

TRAFFIC IMPACT ANALYSIS FOR LANE RANCH TOWNE CENTER

Located on the SE Corner of 60th St W & Ave L
in the City of Lancaster



Prepared for:
City of Lancaster

Prepared by:
Overland Traffic Consultants, Inc.
27201 Tourney Rd. #206
Santa Clarita, California 91355
(661) 799-8423

REVISED October 2008

TRAFFIC IMPACT ANALYSIS FOR A
PROPOSED COMMERCIAL DEVELOPMENT
LANE RANCH TOWNE CENTER

Located at Southeast Corners of
60th Street West & Avenue L in the
of the City of Lancaster

Prepared for:
CITY OF LANCASTER

Prepared by:
Overland Traffic Consultants, Inc.
27201 Tourney Road #206
Santa Clarita, California 91355
(661) 799 – 8423

October 2008



EXECUTIVE SUMMARY

This report documents the results of a study evaluating potential traffic impacts created by the a proposed development of a retail shopping center on a 35.54 acre lot on the south side of Avenue L between 60th Street West and 57th Street West. The site is currently undeveloped. The proposal is to construct a shