			91	16:45	60	265	84	390			655
05:00	12		23					17:00	66		86				
05:15	35		26					17:15	69		90				
05:30	52		34					17:30	61		84				
05:45	62	161	26	109			270	17:45	70	266	66	326			592
06:00	46		35					18:00	66		79				
06:15	55		47					18:15	52		78				
06:30	85		53					18:30	53		77				
06:45	90	276	31	166			442	18:45	55	226	55	289			515
07:00	117		36					19:00	61		57				
07:15	159		51					19:15	54		63				
07:30	194		63					19:30	42		54				
07:45	74	544	32	182			726	19:45	48	205	49	223			428
08:00	59		33					20:00	37		36				
08:15	58		38					20:15	46		49				
08:30	41		39					20:30	50		35				
08:45	53	211	33	143			354	20:45	44	177	34	154			331
09:00	68		46					21:00	35		46				
09:15	47		56					21:15	34		32				
09:30	53		38					21:30	38		34				
09:45	65	233	35	175			408	21:45	32	139	22	134			273
10:00	60		42					22:00	32		27				
10:15	58		31					22:15	26		29				
10:30	47		39					22:30	26		29				
10:45	50	215	35	147			362	22:45	13	97	21	106			203
11:00	50		47					23:00	13		15				
11:15	58		34					23:15	12		12				
11:30	64		54					23:30	10		14				
11:45	78	250	54	189			439	23:45	7	42	11	52			94
Total Vol.		1984		1245			**3229**			2479		3076			**5555**

Daily Totals

NB	SB	EB	WB	**Combined**
4463	4321			**8784**

	AM			**PM**		
Split %	61.4%	38.6%	**36.8%**	44.6%	55.4%	**63.2%**
Peak Hour	06:45	11:30	**06:45**	13:00	14:45	**14:45**
Volume	560	259	**741**	330	462	**763**
P.H.F.	0.72	0.75	**0.72**	0.84	0.95	**0.87**

Volumes for: Wednesday, May 23, 2007 City: Lancaster Project #: 07-2253-002

Location: 60th St N/o Ave K

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		5					12:00	45		68				
00:15	2		6					12:15	46		84				
00:30	6		14					12:30	85		85				
00:45	3	22	5	30			52	12:45	76	252	65	302			554
01:00	3		6					13:00	50		47				
01:15	7		1					13:15	48		51				
01:30	6		2					13:30	97		56				
01:45	1	17	3	12			29	13:45	114	309	129	283			592
02:00	3		5					14:00	61		184				
02:15	2		2					14:15	77		100				
02:30	5		4					14:30	55		82				
02:45	4	14	6	17			31	14:45	44	237	102	468			705
03:00	3		3					15:00	89		78				
03:15	3		1					15:15	70		92				
03:30	5		2					15:30	75		117				
03:45	5	16	8	14			30	15:45	62	296	93	380			676
04:00	3		9					16:00	74		96				
04:15	9		15					16:15	70		110				
04:30	4		19					16:30	62		106				
04:45	11	27	17	60			87	16:45	52	258	93	405			663
05:00	15		10					17:00	52		103				
05:15	27		23					17:15	55		79				
05:30	45		29					17:30	52		71				
05:45	59	146	32	94			240	17:45	58	217	73	326			543
06:00	50		34					18:00	44		63				
06:15	75		45					18:15	46		69				
06:30	83		59					18:30	52		76				
06:45	92	300	76	214			514	18:45	59	201	66	274			475
07:00	109		43					19:00	56		52				
07:15	183		44					19:15	54		59				
07:30	203		66					19:30	34		52				
07:45	82	577	37	190			767	19:45	35	179	32	195			374
08:00	84		36					20:00	43		29				
08:15	64		34					20:15	36		45				
08:30	84		34					20:30	37		35				
08:45	87	319	40	144			463	20:45	35	151	34	143			294
09:00	69		54					21:00	33		44				
09:15	49		46					21:15	42		36				
09:30	56		54					21:30	33		19				
09:45	44	218	35	189			407	21:45	24	132	25	124			256
10:00	57		42					22:00	15		20				
10:15	31		37					22:15	20		14				
10:30	75		46					22:30	17		15				
10:45	51	214	42	167			381	22:45	10	62	13	62			124
11:00	43		38					23:00	12		11				
11:15	62		49					23:15	10		13				
11:30	73		43					23:30	9		10				
11:45	86	264	44	174			438	23:45	12	43	2	36			79
Total Vol.		2134		1305			**3439**			2337		2998			**5335**

Daily Totals

NB	SB	EB	WB	**Combined**
4471	4303			**8774**

	AM			**PM**		
Split %	62.1%	37.9%	**39.2%**	43.8%	56.2%	**60.8%**
Peak Hour	06:45	11:45	**06:45**	13:30	13:45	**13:30**
Volume	587	281	**816**	349	495	**818**
P.H.F.	0.72	0.83	**0.76**	0.73	0.67	**0.83**

Volumes for: Tuesday, May 22, 2007 City: Lancaster Project #: 07-2253-003

Location: Ave K W/o 60th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		3			12:00			11		25		
00:15			0		4			12:15			16		16		
00:30			0		1			12:30			26		30		
00:45			2	4	0	8	12	12:45			34	87	23	94	181
01:00			1		0			13:00			22		25		
01:15			2		1			13:15			23		18		
01:30			2		0			13:30			19		19		
01:45			2	7	4	5	12	13:45			25	89	21	83	172
02:00			1		2			14:00			34		33		
02:15			0		1			14:15			22		28		
02:30			0		0			14:30			26		28		
02:45			3	4	0	3	7	14:45			34	116	29	118	234
03:00			1		0			15:00			43		29		
03:15			4		0			15:15			31		29		
03:30			1		0			15:30			29		43		
03:45			3	9	1	1	10	15:45			26	129	26	127	256
04:00			2		2			16:00			26		28		
04:15			3		4			16:15			33		31		
04:30			5		10			16:30			32		31		
04:45			7	17	10	26	43	16:45			37	128	32	122	250
05:00			6		16			17:00			28		26		
05:15			6		14			17:15			31		35		
05:30			9		18			17:30			26		31		
05:45			16	37	27	75	112	17:45			48	133	35	127	260
06:00			16		27			18:00			26		29		
06:15			15		25			18:15			28		27		
06:30			24		25			18:30			22		31		
06:45			36	91	20	97	188	18:45			21	97	30	117	214
07:00			45		40			19:00			21		25		
07:15			86		33			19:15			14		30		
07:30			79		28			19:30			11		22		
07:45			53	263	24	125	388	19:45			16	62	22	99	161
08:00			35		17			20:00			17		18		
08:15			35		20			20:15			13		19		
08:30			35		16			20:30			14		24		
08:45			36	141	18	71	212	20:45			9	53	23	84	137
09:00			31		16			21:00			11		14		
09:15			24		12			21:15			9		18		
09:30			19		17			21:30			5		25		
09:45			33	107	18	63	170	21:45			3	28	18	75	103
10:00			22		12			22:00			5		13		
10:15			24		14			22:15			3		6		
10:30			24		18			22:30			5		11		
10:45			30	100	16	60	160	22:45			2	15	6	36	51
11:00			20		14			23:00			3		8		
11:15			17		21			23:15			5		4		
11:30			33		16			23:30			3		2		
11:45			22	92	19	70	162	23:45			4	15	4	18	33
Total Vol.				872		604	**1476**					952		1100	**2052**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			1824	1704	**3528**

	AM			**PM**		
Split %	59.1%	40.9%	**41.8%**	46.4%	53.6%	**58.2%**
Peak Hour	07:00	07:00	**07:00**	14:45	14:45	**14:45**
Volume	263	125	**388**	137	130	**267**
P.H.F.	0.76	0.78	**0.82**	0.80	0.76	**0.93**

Volumes for: Wednesday, May 23, 2007 City: Lancaster Project #: 07-2253-003

Location: Ave K W/o 60th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		1			12:00			20		27		
00:15			1		2			12:15			27		25		
00:30			2		5			12:30			31		33		
00:45			3	9	3	11	20	12:45			21	99	22	107	206
01:00			4		1			13:00			23		17		
01:15			2		1			13:15			20		17		
01:30			0		0			13:30			26		21		
01:45			1	7	1	3	10	13:45			26	95	20	75	170
02:00			4		1			14:00			29		36		
02:15			0		0			14:15			27		23		
02:30			1		1			14:30			19		37		
02:45			1	6	0	2	8	14:45			39	114	32	128	242
03:00			2		0			15:00			43		31		
03:15			2		0			15:15			24		32		
03:30			3		3			15:30			20		31		
03:45			1	8	1	4	12	15:45			29	116	21	115	231
04:00			3		1			16:00			30		35		
04:15			3		4			16:15			44		33		
04:30			9		7			16:30			26		28		
04:45			7	22	7	19	41	16:45			22	122	33	129	251
05:00			8		13			17:00			29		35		
05:15			5		17			17:15			35		45		
05:30			12		11			17:30			34		35		
05:45			12	37	31	72	109	17:45			34	132	23	138	270
06:00			13		26			18:00			26		25		
06:15			19		29			18:15			20		26		
06:30			21		26			18:30			23		36		
06:45			34	87	18	99	186	18:45			20	89	16	103	192
07:00			48		35			19:00			18		31		
07:15			72		37			19:15			10		15		
07:30			78		37			19:30			15		24		
07:45			53	251	23	132	383	19:45			14	57	24	94	151
08:00			37		21			20:00			5		25		
08:15			36		19			20:15			9		19		
08:30			41		20			20:30			13		18		
08:45			29	143	14	74	217	20:45			8	35	19	81	116
09:00			38		12			21:00			7		25		
09:15			33		17			21:15			5		17		
09:30			25		22			21:30			7		14		
09:45			37	133	16	67	200	21:45			3	22	16	72	94
10:00			24		12			22:00			4		7		
10:15			30		13			22:15			3		9		
10:30			29		11			22:30			6		9		
10:45			24	107	23	59	166	22:45			3	16	5	30	46
11:00			26		17			23:00			3		8		
11:15			24		20			23:15			1		2		
11:30			24		20			23:30			6		7		
11:45			27	101	20	77	178	23:45			3	13	3	20	33
Total Vol.				911		619	**1530**					910		1092	**2002**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			1821	1711	**3532**

	AM			**PM**		
Split %	59.5%	40.5%	**43.3%**	45.5%	54.5%	**56.7%**
Peak Hour	07:00	07:00	**07:00**	17:00	16:45	**17:00**
Volume	251	132	**383**	132	148	**270**
P.H.F.	0.80	0.89	**0.83**	0.94	0.82	**0.84**

Volumes for: Tuesday, May 22, 2007 City: Lancaster Project #: 07-2253-004

Location: Ave K E/o 60th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		15			12:00			43		46		
00:15			2		15			12:15			54		44		
00:30			2		6			12:30			38		54		
00:45			4	10	1	37	47	12:45			42	177	45	189	366
01:00			3		11			13:00			36		48		
01:15			2		4			13:15			54		40		
01:30			2		0			13:30			54		61		
01:45			2	9	6	21	30	13:45			54	198	75	224	422
02:00			4		2			14:00			78		58		
02:15			2		2			14:15			70		54		
02:30			3		2			14:30			50		51		
02:45			5	14	2	8	22	14:45			63	261	76	239	500
03:00			2		4			15:00			100		50		
03:15			4		1			15:15			82		70		
03:30			4		2			15:30			76		56		
03:45			6	16	1	8	24	15:45			46	304	69	245	549
04:00			10		1			16:00			74		58		
04:15			10		4			16:15			60		63		
04:30			21		19			16:30			72		73		
04:45			22	63	10	34	97	16:45			62	268	73	267	535
05:00			18		25			17:00			50		61		
05:15			23		25			17:15			61		79		
05:30			22		28			17:30			60		68		
05:45			31	94	49	127	221	17:45			76	247	59	267	514
06:00			26		36			18:00			49		75		
06:15			46		54			18:15			62		58		
06:30			51		58			18:30			56		58		
06:45			60	183	104	252	435	18:45			39	206	72	263	469
07:00			60		136			19:00			42		59		
07:15			110		120			19:15			41		60		
07:30			97		84			19:30			34		51		
07:45			90	357	44	384	741	19:45			34	151	46	216	367
08:00			62		49			20:00			31		44		
08:15			62		44			20:15			27		41		
08:30			59		51			20:30			27		49		
08:45			58	241	35	179	420	20:45			19	104	46	180	284
09:00			58		46			21:00			25		37		
09:15			70		39			21:15			22		39		
09:30			45		39			21:30			14		47		
09:45			54	227	46	170	397	21:45			9	70	43	166	236
10:00			42		52			22:00			10		39		
10:15			43		36			22:15			7		26		
10:30			44		58			22:30			10		25		
10:45			56	185	48	194	379	22:45			14	41	14	104	145
11:00			46		35			23:00			8		12		
11:15			41		45			23:15			6		8		
11:30			47		41			23:30			7		7		
11:45			45	179	58	179	358	23:45			6	27	9	36	63
Total Vol.				1578		1593	**3171**					2054		2396	**4450**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			3632	3989	**7621**

	AM			PM		
Split %	49.8%	50.2%	**41.6%**	46.2%	53.8%	**58.4%**
Peak Hour	07:15	06:45	**06:45**	14:45	16:30	**14:45**
Volume	359	444	**771**	321	286	**573**
P.H.F.	0.82	0.82	**0.84**	0.80	0.91	**0.94**

Volumes for: Wednesday, May 23, 2007 City: Lancaster Project #: 07-2253-004

Location: Ave K E/o 60th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		12			12:00			50		35		
00:15			2		12			12:15			44		60		
00:30			3		10			12:30			72		69		
00:45			3	10	10	44	54	12:45			42	208	40	204	412
01:00			2		6			13:00			54		42		
01:15			2		6			13:15			40		44		
01:30			1		9			13:30			52		48		
01:45			1	6	6	27	33	13:45			50	196	70	204	400
02:00			4		2			14:00			90		46		
02:15			1		5			14:15			62		57		
02:30			4		2			14:30			45		53		
02:45			5	14	1	10	24	14:45			66	263	57	213	476
03:00			2		1			15:00			101		68		
03:15			4		1			15:15			77		64		
03:30			3		8			15:30			62		58		
03:45			7	16	2	12	28	15:45			63	303	62	252	555
04:00			11		2			16:00			66		59		
04:15			10		9			16:15			80		52		
04:30			24		15			16:30			56		66		
04:45			17	62	6	32	94	16:45			50	252	73	250	502
05:00			16		19			17:00			55		54		
05:15			25		24			17:15			62		88		
05:30			30		20			17:30			57		63		
05:45			31	102	49	112	214	17:45			69	243	59	264	507
06:00			35		44			18:00			47		68		
06:15			34		48			18:15			50		57		
06:30			46		54			18:30			53		59		
06:45			66	181	96	242	423	18:45			44	194	48	232	426
07:00			64		128			19:00			39		58		
07:15			103		110			19:15			31		39		
07:30			113		96			19:30			38		45		
07:45			84	364	51	385	749	19:45			19	127	41	183	310
08:00			75		42			20:00			24		47		
08:15			54		60			20:15			17		47		
08:30			58		50			20:30			18		38		
08:45			61	248	51	203	451	20:45			18	77	49	181	258
09:00			68		34			21:00			18		39		
09:15			61		48			21:15			14		41		
09:30			49		45			21:30			15		33		
09:45			56	234	31	158	392	21:45			13	60	25	138	198
10:00			42		38			22:00			14		23		
10:15			46		35			22:15			10		22		
10:30			50		48			22:30			9		17		
10:45			50	188	51	172	360	22:45			7	40	13	75	115
11:00			50		64			23:00			10		18		
11:15			42		59			23:15			6		13		
11:30			52		60			23:30			4		12		
11:45			54	198	66	249	447	23:45			4	24	7	50	74
Total Vol.				1623		1646	**3269**					1987		2246	**4233**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			3610	3892	**7502**

	AM			**PM**		
Split %	49.6%	50.4%	**43.6%**	46.9%	53.1%	**56.4%**
Peak Hour	07:15	06:45	**06:45**	14:45	16:30	**15:00**
Volume	375	430	**776**	306	281	**555**
P.H.F.	0.83	0.84	**0.91**	0.76	0.80	**0.82**

Volumes for: Tuesday, May 22, 2007 City: Lancaster Project #: 07-2253-005

Location: Ave K E/o 50th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		18			12:00			84		73		
00:15			5		16			12:15			93		64		
00:30			5		5			12:30			65		75		
00:45			5	20	5	44	64	12:45			70	312	64	276	588
01:00			3		7			13:00			53		74		
01:15			4		2			13:15			77		67		
01:30			3		5			13:30			82		77		
01:45			3	13	5	19	32	13:45			76	288	96	314	602
02:00			7		3			14:00			122		83		
02:15			4		3			14:15			102		73		
02:30			4		5			14:30			80		81		
02:45			5	20	0	11	31	14:45			93	397	99	336	733
03:00			3		1			15:00			147		79		
03:15			6		2			15:15			106		106		
03:30			9		3			15:30			135		80		
03:45			8	26	3	9	35	15:45			81	469	99	364	833
04:00			15		3			16:00			111		82		
04:15			19		7			16:15			90		113		
04:30			31		9			16:30			111		98		
04:45			34	99	11	30	129	16:45			88	400	117	410	810
05:00			28		23			17:00			80		101		
05:15			35		23			17:15			86		120		
05:30			37		24			17:30			94		103		
05:45			51	151	43	113	264	17:45			114	374	101	425	799
06:00			46		35			18:00			81		111		
06:15			54		52			18:15			80		83		
06:30			68		59			18:30			89		87		
06:45			92	260	95	241	501	18:45			73	323	89	370	693
07:00			100		131			19:00			68		82		
07:15			127		89			19:15			53		71		
07:30			185		68			19:30			53		83		
07:45			169	581	55	343	924	19:45			53	227	54	290	517
08:00			110		57			20:00			46		66		
08:15			96		49			20:15			48		62		
08:30			77		48			20:30			40		63		
08:45			94	377	40	194	571	20:45			30	164	68	259	423
09:00			86		55			21:00			34		58		
09:15			105		61			21:15			28		56		
09:30			72		51			21:30			26		68		
09:45			78	341	57	224	565	21:45			19	107	49	231	338
10:00			75		62			22:00			21		59		
10:15			60		45			22:15			16		41		
10:30			71		65			22:30			14		33		
10:45			101	307	56	228	535	22:45			15	66	24	157	223
11:00			71		46			23:00			10		17		
11:15			68		48			23:15			8		19		
11:30			82		68			23:30			14		12		
11:45			64	285	54	216	501	23:45			5	37	16	64	101
Total Vol.				2480		1672	**4152**					3164		3496	**6660**

Daily Totals

NB	SB	EB	WB	Combined
		5644	5168	**10812**

	AM			PM		
Split %	59.7%	40.3%	**38.4%**	47.5%	52.5%	**61.6%**
Peak Hour	07:15	06:45	**07:00**	14:45	16:45	**14:45**
Volume	591	383	**924**	481	441	**845**
P.H.F.	0.80	0.73	**0.91**	0.82	0.92	**0.93**

Volumes for: Wednesday, May 23, 2007 City: Lancaster Project #: 07-2253-005

Location: Ave K E/o 50th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		15			12:00			83		65		
00:15			5		12			12:15			77		99		
00:30			3		14			12:30			89		100		
00:45			4	16	8	49	65	12:45			81	330	63	327	657
01:00			2		4			13:00			81		55		
01:15			3		6			13:15			56		70		
01:30			2		8			13:30			70		85		
01:45			1	8	4	22	30	13:45			76	283	98	308	591
02:00			5		3			14:00			146		79		
02:15			2		6			14:15			99		79		
02:30			5		4			14:30			91		78		
02:45			5	17	2	15	32	14:45			85	421	92	328	749
03:00			6		1			15:00			144		107		
03:15			5		3			15:15			125		91		
03:30			6		6			15:30			90		83		
03:45			10	27	6	16	43	15:45			107	466	97	378	844
04:00			13		3			16:00			99		94		
04:15			15		11			16:15			107		90		
04:30			39		7			16:30			87		93		
04:45			26	93	9	30	123	16:45			76	369	109	386	755
05:00			22		19			17:00			80		98		
05:15			31		21			17:15			90		122		
05:30			48		25			17:30			87		99		
05:45			50	151	41	106	257	17:45			99	356	97	416	772
06:00			55		34			18:00			84		95		
06:15			56		55			18:15			76		94		
06:30			60		61			18:30			95		79		
06:45			82	253	84	234	487	18:45			84	339	71	339	678
07:00			94		100			19:00			54		79		
07:15			145		79			19:15			39		63		
07:30			171		83			19:30			58		74		
07:45			176	586	58	320	906	19:45			32	183	55	271	454
08:00			126		54			20:00			40		61		
08:15			96		50			20:15			24		74		
08:30			73		63			20:30			30		70		
08:45			94	389	53	220	609	20:45			30	124	63	268	392
09:00			100		37			21:00			34		57		
09:15			97		50			21:15			22		55		
09:30			74		49			21:30			26		49		
09:45			84	355	40	176	531	21:45			23	105	32	193	298
10:00			66		40			22:00			22		32		
10:15			78		41			22:15			18		29		
10:30			78		56			22:30			12		23		
10:45			97	319	62	199	518	22:45			11	63	21	105	168
11:00			67		55			23:00			13		22		
11:15			70		59			23:15			8		17		
11:30			87		71			23:30			6		16		
11:45			58	282	68	253	535	23:45			6	33	8	63	96
Total Vol.				2496		1640	**4136**					3072		3382	**6454**

Daily Totals

NB	SB	EB	WB	**Combined**
		5568	5022	**10590**

	AM			**PM**		
Split %	60.3%	39.7%	**39.1%**	47.6%	52.4%	**60.9%**
Peak Hour	07:15	06:45	**07:00**	15:00	16:45	**15:00**
Volume	618	346	**906**	466	428	**844**
P.H.F.	0.88	0.87	**0.89**	0.81	0.88	**0.84**

Volumes for: Tuesday, May 22, 2007 City: Lancaster Project #: 07-2253-006

Location: 60th St S/o Ave K

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		7					12:00	66		76				
00:15	4		10					12:15	65		63				
00:30	2		4					12:30	47		60				
00:45	2	10	7	28			38	12:45	42	220	62	261			481
01:00	3		8					13:00	59		39				
01:15	4		6					13:15	62		57				
01:30	1		3					13:30	76		63				
01:45	4	12	1	18			30	13:45	92	289	94	253			542
02:00	1		1					14:00	60		140				
02:15	3		3					14:15	66		77				
02:30	4		3					14:30	47		75				
02:45	4	12	2	9			21	14:45	66	239	118	410			649
03:00	2		5					15:00	121		128				
03:15	0		1					15:15	94		108				
03:30	3		1					15:30	83		100				
03:45	4	9	3	10			19	15:45	71	369	92	428			797
04:00	6		7					16:00	81		87				
04:15	4		3					16:15	72		88				
04:30	9		7					16:30	71		103				
04:45	8	27	8	25			52	16:45	50	274	94	372			646
05:00	11		13					17:00	66		80				
05:15	26		12					17:15	60		93				
05:30	40		22					17:30	66		92				
05:45	46	123	20	67			190	17:45	85	277	71	336			613
06:00	32		18					18:00	60		75				
06:15	46		21					18:15	49		80				
06:30	63		27					18:30	64		67				
06:45	78	219	63	129			348	18:45	47	220	69	291			511
07:00	111		86					19:00	52		52				
07:15	125		89					19:15	54		66				
07:30	159		82					19:30	39		55				
07:45	87	482	57	314			796	19:45	47	192	57	230			422
08:00	73		30					20:00	34		39				
08:15	73		32					20:15	42		48				
08:30	51		30					20:30	48		42				
08:45	60	257	26	118			375	20:45	42	166	44	173			339
09:00	59		30					21:00	26		48				
09:15	51		34					21:15	30		40				
09:30	49		28					21:30	27		35				
09:45	60	219	29	121			340	21:45	25	108	32	155			263
10:00	50		36					22:00	20		37				
10:15	52		26					22:15	15		35				
10:30	43		31					22:30	16		24				
10:45	48	193	26	119			312	22:45	14	65	20	116			181
11:00	60		38					23:00	14		10				
11:15	64		28					23:15	9		18				
11:30	58		40					23:30	7		13				
11:45	65	247	38	144			391	23:45	6	36	10	51			87
Total Vol.		1810		1102			**2912**			2455		3076			**5531**

Daily Totals

NB	SB	EB	WB	**Combined**
4265	4178			**8443**

	AM			**PM**		
Split %	62.2%	37.8%	**34.5%**	44.4%	55.6%	**65.5%**
Peak Hour	07:00	06:45	**07:00**	15:00	14:45	**14:45**
Volume	482	320	**796**	369	454	**818**
P.H.F.	0.76	0.90	**0.83**	0.79	0.89	**0.82**

Volumes for: Wednesday, May 23, 2007 City: Lancaster Project #: 07-2253-006

Location: 60th St S/o Ave K

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		9					12:00	52		64				
00:15	2		10					12:15	53		95				
00:30	1		11					12:30	113		112				
00:45	4	12	11	41			53	12:45	99	317	67	338			655
01:00	2		8					13:00	54		54				
01:15	4		3					13:15	42		43				
01:30	4		2					13:30	88		52				
01:45	1	11	4	17			28	13:45	99	283	96	245			528
02:00	2		4					14:00	72		158				
02:15	1		2					14:15	80		91				
02:30	4		2					14:30	56		69				
02:45	3	10	3	11			21	14:45	61	269	114	432			701
03:00	2		5					15:00	127		94				
03:15	3		0					15:15	94		95				
03:30	3		1					15:30	81		106				
03:45	4	12	4	10			22	15:45	71	373	104	399			772
04:00	2		2					16:00	80		90				
04:15	4		5					16:15	72		102				
04:30	5		13					16:30	56		103				
04:45	12	23	6	26			49	16:45	60	268	96	391			659
05:00	14		9					17:00	57		98				
05:15	24		14					17:15	54		88				
05:30	34		22					17:30	55		84				
05:45	48	120	25	70			190	17:45	58	224	78	348			572
06:00	37		18					18:00	40		65				
06:15	55		25					18:15	60		68				
06:30	64		31					18:30	55		69				
06:45	83	239	61	135			374	18:45	54	209	73	275			484
07:00	96		99					19:00	50		61				
07:15	164		70					19:15	54		46				
07:30	167		74					19:30	31		57				
07:45	87	514	67	310			824	19:45	29	164	43	207			371
08:00	80		31					20:00	36		26				
08:15	61		33					20:15	30		57				
08:30	63		28					20:30	29		48				
08:45	69	273	34	126			399	20:45	25	120	36	167			287
09:00	72		53					21:00	35		41				
09:15	55		51					21:15	28		46				
09:30	52		60					21:30	31		22				
09:45	47	226	35	199			425	21:45	24	118	22	131			249
10:00	47		40					22:00	15		25				
10:15	32		37					22:15	18		23				
10:30	52		39					22:30	13		16				
10:45	43	174	37	153			327	22:45	11	57	10	74			131
11:00	42		43					23:00	12		17				
11:15	48		52					23:15	8		14				
11:30	73		50					23:30	4		10				
11:45	68	231	42	187			418	23:45	9	33	4	45			78
Total Vol.		1845		1285			**3130**			2435		3052			**5487**

Daily Totals

NB	SB	EB	WB	**Combined**
4280	4337			**8617**

	AM			**PM**		
Split %	58.9%	41.1%	**36.3%**	44.4%	55.6%	**63.7%**
Peak Hour	07:00	11:45	**07:00**	15:00	14:00	**14:45**
Volume	514	313	**824**	373	432	**772**
P.H.F.	0.77	0.70	**0.85**	0.75	0.68	**0.87**

APPENDIX C
Analysis Worksheets for Existing (Year 2007) Conditions

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #101 70th St / Avenue J

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[10.7]

Street Name:	70th St						Avenue J					
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 1	0 0	0	0 0	0 1	0	0 0 1!	0 0	
Volume Module:												
Base Vol:	2	73	91	8	46	0	0	53	5	33	49	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	73	91	8	46	0	0	53	5	33	49	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	73	91	8	46	0	0	53	5	33	49	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	73	91	8	46	0	0	53	5	33	49	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	195	174	56	254	175	xxxxx	xxxx	xxxx	xxxxx	58	xxxx	xxxxx
Potent Cap.:	769	723	1017	703	722	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Move Cap.:	719	708	1017	580	707	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Volume/Cap:	0.00	0.10	0.09	0.01	0.07	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	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	850	xxxxx	685	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.3	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:	10.3			10.7			xxxxx			xxxxx		
ApproachLOS:	B			B			*			*		

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #102 60th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	60th St						Avenue J					
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
Lanes:	1 0	2 0	1	1 0	0 1	0	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	20	209	208	39	145	14	52	225	52	123	108	221
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:	20	209	208	39	145	14	52	225	52	123	108	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	209	208	39	145	14	52	225	52	123	108	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	209	208	39	145	14	52	225	52	123	108	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	209	208	39	145	14	52	225	52	123	108	221
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1459	141	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.13	0.02	0.10	0.10	0.03	0.07	0.03	0.08	0.07	0.14
Crit Moves:			****	****			****					****

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #103 50th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	50th St						Avenue J					
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
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	133	128	12	67	17	13	393	19	49	334	22
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:	56	133	128	12	67	17	13	393	19	49	334	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	133	128	12	67	17	13	393	19	49	334	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	133	128	12	67	17	13	393	19	49	334	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	133	128	12	67	17	13	393	19	49	334	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1526	74	1600	1501	99
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.01	0.04	0.01	0.01	0.26	0.26	0.03	0.22	0.22
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #104 60th St / Avenue J-8

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: E[42.1]

Street Name:	60th St						Avenue J-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	190	346	18	5	238	118	34	3	364	8	0	4
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:	190	346	18	5	238	118	34	3	364	8	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	346	18	5	238	118	34	3	364	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	190	346	18	5	238	118	34	3	364	8	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	356	xxxx	xxxxx	364	xxxx	xxxxx	985	992	238	1217	1092	346
Potent Cap.:	1214	xxxx	xxxxx	1206	xxxx	xxxxx	229	248	806	159	216	702
Move Cap.:	1214	xxxx	xxxxx	1206	xxxx	xxxxx	200	208	806	76	182	702
Volume/Cap:	0.16	xxxx	xxxx	0.00	xxxx	xxxx	0.17	0.01	0.45	0.11	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	0.0	2.4	0.3	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	8.0	xxxx	xxxxx	26.7	22.6	13.1	58.0	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	C	B	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	702
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			14.3			42.1		
ApproachLOS:	*			*			B			E		

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #105 70th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	70th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	148	109	4	67	1	1	62	35	29	65	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	148	109	4	67	1	1	62	35	29	65	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	148	109	4	67	1	1	62	35	29	65	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	148	109	4	67	1	1	62	35	29	65	1
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:	23	148	109	4	67	1	1	62	35	29	65	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.53	0.39	0.06	0.93	0.01	0.01	0.63	0.36	0.31	0.68	0.01
Final Sat.:	68	437	322	41	685	10	8	466	263	213	478	7
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.10	0.10	0.10	0.13	0.13	0.13	0.14	0.14	0.14
Crit Moves:	****			****			****					****
Delay/Veh:	9.3	9.3	9.3	8.1	8.1	8.1	8.2	8.2	8.2	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	8.1	8.1	8.1	8.2	8.2	8.2	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.3			8.1			8.2			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			8.1			8.2			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #106 62nd St / Avenue K

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[11.7]

Street Name:	62nd St								Avenue K							
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	1	0	0	0	1	0	1	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	6	1	93			2	1	0			2	221	11			25	41	78		
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:	6	1	93			2	1	0			2	221	11			25	41	78		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	6	1	93			2	1	0			2	221	11			25	41	78		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	6	1	93			2	1	0			2	221	11			25	41	78		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2			7.1	6.5	xxxxx			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	xxxxx			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	296	394	221			369	327	xxxxx			119	xxxx	xxxxx			232	xxxx	xxxxx		
Potent Cap.:	660	546	824			592	595	xxxxx			1482	xxxx	xxxxx			1348	xxxx	xxxxx		
Move Cap.:	649	535	824			516	583	xxxxx			1482	xxxx	xxxxx			1348	xxxx	xxxxx		
Volume/Cap:	0.01	0.00	0.11			0.00	0.00	xxxx			0.00	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx			7.7	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		806	xxxxx		537	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.4	xxxxx		0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		10.1	xxxxx		11.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		B	*	*			*	*	*			*	*	*		
ApproachDel:	10.1					11.7					xxxxx					xxxxx				
ApproachLOS:	B					B					*					*				

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #107 60th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	60th St						Avenue K					
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
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	20	302	150	21	129	9	69	218	31	99	118	175
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:	20	302	150	21	129	9	69	218	31	99	118	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	302	150	21	129	9	69	218	31	99	118	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	302	150	21	129	9	69	218	31	99	118	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	302	150	21	129	9	69	218	31	99	118	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.87	0.13	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2138	1062	1600	2991	209	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.01	0.04	0.04	0.02	0.14	0.02	0.06	0.07	0.11
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #108 50th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	50th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	145	123	38	58	3	8	270	11	41	143	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	145	123	38	58	3	8	270	11	41	143	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	145	123	38	58	3	8	270	11	41	143	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	145	123	38	58	3	8	270	11	41	143	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	145	123	38	58	3	8	270	11	41	143	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.51	0.43	0.38	0.59	0.03	0.03	0.93	0.04	0.20	0.69	0.11
Final Sat.:	40	340	289	220	336	17	18	617	25	127	443	68
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.17	0.17	0.17	0.44	0.44	0.44	0.32	0.32	0.32
Crit Moves:		****		****				****			****	
Delay/Veh:	11.4	11.4	11.4	9.7	9.7	9.7	11.8	11.8	11.8	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	9.7	9.7	9.7	11.8	11.8	11.8	10.5	10.5	10.5
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:	11.4			9.7			11.8			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			9.7			11.8			10.5		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.7	0.7	0.7	0.4	0.4	0.4

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #109 45th St / Avenue K

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[14.1]

Street Name:	45th St									Avenue K								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	1	12	51	19	6	14	1	360	6	20	254	3								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	1	12	51	19	6	14	1	360	6	20	254	3								
User 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								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	1	12	52	19	6	14	1	367	6	20	259	3								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	1	12	52	19	6	14	1	367	6	20	259	3								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	681	672	367	704	675	259	262	xxxx	xxxxx	373	xxxx	xxxxx								
Potent Cap.:	367	380	683	354	378	784	1314	xxxx	xxxxx	1196	xxxx	xxxxx								
Move Cap.:	351	373	683	315	371	784	1314	xxxx	xxxxx	1196	xxxx	xxxxx								
Volume/Cap:	0.00	0.03	0.08	0.06	0.02	0.02	0.00	xxxx	xxxx	0.02	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	0.1	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	17.2	14.9	9.7	7.7	xxxx	xxxxx	8.1	xxxx	xxxxx								
LOS by Move:	*	*	*	C	B	A	A	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	583	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	11.9			14.1			xxxxx			xxxxx										
ApproachLOS:	B			B			*			*										

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #110 60th St / Avenue K-8

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[21.3]

Street Name:	60th St						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 2	0	1	0 1 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	62	471	0	2	481	27	27	3	34	2	2	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	62	471	0	2	481	27	27	3	34	2	2	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	62	471	0	2	481	27	27	3	34	2	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	62	471	0	2	481	27	27	3	34	2	2	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	508 xxxx	xxxxx		471 xxxx	xxxxx		1081	1080	241	841	1107	xxxxx
Potent Cap.:	1067 xxxx	xxxxx		1101 xxxx	xxxxx		197	220	803	287	212	xxxxx
Move Cap.:	1067 xxxx	xxxxx		1101 xxxx	xxxxx		187	207	803	259	199	xxxxx
Volume/Cap:	0.06 xxxx	xxxx		0.00 xxxx	xxxx		0.14	0.01	0.04	0.01	0.01	xxxx
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6 xxxx	xxxxx		8.3 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		189	xxxx	651	225	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.6	xxxx	0.2	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		27.7	xxxx	10.9	21.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*
ApproachDel:	xxxxxx			xxxxxx			18.4			21.3		
ApproachLOS:	*			*			C			C		

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #111 70th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	70th St						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	47	99	146	86	50	12	1	75	22	43	58	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	99	146	86	50	12	1	75	22	43	58	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	99	146	86	50	12	1	75	22	43	58	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	99	146	86	50	12	1	75	22	43	58	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	99	146	86	50	12	1	75	22	43	58	90
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.40	0.60	1.00	0.81	0.19	1.00	1.00	1.00	1.00	0.39	0.61
Final Sat.:	582	278	410	566	506	121	507	548	611	547	250	389
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.15	0.10	0.10	0.00	0.14	0.04	0.08	0.23	0.23
Crit Moves:		****		****				****			****	
Delay/Veh:	9.2	10.4	10.4	9.8	8.7	8.7	9.4	9.7	8.3	9.4	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	10.4	10.4	9.8	8.7	8.7	9.4	9.7	8.3	9.4	9.5	9.5
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.2			9.4			9.4			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			9.4			9.4			9.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.1	0.5	0.5	0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.3	0.3

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

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #112 60th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	60th St						Avenue L					
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
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	45	331	144	82	374	111	144	322	56	223	243	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	331	144	82	374	111	144	322	56	223	243	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	331	144	82	374	111	144	322	56	223	243	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	331	144	82	374	111	144	322	56	223	243	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	331	144	82	374	111	144	322	56	223	243	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.70	0.30	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1115	485	1600	1600	1600	2880	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.05	0.23	0.07	0.05	0.20	0.04	0.08	0.15	0.05
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #113 50th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	50th St						Avenue L					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	34	319	227	39	176	67	79	659	41	102	495	37
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:	34	319	227	39	176	67	79	659	41	102	495	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	319	227	39	176	67	79	659	41	102	495	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	319	227	39	176	67	79	659	41	102	495	37
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:	34	319	227	39	176	67	79	659	41	102	495	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.58	0.42	1.00	0.72	0.28	1.00	0.94	0.06	1.00	0.93	0.07
Final Sat.:	1600	935	665	1600	1159	441	1600	1506	94	1600	1489	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.02	0.15	0.15	0.05	0.44	0.44	0.06	0.33	0.33
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Existing (2007)
AM Peak Hour

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

Intersection #114 60th St / Avenue L-8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0	
Volume Module:																
Base Vol:	67	310	35		123	344	30		96	174	60		42	166	162	
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:	67	310	35		123	344	30		96	174	60		42	166	162	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	67	310	35		123	344	30		96	174	60		42	166	162	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	310	35		123	344	30		96	174	60		42	166	162	
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:	67	310	35		123	344	30		96	174	60		42	166	162	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	2.00	1.00		1.00	1.49	0.51		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	3200	1600		1600	2379	821		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.19	0.02		0.08	0.11	0.02		0.06	0.07	0.07		0.03	0.05	0.10	
Crit Moves:		****				****				****					****	

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #101 70th St / Avenue J

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[10.1]

Street Name:	70th St						Avenue J					
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 1	0 0	0	0 0	1 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	41	14	2	30	0	0	42	0	22	53	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	41	14	2	30	0	0	42	0	22	53	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	41	14	2	30	0	0	42	0	22	53	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	41	14	2	30	0	0	42	0	22	53	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	156	142	42	168	141	xxxxx	xxxx	xxxx	xxxxx	42	xxxx	xxxxx
Potent Cap.:	816	753	1034	800	754	xxxxx	xxxx	xxxx	xxxxx	1580	xxxx	xxxxx
Move Cap.:	782	742	1034	748	744	xxxxx	xxxx	xxxx	xxxxx	1580	xxxx	xxxxx
Volume/Cap:	0.01	0.06	0.01	0.00	0.04	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	799	xxxxx	744	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	B	*	*	*	*	*	*	*	*
ApproachDel:	9.9			10.1			xxxxx			xxxxx		
ApproachLOS:	A			B			*			*		

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #102 60th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	60th St							Avenue J							
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	
Lanes:	1	0	2	0 1	1	0	0	1 0	1	0	2	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	12	128		95	108	221		31	13	86		19	132	110		31
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:	12	128		95	108	221		31	13	86		19	132	110		31
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	12	128		95	108	221		31	13	86		19	132	110		31
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	12	128		95	108	221		31	13	86		19	132	110		31
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	128		95	108	221		31	13	86		19	132	110		31
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	0.88		0.12	1.00	2.00		1.00	1.00	1.00		1.00
Final Sat.:	1600	3200		1600	1600	1403		197	1600	3200		1600	1600	1600		1600
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04		0.06	0.07	0.16		0.16	0.01	0.03		0.01	0.08	0.07		0.02
Crit Moves:	****				****				****				****			

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #103 50th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	50th St						Avenue J					
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
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	67	89	14	102	24	2	270	11	107	256	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:	12	67	89	14	102	24	2	270	11	107	256	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	67	89	14	102	24	2	270	11	107	256	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	67	89	14	102	24	2	270	11	107	256	10
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	67	89	14	102	24	2	270	11	107	256	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.04	1.00	0.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1537	63	1600	1540	60
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.06	0.01	0.06	0.02	0.00	0.18	0.18	0.07	0.17	0.17
Crit Moves:	****			****			****			****		

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #104 60th St / Avenue J-8

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[15.1]

Street Name:	60th St						Avenue J-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	64	237	2	2	303	38	14	1	60	3	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	237	2	2	303	38	14	1	60	3	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	237	2	2	303	38	14	1	60	3	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	237	2	2	303	38	14	1	60	3	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	341	xxxx	xxxxx	239	xxxx	xxxxx	674	674	303	722	710	237
Potent Cap.:	1229	xxxx	xxxxx	1340	xxxx	xxxxx	371	379	741	345	361	807
Move Cap.:	1229	xxxx	xxxxx	1340	xxxx	xxxxx	356	358	741	303	342	807
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.08	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	0.0	0.3	0.0	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.7	xxxx	xxxxx	15.5	15.1	10.3	17.0	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	C	B	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	807
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			11.3			15.1		
ApproachLOS:	*			*			B			C		

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #105 70th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.129
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	70th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	59	18	1	49	0	0	88	20	20	71	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	59	18	1	49	0	0	88	20	20	71	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	59	18	1	49	0	0	88	20	20	71	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	59	18	1	49	0	0	88	20	20	71	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	59	18	1	49	0	0	88	20	20	71	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.71	0.22	0.02	0.98	0.00	0.00	0.81	0.19	0.21	0.76	0.03
Final Sat.:	58	574	175	16	763	0	0	681	155	172	611	26
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	xxxx	xxxx	0.13	0.13	0.12	0.12	0.12
Crit Moves:		****			****				****			****
Delay/Veh:	7.7	7.7	7.7	7.7	7.7	0.0	0.0	7.8	7.8	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	7.7	7.7	0.0	0.0	7.8	7.8	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:		7.7			7.7			7.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			7.7			7.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #106 62nd St / Avenue K

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[10.7]

Street Name:	62nd St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		1 0	0 0	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	2	1	36	7	0	0	2	64	4	50	83	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:	2	1	36	7	0	0	2	64	4	50	83	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	36	7	0	0	2	64	4	50	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	36	7	0	0	2	64	4	50	83	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	210	251	64	272	xxxx	xxxxx	83	xxxx	xxxxx	68	xxxx	xxxxx
Potent Cap.:	752	656	1006	685	xxxx	xxxxx	1527	xxxx	xxxxx	1546	xxxx	xxxxx
Move Cap.:	733	633	1006	643	xxxx	xxxxx	1527	xxxx	xxxxx	1546	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.04	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	973	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.9			10.7			xxxxx			xxxxx	
ApproachLOS:		A			B			*			*	

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #107 60th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	60th St						Avenue K					
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
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	15	175	77	138	276	19	12	76	13	95	100	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	175	77	138	276	19	12	76	13	95	100	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	175	77	138	276	19	12	76	13	95	100	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	175	77	138	276	19	12	76	13	95	100	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	175	77	138	276	19	12	76	13	95	100	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.87	0.13	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2222	978	1600	2994	206	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.09	0.09	0.09	0.00	0.05	0.01	0.06	0.06	0.03
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #108 50th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	50th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	90	67	17	149	6	6	221	14	81	257	21
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:	29	90	67	17	149	6	6	221	14	81	257	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	90	67	17	149	6	6	221	14	81	257	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	90	67	17	149	6	6	221	14	81	257	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	90	67	17	149	6	6	221	14	81	257	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.48	0.36	0.10	0.87	0.03	0.02	0.92	0.06	0.22	0.72	0.06
Final Sat.:	92	285	212	56	492	20	16	574	36	148	470	38
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.30	0.30	0.30	0.38	0.38	0.38	0.55	0.55	0.55
Crit Moves:	****			****				****			****	
Delay/Veh:	10.8	10.8	10.8	10.9	10.9	10.9	11.4	11.4	11.4	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	10.9	10.9	10.9	11.4	11.4	11.4	13.9	13.9	13.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.8			10.9			11.4			13.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			10.9			11.4			13.9		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.3	0.5	0.5	0.5	1.0	1.0	1.0

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #109 45th St / Avenue K

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[15.3]

Street Name:	45th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	7	8	53	6	4	4	4	317	1	45	318	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	8	53	6	4	4	4	317	1	45	318	11
User 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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	8	54	6	4	4	4	323	1	46	324	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	8	54	6	4	4	4	323	1	46	324	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	757	759	323	779	749	324	336	xxxx	xxxxx	324	xxxx	xxxxx
Potent Cap.:	326	338	722	315	343	721	1235	xxxx	xxxxx	1247	xxxx	xxxxx
Move Cap.:	312	325	722	278	329	721	1235	xxxx	xxxxx	1247	xxxx	xxxxx
Volume/Cap:	0.02	0.03	0.07	0.02	0.01	0.01	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	0.0	0.0	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	18.3	16.1	10.0	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	C	C	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	564	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.3			15.3			xxxxx			xxxxx		
ApproachLOS:	B			C			*			*		

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #110 60th St / Avenue K-8

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[13.6]

Street Name:	60th St								Avenue K-8							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	2	0 1	1	0	0	0 1	1	0	0	0 0
Volume Module:																
Base Vol:	26	343	0	0	365	13			8	0	11		1	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:	26	343	0	0	365	13			8	0	11		1	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:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	343	0	0	365	13			8	0	11		1	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	26	343	0	0	365	13			8	0	11		1	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.1	xxxx	6.2		7.1	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3		3.5	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	378	xxxx	xxxxx	xxxx	xxxx	xxxxx			760	xxxx	183		578	xxxx	xxxxx	
Potent Cap.:	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx			325	xxxx	865		430	xxxx	xxxxx	
Move Cap.:	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx			320	xxxx	865		418	xxxx	xxxxx	
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx			0.03	xxxx	0.01		0.00	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.1	xxxx	0.0		0.0	xxxx	xxxxx	
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			16.6	xxxx	9.2		13.6	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*			C	*	A		B	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	*	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					12.3				13.6			
ApproachLOS:	*			*					B				B			

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #111 70th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.190
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	70th St						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	16	48	62	12	103	4	2	35	12	117	51	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	48	62	12	103	4	2	35	12	117	51	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	48	62	12	103	4	2	35	12	117	51	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	48	62	12	103	4	2	35	12	117	51	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	48	62	12	103	4	2	35	12	117	51	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.44	0.56	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.78	0.22
Final Sat.:	607	313	404	607	642	25	566	616	698	616	543	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.02	0.16	0.16	0.00	0.06	0.02	0.19	0.09	0.09
Crit Moves:			****			****		****		****		
Delay/Veh:	8.6	8.4	8.4	8.5	8.8	8.8	8.8	8.6	7.6	9.6	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.4	8.4	8.5	8.8	8.8	8.8	8.6	7.6	9.6	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.8			8.4			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.8			8.4			9.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.2	0.2	0.0	0.1	0.0	0.2	0.1	0.1

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

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #112 60th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	60th St						Avenue L					
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
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	19	249	120	67	306	36	30	134	52	152	181	100
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:	19	249	120	67	306	36	30	134	52	152	181	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	249	120	67	306	36	30	134	52	152	181	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	249	120	67	306	36	30	134	52	152	181	100
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:	19	249	120	67	306	36	30	134	52	152	181	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1080	520	1600	1600	1600	2880	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.04	0.19	0.02	0.01	0.08	0.03	0.05	0.11	0.06
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #113 50th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	50th St							Avenue L					
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			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	
Volume Module:													
Base Vol:	13	169	211	34	223	83	32	405	28	197	619	77	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	13	169	211	34	223	83	32	405	28	197	619	77	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	13	169	211	34	223	83	32	405	28	197	619	77	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	169	211	34	223	83	32	405	28	197	619	77	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	13	169	211	34	223	83	32	405	28	197	619	77	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
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	0.44	0.56	1.00	0.73	0.27	1.00	0.94	0.06	1.00	0.89	0.11	
Final Sat.:	1600	712	888	1600	1166	434	1600	1497	103	1600	1423	177	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.24	0.24	0.02	0.19	0.19	0.02	0.27	0.27	0.12	0.43	0.44	
Crit Moves:		****			****			****				****	

60th & K Shopping Center Lancaster
Existing (2007)
PM Peak Hour

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

Intersection #114 60th St / Avenue L-8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 2	0	1	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	65	360	61	27	380	35	22	89	63	62	70	11
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:	65	360	61	27	380	35	22	89	63	62	70	11
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	65	360	61	27	380	35	22	89	63	62	70	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	360	61	27	380	35	22	89	63	62	70	11
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	65	360	61	27	380	35	22	89	63	62	70	11
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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 1.00		1.00	1.00 2.00		1.00	1.00 1.17		0.83	1.00 2.00		1.00
Final Sat.:	1600 1600		1600	1600 3200		1600	1600 1874		1326	1600 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.23		0.04	0.02 0.12		0.02	0.01 0.05		0.05	0.04 0.02		0.01
Crit Moves:	****			****			****			****		

APPENDIX D
Analysis Worksheets for Future (Year 2012)
Pre-Project Conditions

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #101 70th St / Avenue J

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: B[14.6]

Street Name:	70th St						Avenue J					
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 1	0 0 0		0 0	0 1	0	0 0 1!	0 0	
Volume Module:												
Base Vol:	2	73	91	8	46	0	0	53	5	33	49	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	2	80	100	9	51	0	0	58	6	36	54	3
Added Vol:	0	83	17	6	32	0	0	14	0	52	40	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	163	117	15	83	0	0	72	6	88	94	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	163	117	15	83	0	0	72	6	88	94	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	163	117	15	83	0	0	72	6	88	94	21
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	398	367	75	496	359	xxxxx	xxxx	xxxx	xxxxx	78	xxxx	xxxxx
Potent Cap.:	566	565	992	487	571	xxxxx	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx
Move Cap.:	477	531	992	313	536	xxxxx	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx
Volume/Cap:	0.00	0.31	0.12	0.05	0.15	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	657	xxxxx	484	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.2	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.6	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:		14.6			14.3			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #102 60th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	60th St						Avenue J					
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
Lanes:	1 0	2 0	1	1 0	0 1	0	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	20	209	208	39	145	14	52	225	52	123	108	221
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	22	230	229	43	160	15	57	248	57	135	119	243
Added Vol:	60	389	47	5	185	22	65	171	147	16	72	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	619	276	48	345	37	122	419	204	151	191	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	619	276	48	345	37	122	419	204	151	191	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	619	276	48	345	37	122	419	204	151	191	259
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:	82	619	276	48	345	37	122	419	204	151	191	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1443	157	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.17	0.03	0.24	0.24	0.08	0.13	0.13	0.09	0.12	0.16
Crit Moves:	****				****		****					****

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #103 50th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	50th St						Avenue J					
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
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	133	128	12	67	17	13	393	19	49	334	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	62	146	141	13	74	19	14	432	21	54	367	24
Added Vol:	66	23	62	2	9	14	42	88	141	24	33	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	169	203	15	83	33	56	520	162	78	400	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	169	203	15	83	33	56	520	162	78	400	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	169	203	15	83	33	56	520	162	78	400	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	169	203	15	83	33	56	520	162	78	400	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.24	1.00	0.93	0.07
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1220	380	1600	1484	116
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.13	0.01	0.05	0.02	0.04	0.43	0.43	0.05	0.27	0.27
Crit Moves:			****	****				****		****		

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #104 60th St / Avenue J-8

Average Delay (sec/veh): 84.5 Worst Case Level Of Service: F[3602.7]

Street Name:	60th St						Avenue J-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	190	346	18	5	238	118	34	3	364	8	0	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	209	381	20	6	262	130	37	3	400	9	0	4
Added Vol:	2	433	9	6	380	1	1	0	2	25	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	814	29	12	642	131	38	3	402	34	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	814	29	12	642	131	38	3	402	34	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	211	814	29	12	642	131	38	3	402	34	0	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	773	xxxx	xxxxx	842	xxxx	xxxxx	1921	1929	642	2169	2031	814
Potent Cap.:	852	xxxx	xxxxx	802	xxxx	xxxxx	51	67	478	34	58	381
Move Cap.:	852	xxxx	xxxxx	802	xxxx	xxxxx	40	50	478	4	43	381
Volume/Cap:	0.25	xxxx	xxxx	0.01	xxxx	xxxx	0.96	0.07	0.84	8.20	0.00	0.03
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	0.0	xxxx	xxxxx	3.7	0.2	8.4	5.9	xxxx	xxxxx
Control Del:	10.6	xxxx	xxxxx	9.6	xxxx	xxxxx	285.8	82.4	41.2	4919	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	F	F	E	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	381
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.8
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			62.6			3602.7		
ApproachLOS:	*			*			F			F		

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #105 70th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	1.123
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	0	Level Of Service:	F

Street Name:	70th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	148	109	4	67	1	1	62	35	29	65	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	163	120	4	74	1	1	68	39	32	72	1
Added Vol:	7	93	53	0	62	21	7	126	7	149	354	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	256	173	4	136	22	8	194	46	181	426	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	256	173	4	136	22	8	194	46	181	426	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	256	173	4	136	22	8	194	46	181	426	1
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:	32	256	173	4	136	22	8	194	46	181	426	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.55	0.38	0.03	0.84	0.13	0.03	0.79	0.18	0.29	0.70	0.01
Final Sat.:	38	297	201	12	368	60	15	371	87	161	379	1
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.37	0.37	0.37	0.52	0.52	0.52	1.12	1.12	1.12
Crit Moves:		****			****			****			****	
Delay/Veh:	37.1	37.1	37.1	14.6	14.6	14.6	17.1	17.1	17.1	101.6	102	101.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	37.1	37.1	14.6	14.6	14.6	17.1	17.1	17.1	101.6	102	101.6
LOS by Move:	E	E	E	B	B	B	C	C	C	F	F	F
ApproachDel:	37.1			14.6			17.1			101.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	37.1			14.6			17.1			101.6		
LOS by Appr:	E			B			C			F		
AllWayAvgQ:	4.1	4.1	4.1	0.5	0.5	0.5	0.9	0.9	0.9	13.8	13.8	13.8

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #106 62nd St / Avenue K

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[35.0]

Street Name:	62nd St						Avenue K					
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 1!	0 0		1 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	6	1	93	2	1	0	2	221	11	25	41	78
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	7	1	102	2	1	0	2	243	12	28	45	86
Added Vol:	0	0	0	15	0	5	2	556	0	0	250	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1	102	17	1	5	4	799	12	28	295	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	102	17	1	5	4	799	12	28	295	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	102	17	1	5	4	799	12	28	295	91
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1011	1248	799	1215	1170	148	386	xxxx	xxxxx	811	xxxx	xxxxx
Potent Cap.:	220	175	389	160	195	905	1184	xxxx	xxxxx	824	xxxx	xxxxx
Move Cap.:	212	168	389	114	187	905	1184	xxxx	xxxxx	824	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.26	0.15	0.01	0.01	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	366	xxxxx	xxxx	143	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.0	xxxxx	xxxxx	35.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:		19.0			35.0			xxxxx			xxxxx	
ApproachLOS:		C			D			*			*	

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #107 60th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	E

Street Name:	60th St						Avenue K					
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
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	20	302	150	21	129	9	69	218	31	99	118	175
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	22	332	165	23	142	10	76	240	34	109	130	193
Added Vol:	37	132	85	142	199	98	242	406	92	55	165	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	464	250	165	341	108	318	646	126	164	295	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	464	250	165	341	108	318	646	126	164	295	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	464	250	165	341	108	318	646	126	164	295	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	464	250	165	341	108	318	646	126	164	295	266
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.30	0.70	1.00	1.52	0.48	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2080	1120	1600	2431	769	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.10	0.14	0.14	0.11	0.40	0.08	0.10	0.18	0.17
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #108 50th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	2.389
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	375.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	50th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	17	145	123	38	58	3	8	270	11	41	143	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	160	135	42	64	3	9	297	12	45	157	24
Added Vol:	0	27	125	97	60	1	4	702	0	151	261	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	187	260	139	124	4	13	999	12	196	418	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	187	260	139	124	4	13	999	12	196	418	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	187	260	139	124	4	13	999	12	196	418	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	187	260	139	124	4	13	999	12	196	418	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.40	0.56	0.52	0.46	0.02	0.01	0.98	0.01	0.29	0.62	0.09
Final Sat.:	18	179	249	203	181	6	5	418	5	124	264	41
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.68	0.68	0.68	2.39	2.39	2.39	1.58	1.58	1.58
Crit Moves:		****				****			****		****	
Delay/Veh:	83.4	83.4	83.4	29.9	29.9	29.9	650.4	650	650.4	295.4	295	295.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	83.4	83.4	29.9	29.9	29.9	650.4	650	650.4	295.4	295	295.4
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	83.4			29.9			650.4			295.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	83.4			29.9			650.4			295.4		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	9.0	9.0	9.0	1.9	1.9	1.9	76.1	76.1	76.1	33.8	33.8	33.8

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #109 45th St / Avenue K

Average Delay (sec/veh): 17.9 Worst Case Level Of Service: F[520.2]

Street Name:	45th St									Avenue K								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	1	12	51	19	6	14	1	360	6	20	254	3								
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Initial Bse:	1	13	56	21	7	15	1	396	7	22	279	3								
Added Vol:	0	0	0	13	0	9	3	953	0	0	430	4								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1	13	56	34	7	24	4	1349	7	22	709	7								
User 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								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	1	13	57	35	7	25	4	1376	7	22	724	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	1	13	57	35	7	25	4	1376	7	22	724	7								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	2172	2160	1376	2192	2160	724	731	xxxx	xxxxx	1383	xxxx	xxxxx								
Potent Cap.:	34	48	180	33	48	429	882	xxxx	xxxxx	502	xxxx	xxxxx								
Move Cap.:	27	46	180	17	46	429	882	xxxx	xxxxx	502	xxxx	xxxxx								
Volume/Cap:	0.04	0.29	0.32	2.07	0.15	0.06	0.00	xxxx	xxxx	0.04	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	4.9	0.5	0.2	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	967.1	96.8	13.9	9.1	xxxx	xxxxx	12.5	xxxx	xxxxx								
LOS by Move:	*	*	*	F	F	B	A	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	110	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	85.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	85.4			520.2			xxxxxx			xxxxxx										
ApproachLOS:	F			F			*			*										

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #110 60th St / Avenue K-8

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: F[79.5]

Street Name:	60th St									Avenue K-8								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	2	0	1	0	1	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	62	471		0		2	481		27		27		3		34	2		2		0
Growth Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10		1.10		1.10	1.10		1.10		1.10
Initial Bse:	68	518		0		2	529		30		30		3		37	2		2		0
Added Vol:	0	196		15		18	343		4		1		0		0	47		0		43
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	68	714		15		20	872		34		31		3		37	49		2		43
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	68	714		15		20	872		34		31		3		37	49		2		43
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	68	714		15		20	872		34		31		3		37	49		2		43
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	6.5			6.2	7.1	6.5			6.2
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0			3.3	3.5	4.0			3.3
Capacity Module:																				
Cnflict Vol:	906	xxxx	xxxxx			729	xxxx	xxxxx			1793	1778			436	1336	1804			722
Potent Cap.:	760	xxxx	xxxxx			884	xxxx	xxxxx			63	83			625	132	80			430
Move Cap.:	760	xxxx	xxxxx			884	xxxx	xxxxx			51	74			625	110	71			430
Volume/Cap:	0.09	xxxx	xxxx			0.02	xxxx	xxxx			0.60	0.04			0.06	0.45	0.03			0.10
Level Of Service Module:																				
2Way95thQ:	0.3	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	10.2	xxxx	xxxxx			9.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	B	*		*		A	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			53	xxxx			390	xxxx		163	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.6	xxxx			0.3	xxxxx		3.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			156.2	xxxx			15.3	xxxxx		53.8	xxxxx	
Shared LOS:	*	*		*		*	*		*		F	*			C	*		F	*	
ApproachDel:	xxxxxx					xxxxxx					79.5					53.8				
ApproachLOS:	*					*					F					F				

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #111 70th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	70th St						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	47	99	146	86	50	12	1	75	22	43	58	90
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	52	109	161	95	55	13	1	83	24	47	64	99
Added Vol:	83	50	65	158	33	28	39	92	136	37	76	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	159	226	253	88	41	40	175	160	84	140	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	159	226	253	88	41	40	175	160	84	140	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	159	226	253	88	41	40	175	160	84	140	163
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:	135	159	226	253	88	41	40	175	160	84	140	163
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.68	0.32	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	420	198	280	409	301	141	366	390	422	402	208	243
Capacity Analysis Module:												
Vol/Sat:	0.32	0.80	0.80	0.62	0.29	0.29	0.11	0.45	0.38	0.21	0.67	0.67
Crit Moves:		****		****				****			****	
Delay/Veh:	14.8	32.9	32.9	23.3	13.6	13.6	13.1	18.0	15.4	13.5	23.7	23.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	32.9	32.9	23.3	13.6	13.6	13.1	18.0	15.4	13.5	23.7	23.7
LOS by Move:	B	D	D	C	B	B	B	C	C	B	C	C
ApproachDel:		28.2			20.0			16.3			21.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.2			20.0			16.3			21.5	
LOS by Appr:		D			C			C			C	
AllWayAvgQ:	0.4	3.0	3.0	1.4	0.4	0.4	0.1	0.7	0.5	0.2	1.7	1.7

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #112 60th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.125
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue L					
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
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	45	331	144	82	374	111	144	322	56	223	243	79
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	364	158	90	411	122	158	354	62	245	267	87
Added Vol:	84	78	42	152	228	53	27	216	169	49	194	74
PasserByVol:	5	0	5	17	0	17	0	0	0	0	0	0
Initial Fut:	139	442	205	259	639	192	185	570	231	294	461	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	442	205	259	639	192	185	570	231	294	461	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	442	205	259	639	192	185	570	231	294	461	161
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	442	205	259	639	192	185	570	231	294	461	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1092	508	1600	1600	1600	2880	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.16	0.40	0.12	0.06	0.36	0.14	0.10	0.29	0.10
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #113 50th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.295
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	50th St						Avenue L					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	34	319	227	39	176	67	79	659	41	102	495	37
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	37	351	250	43	194	74	87	725	45	112	545	41
Added Vol:	6	13	1	23	37	152	131	330	18	1	217	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	364	251	66	231	226	218	1055	63	113	762	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	364	251	66	231	226	218	1055	63	113	762	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	364	251	66	231	226	218	1055	63	113	762	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	364	251	66	231	226	218	1055	63	113	762	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.59	0.41	1.00	0.51	0.49	1.00	0.94	0.06	1.00	0.94	0.06
Final Sat.:	1600	947	653	1600	809	791	1600	1510	90	1600	1502	98
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.04	0.29	0.29	0.14	0.70	0.70	0.07	0.51	0.51
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future (2012) Related Projects
AM Peak Hour

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

Intersection #114 60th St / Avenue L-8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 2	0	1	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	67	310	35	123	344	30	96	174	60	42	166	162
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	74	341	39	135	378	33	106	191	66	46	183	178
Added Vol:	0	205	0	0	445	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	546	39	135	823	33	106	191	66	46	183	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	546	39	135	823	33	106	191	66	46	183	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	546	39	135	823	33	106	191	66	46	183	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	546	39	135	823	33	106	191	66	46	183	178
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2379	821	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.02	0.08	0.26	0.02	0.07	0.08	0.08	0.03	0.06	0.11
Crit Moves:		****		****			****					****

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #101 70th St / Avenue J

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[13.7]

Street Name:	70th St						Avenue J					
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 1	0 0	0	0 0	1 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	41	14	2	30	0	0	42	0	22	53	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	4	45	15	2	33	0	0	46	0	24	58	3
Added Vol:	0	57	58	20	96	0	0	45	0	34	26	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	102	73	22	129	0	0	91	0	58	84	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	102	73	22	129	0	0	91	0	58	84	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	102	73	22	129	0	0	91	0	58	84	15
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	364	307	91	387	300	xxxxx	xxxx	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	596	610	972	575	616	xxxxx	xxxx	xxxx	xxxxx	1516	xxxx	xxxxx
Move Cap.:	481	586	972	447	592	xxxxx	xxxx	xxxx	xxxxx	1516	xxxx	xxxxx
Volume/Cap:	0.01	0.17	0.08	0.05	0.22	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	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	695	xxxxx	565	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.0	xxxxx	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:		12.0			13.7			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #102 60th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue J					
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
Lanes:	1 0	2 0	1	1 0	0 1	0	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	128	95	108	221	31	13	86	19	132	110	31
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	13	141	105	119	243	34	14	95	21	145	121	34
Added Vol:	170	433	31	18	580	74	43	128	109	53	198	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	574	136	137	823	108	57	223	130	198	319	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	574	136	137	823	108	57	223	130	198	319	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	574	136	137	823	108	57	223	130	198	319	45
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:	183	574	136	137	823	108	57	223	130	198	319	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1414	186	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.08	0.09	0.58	0.58	0.04	0.07	0.08	0.12	0.20	0.03
Crit Moves:	****				****		****				****	

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #103 50th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	50th St						Avenue J					
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
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	67	89	14	102	24	2	270	11	107	256	10
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	13	74	98	15	112	26	2	297	12	118	282	11
Added Vol:	165	18	44	8	28	47	28	62	113	72	100	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	92	142	23	140	73	30	359	125	190	382	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	92	142	23	140	73	30	359	125	190	382	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	92	142	23	140	73	30	359	125	190	382	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	92	142	23	140	73	30	359	125	190	382	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26	1.00	0.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1187	413	1600	1536	64
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.09	0.01	0.09	0.05	0.02	0.30	0.30	0.12	0.25	0.25
Crit Moves:	****				****			****			****	

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #104 60th St / Avenue J-8

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: F[242.6]

Street Name:	60th St						Avenue J-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	64 237	2	2	303	38		14	1	60	3	0	1
Growth Adj:	1.10 1.10	1.10	1.10	1.10	1.10		1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	70 261	2	2	333	42		15	1	66	3	0	1
Added Vol:	2 646	29	10	687	1		1	0	2	16	0	8
PasserByVol:	0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	72 907	31	12	1020	43		16	1	68	19	0	9
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72 907	31	12	1020	43		16	1	68	19	0	9
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	72 907	31	12	1020	43		16	1	68	19	0	9
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1063 xxxx xxxxx		938	xxxx	xxxxx		2116	2127	1020	2152	2139	907
Potent Cap.:	663 xxxx xxxxx		739	xxxx	xxxxx		37	50	290	35	50	337
Move Cap.:	663 xxxx xxxxx		739	xxxx	xxxxx		33	44	290	24	43	337
Volume/Cap:	0.11 xxxx xxxx		0.02	xxxx	xxxx		0.50	0.02	0.23	0.81	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.4 xxxx xxxxx		0.1	xxxx	xxxxx		1.7	0.1	0.9	2.4	xxxx	xxxxx
Control Del:	11.1 xxxx xxxxx		10.0	xxxx	xxxxx		194.8	88.6	21.2	349.5	xxxx	xxxxx
LOS by Move:	B *	*	A	*	*		F	F	C	F	*	*
Movement:	LT - LTR - RT		LT	- LTR	- RT		LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	337
SharedQueue:	xxxxx xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0
Shared LOS:	* *	*	*	*	*		*	*	*	*	*	C
ApproachDel:	xxxxxx		xxxxxx				55.4			242.6		
ApproachLOS:	*		*				F			F		

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #105 70th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	1.141
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	63.9
Optimal Cycle:	0	Level Of Service:	F

Street Name:	70th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	59	18	1	49	0	0	88	20	20	71	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	7	65	20	1	54	0	0	97	22	22	78	3
Added Vol:	22	92	170	0	117	14	24	408	21	101	245	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	157	190	1	171	14	24	505	43	123	323	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	157	190	1	171	14	24	505	43	123	323	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	157	190	1	171	14	24	505	43	123	323	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	157	190	1	171	14	24	505	43	123	323	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.42	0.50	0.01	0.92	0.07	0.04	0.88	0.08	0.27	0.72	0.01
Final Sat.:	36	198	239	2	372	30	21	442	38	132	348	4
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.46	0.46	0.46	1.14	1.14	1.14	0.93	0.93	0.93
Crit Moves:	****				****			****			****	
Delay/Veh:	31.4	31.4	31.4	17.7	17.7	17.7	110.5	110	110.5	50.9	50.9	50.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	17.7	17.7	17.7	110.5	110	110.5	50.9	50.9	50.9
LOS by Move:	D	D	D	C	C	C	F	F	F	F	F	F
ApproachDel:	31.4			17.7			110.5			50.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.4			17.7			110.5			50.9		
LOS by Appr:	D			C			F			F		
AllWayAvgQ:	2.8	2.8	2.8	0.7	0.7	0.7	14.0	14.0	14.0	5.4	5.4	5.4

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #106 62nd St / Avenue K

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: E[41.4]

Street Name:	62nd St						Avenue K					
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 1! 0 0			1 0 1 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	2	1	36	7	0	0	2	64	4	50	83	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	2	1	40	8	0	0	2	70	4	55	91	0
Added Vol:	0	0	0	10	0	3	6	435	0	0	656	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	40	18	0	3	8	505	4	55	747	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	40	18	0	3	8	505	4	55	747	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	40	18	0	3	8	505	4	55	747	17
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1005	1396	505	1402	1384	374	764	xxxx	xxxxx	510	xxxx	xxxxx
Potent Cap.:	222	142	571	119	145	677	858	xxxx	xxxxx	1066	xxxx	xxxxx
Move Cap.:	211	134	571	105	136	677	858	xxxx	xxxxx	1066	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.07	0.17	0.00	0.00	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	487	xxxxx	xxxx	119	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.1	xxxxx	xxxxx	41.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	E	*	*	*	*	*	*	*
ApproachDel:	13.1			41.4			xxxxx			xxxxx		
ApproachLOS:	B			E			*			*		

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #107 60th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	60th St						Avenue K					
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
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	15	175	77	138	276	19	12	76	13	95	100	43
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	17	193	85	152	304	21	13	84	14	105	110	47
Added Vol:	110	367	84	119	320	280	176	296	71	105	470	169
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	560	169	271	624	301	189	380	85	210	580	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	560	169	271	624	301	189	380	85	210	580	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	560	169	271	624	301	189	380	85	210	580	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	560	169	271	624	301	189	380	85	210	580	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.35	0.65	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2459	741	1600	2158	1042	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.17	0.29	0.29	0.07	0.24	0.05	0.13	0.36	0.14
Crit Moves:		****		****			****				****	

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #108 50th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	4.178
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	869.5
Optimal Cycle:	0	Level Of Service:	F

Street Name:	50th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	90	67	17	149	6	6	221	14	81	257	21
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	32	99	74	19	164	7	7	243	15	89	283	23
Added Vol:	0	73	439	72	49	4	2	488	0	423	803	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	172	513	91	213	11	9	731	15	512	1086	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	172	513	91	213	11	9	731	15	512	1086	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	172	513	91	213	11	9	731	15	512	1086	135
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:	32	172	513	91	213	11	9	731	15	512	1086	135
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.24	0.72	0.29	0.68	0.03	0.01	0.97	0.02	0.29	0.63	0.08
Final Sat.:	19	105	312	113	266	13	5	403	8	123	260	32
Capacity Analysis Module:												
Vol/Sat:	1.64	1.64	1.64	0.80	0.80	0.80	1.82	1.82	1.82	4.18	4.18	4.18
Crit Moves:		****		****				****			****	
Delay/Veh:	319.7	320	319.7	40.1	40.1	40.1	397.1	397	397.1	1453	1453	1453
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	319.7	320	319.7	40.1	40.1	40.1	397.1	397	397.1	1453	1453	1453
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	319.7			40.1			397.1			1453.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	319.7			40.1			397.1			1453.1		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	37.4	37.4	37.4	3.0	3.0	3.0	44.5	44.5	44.5	166	166	166.1

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #109 45th St / Avenue K

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	45th St									Avenue K								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	7	8	53	6	4	4	4	317	1	45	318	11								
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Initial Bse:	8	9	58	7	4	4	4	349	1	50	350	12								
Added Vol:	0	0	0	8	0	6	10	986	0	0	1361	14								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	8	9	58	15	4	10	14	1335	1	50	1711	26								
User 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								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	8	9	59	15	4	11	15	1361	1	50	1745	27								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	8	9	59	15	4	11	15	1361	1	50	1745	27								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	3258	3263	1361	3272	3238	1745	1772	xxxx	xxxxx	1363	xxxx	xxxxx								
Potent Cap.:	6	9	183	5	10	108	356	xxxx	xxxxx	511	xxxx	xxxxx								
Move Cap.:	3	8	183	0	8	108	356	xxxx	xxxxx	511	xxxx	xxxxx								
Volume/Cap:	3.04	1.12	0.32	xxxx	0.54	0.10	0.04	xxxx	xxxx	0.10	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	1.1	0.3	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	675	41.8	15.5	xxxx	xxxxx	12.8	xxxx	xxxxx								
LOS by Move:	*	*	*	*	F	E	C	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		17	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		10.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		2022	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		
Shared LOS:	*		F	*		*	*	*		*	*	*				*	*	*		
ApproachDel:	2021.9			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	F			F			*			*										

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #110 60th St / Avenue K-8

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: F[76.4]

Street Name:	60th St						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 2	0	1	1 0 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	26	343	0	0	365	13	8	0	11	1	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	29	377	0	0	402	14	9	0	12	1	0	0
Added Vol:	0	538	53	50	435	3	5	0	0	31	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	915	53	50	837	17	14	0	12	32	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	915	53	50	837	17	14	0	12	32	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	915	53	50	837	17	14	0	12	32	0	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	854	xxxx	xxxxx	968	xxxx	xxxxx	1952	xxxx	418	1517	1953	942
Potent Cap.:	794	xxxx	xxxxx	720	xxxx	xxxxx	49	xxxx	639	99	65	322
Move Cap.:	794	xxxx	xxxxx	720	xxxx	xxxxx	41	xxxx	639	89	58	322
Volume/Cap:	0.04	xxxx	xxxx	0.07	xxxx	xxxx	0.34	xxxx	0.02	0.36	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	1.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	10.4	xxxx	xxxxx	134.0	xxxx	10.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	140	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	51.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			76.4			51.0		
ApproachLOS:	*			*			F			F		

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

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #111 70th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	70th St						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	16	48	62	12	103	4	2	35	12	117	51	14
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	18	53	68	13	113	4	2	39	13	129	56	15
Added Vol:	169	49	59	127	62	49	39	172	123	78	186	195
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	102	127	140	175	53	41	211	136	207	242	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	102	127	140	175	53	41	211	136	207	242	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	102	127	140	175	53	41	211	136	207	242	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	102	127	140	175	53	41	211	136	207	242	210
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.44	0.56	1.00	0.77	0.23	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	392	193	242	388	321	98	356	378	406	418	251	218
Capacity Analysis Module:												
Vol/Sat:	0.48	0.53	0.53	0.36	0.55	0.55	0.12	0.56	0.34	0.49	0.97	0.97
Crit Moves:		****			****			****				****
Delay/Veh:	19.2	19.0	19.0	16.6	20.3	20.3	13.7	22.5	15.4	19.0	60.4	60.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.0	19.0	16.6	20.3	20.3	13.7	22.5	15.4	19.0	60.4	60.4
LOS by Move:	C	C	C	C	C	C	B	C	C	C	F	F
ApproachDel:		19.1			18.9			19.1			47.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.1			18.9			19.1			47.4	
LOS by Appr:		C			C			C			E	
AllWayAvgQ:	0.8	1.0	1.0	0.5	1.1	1.1	0.1	1.1	0.5	0.9	6.5	6.5

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #112 60th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.313
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue L					
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
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	19	249	120	67	306	36	30	134	52	152	181	100
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	21	274	132	74	337	40	33	147	57	167	199	110
Added Vol:	260	258	126	190	152	104	122	542	199	122	563	245
PasserByVol:	16	0	16	21	0	21	0	0	0	0	0	0
Initial Fut:	297	532	274	285	489	165	155	689	256	289	762	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	532	274	285	489	165	155	689	256	289	762	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	532	274	285	489	165	155	689	256	289	762	355
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:	297	532	274	285	489	165	155	689	256	289	762	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1056	544	1600	1600	1600	2880	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.50	0.50	0.18	0.31	0.10	0.05	0.43	0.16	0.10	0.48	0.22
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #113 50th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.520
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	50th St						Avenue L					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	13	169	211	34	223	83	32	405	28	197	619	77
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	14	186	232	37	245	91	35	446	31	217	681	85
Added Vol:	20	42	3	22	25	425	438	569	12	3	654	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	228	235	59	270	516	473	1015	43	220	1335	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	228	235	59	270	516	473	1015	43	220	1335	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	228	235	59	270	516	473	1015	43	220	1335	117
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:	34	228	235	59	270	516	473	1015	43	220	1335	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.49	0.51	1.00	0.34	0.66	1.00	0.96	0.04	1.00	0.92	0.08
Final Sat.:	1600	788	812	1600	550	1050	1600	1535	65	1600	1471	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.04	0.49	0.49	0.30	0.66	0.66	0.14	0.91	0.91
Crit Moves:	****				****						****	

60th & K Shopping Center Lancaster
Future (2012) Related Projects
PM Peak Hour

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

Intersection #114 60th St / Avenue L-8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 2	0	1	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	65	360	61	27	380	35	22	89	63	62	70	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	72	396	67	30	418	39	24	98	69	68	77	12
Added Vol:	0	645	0	0	472	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1041	67	30	890	39	24	98	69	68	77	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1041	67	30	890	39	24	98	69	68	77	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1041	67	30	890	39	24	98	69	68	77	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:	72	1041	67	30	890	39	24	98	69	68	77	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	1874	1326	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.65	0.04	0.02	0.28	0.02	0.02	0.05	0.05	0.04	0.02	0.01
Crit Moves:		****		****				****		****		

APPENDIX E
Analysis Worksheets for Future (Year 2012)
Post-Project Conditions

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #101 70th St / Avenue J

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: B[14.9]

Street Name:	70th St									Avenue J								
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	1	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	2	73	91	8	46	0	0	53	5	33	49	3								
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Initial Bse:	2	80	100	9	51	0	0	58	6	36	54	3								
Added Vol:	3	86	17	8	36	0	0	15	4	52	41	19								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	5	166	117	17	87	0	0	73	10	88	95	22								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	5	166	117	17	87	0	0	73	10	88	95	22								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	5	166	117	17	87	0	0	73	10	88	95	22								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	404	372	78	502	365	xxxxx	xxxx	xxxx	xxxxx	83	xxxx	xxxxx								
Potent Cap.:	561	561	988	483	566	xxxxx	xxxx	xxxx	xxxxx	1527	xxxx	xxxxx								
Move Cap.:	468	527	988	307	532	xxxxx	xxxx	xxxx	xxxxx	1527	xxxx	xxxxx								
Volume/Cap:	0.01	0.32	0.12	0.05	0.16	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		649	xxxxx		475	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx		2.3	xxxxx		0.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx		14.9	xxxxx		14.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shared LOS:	*		B	*		B	*	*		*	*	*		*	*	*				
ApproachDel:	14.9			14.7			xxxxxx			xxxxxx										
ApproachLOS:	B			B			*			*										

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

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #102 60th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	60th St						Avenue J					
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
Lanes:	1 0	2 0	1	1 0	0 1	0	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	20	209	208	39	145	14	52	225	52	123	108	221
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	22	230	229	43	160	15	57	248	57	135	119	243
Added Vol:	62	407	63	5	211	22	65	171	150	39	72	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	637	292	48	371	37	122	419	207	174	191	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	637	292	48	371	37	122	419	207	174	191	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	637	292	48	371	37	122	419	207	174	191	259
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:	84	637	292	48	371	37	122	419	207	174	191	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1453	147	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.18	0.03	0.25	0.25	0.08	0.13	0.13	0.11	0.12	0.16
Crit Moves:	****				****			****			****	

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #103 50th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	50th St						Avenue J					
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
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	133	128	12	67	17	13	393	19	49	334	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	62	146	141	13	74	19	14	432	21	54	367	24
Added Vol:	66	25	63	2	12	27	51	95	141	27	44	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	171	204	15	86	46	65	527	162	81	411	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	171	204	15	86	46	65	527	162	81	411	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	171	204	15	86	46	65	527	162	81	411	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	171	204	15	86	46	65	527	162	81	411	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23	1.00	0.93	0.07
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1224	376	1600	1487	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.13	0.01	0.05	0.03	0.04	0.43	0.43	0.05	0.28	0.28
Crit Moves:			****	****				****		****		

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #104 60th St / Avenue J-8

Average Delay (sec/veh): 148.4 Worst Case Level Of Service: F[6931.5]

Street Name:	60th St						Avenue J-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	0 1		1 0	0 1	0
Volume Module:												
Base Vol:	190	346	18	5	238	118	34	3	364	8	0	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	209	381	20	6	262	130	37	3	400	9	0	4
Added Vol:	2	468	9	6	431	1	1	0	2	25	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	849	29	12	693	131	38	3	402	34	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	849	29	12	693	131	38	3	402	34	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	211	849	29	12	693	131	38	3	402	34	0	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	824	xxxx	xxxxx	877	xxxx	xxxxx	2007	2015	693	2255	2117	849
Potent Cap.:	815	xxxx	xxxxx	778	xxxx	xxxxx	45	59	447	30	51	364
Move Cap.:	815	xxxx	xxxxx	778	xxxx	xxxxx	34	43	447	2	37	364
Volume/Cap:	0.26	xxxx	xxxx	0.01	xxxx	xxxx	1.12	0.08	0.90	15.26	0.00	0.03
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	0.0	xxxx	xxxxx	4.1	0.2	9.8	6.0	xxxx	xxxxx
Control Del:	11.0	xxxx	xxxxx	9.7	xxxx	xxxxx	370.9	94.9	52.0	9469	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	F	F	F	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	364
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.2
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			79.9			6931.5		
ApproachLOS:	*			*			F			F		

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

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #105 70th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	1.190
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	69.5
Optimal Cycle:	0	Level Of Service:	F

Street Name:	70th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	148	109	4	67	1	1	62	35	29	65	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	163	120	4	74	1	1	68	39	32	72	1
Added Vol:	7	93	60	9	62	21	7	143	7	154	365	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	256	180	13	136	22	8	211	46	186	437	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	256	180	13	136	22	8	211	46	186	437	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	256	180	13	136	22	8	211	46	186	437	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	256	180	13	136	22	8	211	46	186	437	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.55	0.38	0.08	0.79	0.13	0.03	0.80	0.17	0.30	0.69	0.01
Final Sat.:	36	289	203	34	344	56	14	373	80	156	367	6
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.39	0.39	0.39	0.57	0.57	0.57	1.19	1.19	1.19
Crit Moves:			****	****				****			****	
Delay/Veh:	41.1	41.1	41.1	15.3	15.3	15.3	18.6	18.6	18.6	126.6	127	126.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	41.1	15.3	15.3	15.3	18.6	18.6	18.6	126.6	127	126.6
LOS by Move:	E	E	E	C	C	C	C	C	C	F	F	F
ApproachDel:	41.1			15.3			18.6			126.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.1			15.3			18.6			126.6		
LOS by Appr:	E			C			C			F		
AllWayAvgQ:	4.6	4.6	4.6	0.5	0.5	0.5	1.1	1.1	1.1	17.2	17.2	17.2

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #106 62nd St / Avenue K

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E[38.9]

Street Name:	62nd St						Avenue K					
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 1! 0 0			1 0 1 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	6	1	93	2	1	0	2	221	11	25	41	78
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	7	1	102	2	1	0	2	243	12	28	45	86
Added Vol:	0	0	0	15	0	5	2	589	0	0	273	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1	102	17	1	5	4	832	12	28	318	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	102	17	1	5	4	832	12	28	318	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	102	17	1	5	4	832	12	28	318	91
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1055	1304	832	1271	1226	159	409	xxxx	xxxxx	844	xxxx	xxxxx
Potent Cap.:	205	162	372	146	180	891	1161	xxxx	xxxxx	801	xxxx	xxxxx
Move Cap.:	197	156	372	102	173	891	1161	xxxx	xxxxx	801	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.27	0.17	0.01	0.01	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	349	xxxxx	xxxx	129	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.0	xxxxx	xxxxx	38.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	E	*	*	*	*	*	*	*
ApproachDel:	20.0			38.9			xxxxxx			xxxxxx		
ApproachLOS:	C			E			*			*		

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

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #107 60th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	E

Street Name:	60th St						Avenue K					
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
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	20	302	150	21	129	9	69	218	31	99	118	175
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	22	332	165	23	142	10	76	240	34	109	130	193
Added Vol:	47	161	85	154	219	98	242	421	99	55	201	76
PasserByVol:	6	0	0	4	0	0	0	0	3	0	0	4
Initial Fut:	75	493	250	181	361	108	318	661	136	164	331	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	493	250	181	361	108	318	661	136	164	331	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	493	250	181	361	108	318	661	136	164	331	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:	75	493	250	181	361	108	318	661	136	164	331	273
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.54	0.46	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2124	1076	1600	2463	737	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.11	0.15	0.15	0.11	0.41	0.09	0.10	0.21	0.17
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #108 50th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	2.461
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	398.9
Optimal Cycle:	0	Level Of Service:	F

Street Name:	50th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	145	123	38	58	3	8	270	11	41	143	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	160	135	42	64	3	9	297	12	45	157	24
Added Vol:	6	27	125	97	60	7	8	721	4	151	288	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	187	260	139	124	10	17	1018	16	196	445	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	187	260	139	124	10	17	1018	16	196	445	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	187	260	139	124	10	17	1018	16	196	445	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	187	260	139	124	10	17	1018	16	196	445	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.40	0.55	0.51	0.45	0.04	0.02	0.97	0.01	0.28	0.63	0.09
Final Sat.:	23	175	245	199	177	15	7	414	7	119	269	39
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.70	0.70	0.70	2.46	2.46	2.46	1.65	1.65	1.65
Crit Moves:	****				****			****			****	
Delay/Veh:	89.1	89.1	89.1	30.9	30.9	30.9	682.6	683	682.6	325.5	326	325.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.1	89.1	89.1	30.9	30.9	30.9	682.6	683	682.6	325.5	326	325.5
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	89.1			30.9			682.6			325.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	89.1			30.9			682.6			325.5		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	9.6	9.6	9.6	2.0	2.0	2.0	79.6	79.6	79.6	37.2	37.2	37.2

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #109 45th St / Avenue K

Average Delay (sec/veh): 20.2 Worst Case Level Of Service: F[601.6]

Street Name:	45th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	12	51	19	6	14	1	360	6	20	254	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	1	13	56	21	7	15	1	396	7	22	279	3
Added Vol:	0	0	0	13	0	9	3	972	0	0	457	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	13	56	34	7	24	4	1368	7	22	736	7
User 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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	13	57	35	7	25	4	1395	7	22	751	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	13	57	35	7	25	4	1395	7	22	751	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2219	2207	1395	2238	2206	751	759	xxxx	xxxxx	1402	xxxx	xxxxx
Potent Cap.:	32	45	175	31	45	414	862	xxxx	xxxxx	493	xxxx	xxxxx
Move Cap.:	25	43	175	15	43	414	862	xxxx	xxxxx	493	xxxx	xxxxx
Volume/Cap:	0.04	0.32	0.33	2.31	0.16	0.06	0.00	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.0	0.5	0.2	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1121	105	14.3	9.2	xxxx	xxxxx	12.6	xxxx	xxxxx
LOS by Move:	*	*	*	F	F	B	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	104	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	94.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	94.1			601.6			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #110 60th St / Avenue K-8

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: F[95.0]

Street Name:	60th St						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0	2	0 1	0 1	0		0 0	1!	0 0
Volume Module:												
Base Vol:	62	471	0	2	481	27	27	3	34	2	2	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	68	518	0	2	529	30	30	3	37	2	2	0
Added Vol:	0	234	15	18	369	4	1	0	0	47	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	752	15	20	898	34	31	3	37	49	2	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	752	15	20	898	34	31	3	37	49	2	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	752	15	20	898	34	31	3	37	49	2	43
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	932	xxxx	xxxxx	767	xxxx	xxxxx	1857	1842	449	1387	1868	760
Potent Cap.:	743	xxxx	xxxxx	856	xxxx	xxxxx	57	76	614	121	73	409
Move Cap.:	743	xxxx	xxxxx	856	xxxx	xxxxx	45	67	614	100	65	409
Volume/Cap:	0.09	xxxx	xxxx	0.02	xxxx	xxxx	0.68	0.05	0.06	0.49	0.03	0.11
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.3	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	47	xxxx	370	xxxx	150	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.9	xxxx	0.4	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	189.6	xxxx	15.9	xxxxx	62.8	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	C	*	F	*
ApproachDel:	xxxxxx			xxxxxx			95.0			62.8		
ApproachLOS:	*			*			F			F		

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

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #111 70th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	70th St						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	47	99	146	86	50	12	1	75	22	43	58	90
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	52	109	161	95	55	13	1	83	24	47	64	99
Added Vol:	83	55	65	158	36	30	41	93	136	37	76	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	164	226	253	91	43	42	176	160	84	140	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	164	226	253	91	43	42	176	160	84	140	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	164	226	253	91	43	42	176	160	84	140	163
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:	135	164	226	253	91	43	42	176	160	84	140	163
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.42	0.58	1.00	0.68	0.32	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	419	200	276	408	298	142	365	389	420	400	207	242
Capacity Analysis Module:												
Vol/Sat:	0.32	0.82	0.82	0.62	0.31	0.31	0.12	0.45	0.38	0.21	0.67	0.67
Crit Moves:		****		****				****			****	
Delay/Veh:	14.8	34.5	34.5	23.4	13.8	13.8	13.2	18.2	15.5	13.5	24.0	24.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	34.5	34.5	23.4	13.8	13.8	13.2	18.2	15.5	13.5	24.0	24.0
LOS by Move:	B	D	D	C	B	B	B	C	C	B	C	C
ApproachDel:		29.4			20.1			16.5			21.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.4			20.1			16.5			21.7	
LOS by Appr:		D			C			C			C	
AllWayAvgQ:	0.4	3.2	3.2	1.4	0.4	0.4	0.1	0.7	0.5	0.2	1.7	1.7

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #112 60th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.145
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue L					
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
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	45	331	144	82	374	111	144	322	56	223	243	79
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	364	158	90	411	122	158	354	62	245	267	87
Added Vol:	84	97	42	165	241	53	28	216	169	49	194	92
PasserByVol:	5	0	5	17	0	17	0	0	0	0	0	0
Initial Fut:	139	461	205	272	652	192	186	570	231	294	461	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	461	205	272	652	192	186	570	231	294	461	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	461	205	272	652	192	186	570	231	294	461	179
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	461	205	272	652	192	186	570	231	294	461	179
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.69	0.31	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1107	493	1600	1600	1600	2880	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.42	0.17	0.41	0.12	0.06	0.36	0.14	0.10	0.29	0.11
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #113 50th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.305
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	50th St						Avenue L					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	34	319	227	39	176	67	79	659	41	102	495	37
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	37	351	250	43	194	74	87	725	45	112	545	41
Added Vol:	16	16	1	25	39	152	131	335	24	1	225	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	367	251	68	233	226	218	1060	69	113	770	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	367	251	68	233	226	218	1060	69	113	770	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	367	251	68	233	226	218	1060	69	113	770	53
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:	53	367	251	68	233	226	218	1060	69	113	770	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.59	0.41	1.00	0.51	0.49	1.00	0.94	0.06	1.00	0.94	0.06
Final Sat.:	1600	951	649	1600	812	788	1600	1502	98	1600	1497	103
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.04	0.29	0.29	0.14	0.71	0.71	0.07	0.51	0.51
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future All Projects
AM Peak Hour

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

Intersection #114 60th St / Avenue L-8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0	
Volume Module:																
Base Vol:	67	310	35		123	344	30		96	174	60		42	166	162	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	74	341	39		135	378	33		106	191	66		46	183	178	
Added Vol:	0	224	0		0	459	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	74	565	39		135	837	33		106	191	66		46	183	178	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	565	39		135	837	33		106	191	66		46	183	178	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	565	39		135	837	33		106	191	66		46	183	178	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	565	39		135	837	33		106	191	66		46	183	178	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	2.00	1.00		1.00	1.49	0.51		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	3200	1600		1600	2379	821		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.35	0.02		0.08	0.26	0.02		0.07	0.08	0.08		0.03	0.06	0.11	
Crit Moves:		****				****				****						****

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #101 70th St / Avenue J

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: B[14.7]

Street Name:	70th St						Avenue J					
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 1	0 0 0		0 0	0 1	0	0 0 1!	0 0	
Volume Module:												
Base Vol:	4	41	14	2	30	0	0	42	0	22	53	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	4	45	15	2	33	0	0	46	0	24	58	3
Added Vol:	13	73	58	25	111	0	0	48	12	34	30	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	118	73	27	144	0	0	94	12	58	88	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	118	73	27	144	0	0	94	12	58	88	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	118	73	27	144	0	0	94	12	58	88	20
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	387	325	100	411	321	xxxxx	xxxx	xxxx	xxxxx	106	xxxx	xxxxx
Potent Cap.:	575	596	961	555	599	xxxxx	xxxx	xxxx	xxxxx	1498	xxxx	xxxxx
Move Cap.:	451	572	961	418	575	xxxxx	xxxx	xxxx	xxxxx	1498	xxxx	xxxxx
Volume/Cap:	0.04	0.21	0.08	0.07	0.25	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	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	650	xxxxx	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.1	xxxxx	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:		13.1			14.7			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #102 60th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	1.102
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue J					
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
Lanes:	1 0	2 0	1	1 0	0 1	0	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	128	95	108	221	31	13	86	19	132	110	31
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	13	141	105	119	243	34	14	95	21	145	121	34
Added Vol:	178	516	106	18	656	74	43	128	116	122	198	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	657	211	137	899	108	57	223	137	267	319	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	657	211	137	899	108	57	223	137	267	319	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	657	211	137	899	108	57	223	137	267	319	45
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:	191	657	211	137	899	108	57	223	137	267	319	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1428	172	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.13	0.09	0.63	0.63	0.04	0.07	0.09	0.17	0.20	0.03
Crit Moves:	****				****				****	****		

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #103 50th St / Avenue J

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	50th St						Avenue J					
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
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	67	89	14	102	24	2	270	11	107	256	10
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	13	74	98	15	112	26	2	297	12	118	282	11
Added Vol:	165	29	52	8	38	86	69	95	113	79	131	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	103	150	23	150	112	71	392	125	197	413	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	103	150	23	150	112	71	392	125	197	413	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	103	150	23	150	112	71	392	125	197	413	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	103	150	23	150	112	71	392	125	197	413	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.24	1.00	0.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1213	387	1600	1540	60
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.09	0.01	0.09	0.07	0.04	0.32	0.32	0.12	0.27	0.27
Crit Moves:	****				****			****			****	

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #104 60th St / Avenue J-8

Average Delay (sec/veh): 10.6 Worst Case Level Of Service: F[585.9]

Street Name:	60th St								Avenue J-8							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	64	237		2 2	303			38	14		1	60	3		0	1
Growth Adj:	1.10	1.10		1.10 1.10	1.10			1.10	1.10		1.10	1.10	1.10		1.10	1.10
Initial Bse:	70	261		2 2	333			42	15		1	66	3		0	1
Added Vol:	2	812		29 10	840			1	1		0	2	16		0	8
PasserByVol:	0	0		0 0	0			0	0		0	0	0		0	0
Initial Fut:	72	1073		31 12	1173			43	16		1	68	19		0	9
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	72	1073		31 12	1173			43	16		1	68	19		0	9
Reduct Vol:	0	0		0 0	0			0	0		0	0	0		0	0
FinalVolume:	72	1073		31 12	1173			43	16		1	68	19		0	9
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1 xxxx	xxxxx			7.1	6.5		6.2	7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx	2.2 xxxx	xxxxx			3.5	4.0		3.3	3.5	4.0		3.3	
Capacity Module:																
Cnflict Vol:	1216	xxxx	xxxxx	1104 xxxx	xxxxx			2435	2446		1173	2471	2458		1073	
Potent Cap.:	581	xxxx	xxxxx	640 xxxx	xxxxx			22	32		236	21	31		270	
Move Cap.:	581	xxxx	xxxxx	640 xxxx	xxxxx			19	27		236	13	27		270	
Volume/Cap:	0.12	xxxx	xxxx	0.02 xxxx	xxxx			0.86	0.04		0.29	1.51	0.00		0.03	
Level Of Service Module:																
2Way95thQ:	0.4	xxxx	xxxxx	0.1 xxxx	xxxxx			2.3	0.1		1.2	3.1	xxxx	xxxxx		
Control Del:	12.1	xxxx	xxxxx	10.7 xxxx	xxxxx			436.9	143		26.3	853.2	xxxx	xxxxx		
LOS by Move:	B	*	*	B	*	*		F	F		D	F	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	270		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.1		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	18.8		
Shared LOS:	*	*	*	*	*	*		*	*	*		*	*	C		
ApproachDel:	xxxxxx			xxxxxx				106.6				585.9				
ApproachLOS:	*			*				F				F				

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

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #105 70th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	1.319
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	114.0
Optimal Cycle:	0	Level Of Service:	F

Street Name:	70th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	59	18	1	49	0	0	88	20	20	71	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	7	65	20	1	54	0	0	97	22	22	78	3
Added Vol:	22	92	192	26	117	14	24	456	21	124	296	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	157	212	27	171	14	24	553	43	146	374	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	157	212	27	171	14	24	553	43	146	374	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	157	212	27	171	14	24	553	43	146	374	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	157	212	27	171	14	24	553	43	146	374	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.39	0.54	0.13	0.81	0.06	0.04	0.89	0.07	0.26	0.68	0.06
Final Sat.:	33	183	247	51	321	26	18	419	33	124	317	26
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.53	0.53	0.53	1.32	1.32	1.32	1.18	1.18	1.18
Crit Moves:		****			****			****			****	
Delay/Veh:	41.2	41.2	41.2	20.8	20.8	20.8	180.8	181	180.8	127.4	127	127.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	41.2	41.2	20.8	20.8	20.8	180.8	181	180.8	127.4	127	127.4
LOS by Move:	E	E	E	C	C	C	F	F	F	F	F	F
ApproachDel:	41.2			20.8			180.8			127.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.2			20.8			180.8			127.4		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	3.9	3.9	3.9	1.0	1.0	1.0	22.2	22.2	22.2	15.1	15.1	15.1

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #106 62nd St / Avenue K

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[59.8]

Street Name:	62nd St						Avenue K					
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 1! 0 0			1 0 1 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	2	1	36	7	0	0	2	64	4	50	83	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	2	1	40	8	0	0	2	70	4	55	91	0
Added Vol:	0	0	0	10	0	3	6	531	0	0	760	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	40	18	0	3	8	601	4	55	851	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	40	18	0	3	8	601	4	55	851	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	40	18	0	3	8	601	4	55	851	17
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1153	1596	601	1602	1584	426	868	xxxx	xxxxx	606	xxxx	xxxxx
Potent Cap.:	176	108	504	86	110	633	784	xxxx	xxxxx	982	xxxx	xxxxx
Move Cap.:	166	101	504	75	102	633	784	xxxx	xxxxx	982	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.08	0.24	0.00	0.00	0.01	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	417	xxxxx	xxxx	86	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.6	xxxxx	xxxxx	59.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	F	*	*	*	*	*	*	*
ApproachDel:		14.6			59.8		xxxxx			xxxxx		
ApproachLOS:		B			F		*			*		

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

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #107 60th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue K					
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
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	15	175	77	138	276	19	12	76	13	95	100	43
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	17	193	85	152	304	21	13	84	14	105	110	47
Added Vol:	139	452	84	173	411	280	176	368	102	105	577	179
PasserByVol:	13	0	0	12	0	0	0	0	9	0	0	9
Initial Fut:	169	645	169	337	715	301	189	452	125	210	687	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	645	169	337	715	301	189	452	125	210	687	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	645	169	337	715	301	189	452	125	210	687	235
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:	169	645	169	337	715	301	189	452	125	210	687	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.41	0.59	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2536	664	1600	2252	948	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.21	0.32	0.32	0.07	0.28	0.08	0.13	0.43	0.15
Crit Moves:		****		****			****				****	

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #108 50th St / Avenue K

Cycle (sec):	100	Critical Vol./Cap.(X):	4.421
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	952.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	50th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	90	67	17	149	6	6	221	14	81	257	21
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	32	99	74	19	164	7	7	243	15	89	283	23
Added Vol:	18	73	439	72	49	21	21	576	20	423	885	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	172	513	91	213	28	28	819	35	512	1168	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	172	513	91	213	28	28	819	35	512	1168	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	172	513	91	213	28	28	819	35	512	1168	135
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:	50	172	513	91	213	28	28	819	35	512	1168	135
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.23	0.70	0.27	0.65	0.08	0.03	0.93	0.04	0.28	0.65	0.07
Final Sat.:	29	101	301	108	254	33	13	382	17	116	264	31
Capacity Analysis Module:												
Vol/Sat:	1.70	1.70	1.70	0.84	0.84	0.84	2.14	2.14	2.14	4.42	4.42	4.42
Crit Moves:	****					****		****		****		
Delay/Veh:	347.5	347	347.5	45.0	45.0	45.0	541.4	541	541.4	1563	1563	1563
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	347.5	347	347.5	45.0	45.0	45.0	541.4	541	541.4	1563	1563	1563
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	347.5			45.0			541.4			1562.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	347.5			45.0			541.4			1562.7		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	40.2	40.2	40.2	3.6	3.6	3.6	60.6	60.6	60.6	177	177	176.8

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #109 45th St / Avenue K

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	45th St						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	7	8	53	6	4	4	4	317	1	45	318	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	8	9	58	7	4	4	4	349	1	50	350	12
Added Vol:	0	0	0	8	0	6	10	1074	0	0	1442	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	9	58	15	4	10	14	1423	1	50	1792	26
User 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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	9	59	15	4	11	15	1451	1	50	1828	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	9	59	15	4	11	15	1451	1	50	1828	27
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3430	3436	1451	3444	3410	1828	1854	xxxx	xxxxx	1452	xxxx	xxxxx
Potent Cap.:	4	7	162	4	7	97	331	xxxx	xxxxx	472	xxxx	xxxxx
Move Cap.:	1	6	162	0	6	97	331	xxxx	xxxxx	472	xxxx	xxxxx
Volume/Cap:	5.63	1.48	0.37	xxxx	0.71	0.11	0.04	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	1.2	0.4	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	943	46.8	16.4	xxxx	xxxxx	13.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	E	C	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	10	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	3636	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	3635.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #110 60th St / Avenue K-8

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: F[131.4]

Street Name:	60th St								Avenue K-8							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	2	0 1	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	26	343		0 0	365			13	8		0	11	1		0	0
Growth Adj:	1.10	1.10		1.10 1.10	1.10			1.10	1.10		1.10	1.10	1.10		1.10	1.10
Initial Bse:	29	377		0 0	402			14	9		0	12	1		0	0
Added Vol:	0	651		53 50	557			3	5		0	0	31		0	32
PasserByVol:	0	0		0 0	0			0	0		0	0	0		0	0
Initial Fut:	29	1028		53 50	959			17	14		0	12	32		0	32
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	29	1028		53 50	959			17	14		0	12	32		0	32
Reduct Vol:	0	0		0 0	0			0	0		0	0	0		0	0
FinalVolume:	29	1028		53 50	959			17	14		0	12	32		0	32
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1 xxxx	xxxxx			7.1	xxxx		6.2	7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx	2.2 xxxx	xxxxx			3.5	xxxx		3.3	3.5	4.0		3.3	
Capacity Module:																
Cnflict Vol:	976	xxxx	xxxxx	1081 xxxx	xxxxx			2187	xxxx		479	1691	2188		1055	
Potent Cap.:	715	xxxx	xxxxx	653 xxxx	xxxxx			33	xxxx		591	75	46		277	
Move Cap.:	715	xxxx	xxxxx	653 xxxx	xxxxx			27	xxxx		591	67	41		277	
Volume/Cap:	0.04	xxxx	xxxx	0.08 xxxx	xxxx			0.51	xxxx		0.02	0.48	0.00		0.12	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	0.2 xxxx	xxxxx			1.6	xxxx		0.1	xxxx	xxxx		xxxxx	
Control Del:	10.2	xxxx	xxxxx	11.0 xxxx	xxxxx			236.8	xxxx		11.2	xxxxx	xxxx		xxxxx	
LOS by Move:	B	*	*	B	*	*		F	*		B	*	*		*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	107	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	2.9	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	79.0	xxxxx		
Shared LOS:	*	*	*	*	*	*		*	*	*		*	F	*		
ApproachDel:	xxxxxx			xxxxxx				131.4				79.0				
ApproachLOS:	*			*				F				F				

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

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #111 70th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	70th St						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	16	48	62	12	103	4	2	35	12	117	51	14
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	18	53	68	13	113	4	2	39	13	129	56	15
Added Vol:	169	64	59	127	77	58	47	174	123	78	188	195
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	117	127	140	190	62	49	213	136	207	244	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	117	127	140	190	62	49	213	136	207	244	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	117	127	140	190	62	49	213	136	207	244	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	117	127	140	190	62	49	213	136	207	244	210
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.75	0.25	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	387	205	223	384	313	103	349	371	398	410	247	212
Capacity Analysis Module:												
Vol/Sat:	0.48	0.57	0.57	0.37	0.61	0.61	0.14	0.57	0.34	0.50	0.99	0.99
Crit Moves:			****		****			****			****	
Delay/Veh:	19.7	20.9	20.9	16.9	23.0	23.0	14.3	23.6	15.8	19.6	67.5	67.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	20.9	20.9	16.9	23.0	23.0	14.3	23.6	15.8	19.6	67.5	67.5
LOS by Move:	C	C	C	C	C	C	B	C	C	C	F	F
ApproachDel:		20.4			20.8			19.8			52.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.4			20.8			19.8			52.5	
LOS by Appr:		C			C			C			F	
AllWayAvgQ:	0.9	1.2	1.2	0.5	1.4	1.4	0.2	1.2	0.5	0.9	7.3	7.3

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #112 60th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.385
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	60th St						Avenue L					
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
Lanes:	1 0	0 1	0	1 0	1	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	19	249	120	67	306	36	30	134	52	152	181	100
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	21	274	132	74	337	40	33	147	57	167	199	110
Added Vol:	260	316	126	248	214	106	124	542	199	122	563	299
PasserByVol:	16	0	16	21	0	21	0	0	0	0	0	0
Initial Fut:	297	590	274	343	551	167	157	689	256	289	762	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	590	274	343	551	167	157	689	256	289	762	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	590	274	343	551	167	157	689	256	289	762	409
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:	297	590	274	343	551	167	157	689	256	289	762	409
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1093	507	1600	1600	1600	2880	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.54	0.54	0.21	0.34	0.10	0.05	0.43	0.16	0.10	0.48	0.26
Crit Moves:		****		****				****		****		

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #113 50th St / Avenue L

Cycle (sec):	100	Critical Vol./Cap.(X):	1.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	50th St						Avenue L					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	13	169	211	34	223	83	32	405	28	197	619	77
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	14	186	232	37	245	91	35	446	31	217	681	85
Added Vol:	49	52	3	31	35	425	438	596	43	3	680	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	238	235	68	280	516	473	1042	74	220	1361	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	238	235	68	280	516	473	1042	74	220	1361	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	238	235	68	280	516	473	1042	74	220	1361	126
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:	63	238	235	68	280	516	473	1042	74	220	1361	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.50	0.50	1.00	0.35	0.65	1.00	0.93	0.07	1.00	0.92	0.08
Final Sat.:	1600	805	795	1600	563	1037	1600	1494	106	1600	1465	135
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.50	0.50	0.30	0.70	0.70	0.14	0.93	0.93
Crit Moves:	****			****							****	

60th & K Shopping Center Lancaster
Future All Projects
PM Peak Hour

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

Intersection #114 60th St / Avenue L-8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 2	0	1	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	65	360	61	27	380	35	22	89	63	62	70	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	72	396	67	30	418	39	24	98	69	68	77	12
Added Vol:	0	703	0	0	534	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1099	67	30	952	39	24	98	69	68	77	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1099	67	30	952	39	24	98	69	68	77	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1099	67	30	952	39	24	98	69	68	77	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:	72	1099	67	30	952	39	24	98	69	68	77	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	1874	1326	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.69	0.04	0.02	0.30	0.02	0.02	0.05	0.05	0.04	0.02	0.01
Crit Moves:		****		****				****		****		

APPENDIX F
Scoping Document (IS Form) – Traffic Impact Study

TRAFFIC - CEQA INITIAL STUDY

Tracking Number: GPA 05-01; ZC 05-01 (Revised)

Project Location: 60th St West and Ave K (NWC)

Project Buildout Date: 2012

Existing Land Use: (Vacant)

Date existing use last occupied: _____

Project Trip Generation:

Land Use (ITE Code)	Size (du/gsf/etc)	Trip Rate*			Trips		
		Daily	AM	PM	Daily	AM	PM
Shopping Center (820)	234,788 sf	*	*	*	11,827	261	1,100

* ITE Trip Generation 7th Edition, fitted curve equations

Intersection Analysis:
1) 70th St W & Ave K
2) 60th St W & Ave J
3) 60th St W & Ave J-8
4) 60th St W & Ave K
5) 60th St W & Ave K-8
6) 60th St W & Ave L
7) 62nd St W & Ave K
8) 50th St W & Ave J
9) 50th St W & Ave K
10) 50th St W & Ave L
11) 45th St W & Ave K
12) 70th St W & Ave J
13) 70th St W & Ave K
14) 60th St W & Ave M

Roadway Segments:
1) 60th St W, south of Ave J
2) 60th St W, north of Ave K
3) 60th St W, south of Ave K
4) Ave K, west of 60th St
5) Ave K, east of 60th St
6) Ave K, east of 50th St

Capacity Analysis Scenarios (AM & PM Peak Hours):

A. Existing
B. Scenario A plus Ambient Growth (compounded over 5 years at 2% per year)
C. Scenario B plus Related Projects (include all approved projects within 1 mile of Project site)
D. Scenario C plus Project traffic
E. If any significant impacts, Scenario D plus Mitigations (for impacted intersections only)

X Traffic Study Required. Submit project trip distribution and assignment at study intersections for approval before proceeding with capacity analyses.

Signed: Mario Enriquez

Date: 7/02/2007

APPENDIX G
Shared Parking Analysis

Lancaster 60th & K - Shared Parking Analysis

Retail to Restaurant - August, 2008

Hour of Day - Rate & Trips	Retail Uses		Restaurant		Wkdy Total	Saturday Total
	Wkdy.	Sat.	Wkdy.	Sat.		
6:00 a.m. rate	*0%*	*0%*	*0%*	*0%*		
trips	0	0	0	0	0	0
7:00 a.m. rate	*8%*	*3%*	*2%*	*2%*		
trips	69	26	3	3	72	29
8:00 a.m. rate	*18%*	*10%*	*5%*	*3%*		
trips	155	86	7	4	162	90
9:00 a.m. rate	*42%*	*30%*	*10%*	*6%*		
trips	362	258	14	9	376	267
10:00 a.m. rate	*68%*	*45%*	*20%*	*8%*		
trips	585	387	29	11	614	399
11:00 a.m. rate	*87%*	*73%*	*30%*	*10%*		
trips	749	629	43	14	792	643
12:00 p.m. rate	*97%*	*85%*	*50%*	*30%*		
trips	835	732	72	43	907	775
1:00 p.m. rate	*100%*	*95%*	*70%*	*45%*		
trips	861	818	100	64	**961**	882
2:00 p.m. rate	*97%*	*100%*	*60%*	*45%*		
trips	835	861	86	64	921	**925**
3:00 p.m. rate	*95%*	*100%*	*60%*	*45%*		
trips	818	861	86	64	904	**925**
4:00 p.m. rate	*87%*	*90%*	*50%*	*45%*		
trips	749	775	72	64	821	839
5:00 p.m. rate	*79%*	*75%*	*70%*	*60%*		
trips	680	646	100	86	780	732
6:00 p.m. rate	*82%*	*65%*	*90%*	*90%*		
trips	706	560	129	129	835	688
7:00 p.m. rate	*89%*	*60%*	*100%*	*95%*		
trips	766	517	143	136	909	652
8:00 p.m. rate	*87%*	*55%*	*100%*	*100%*		
trips	749	474	143	143	892	617
9:00 p.m. rate	*61%*	*40%*	*100%*	*100%*		
trips	525	344	143	143	668	487
10:00 p.m. rate	*32%*	*38%*	*90%*	*95%*		
trips	276	327	129	136	404	463
11:00 p.m. rate	*13%*	*13%*	*70%*	*85%*		
trips	112	112	100	122	212	233
12:00 p.m. rate	*0%*	*0%*	*50%*	*70%*		
trips	0	0	72	100	72	100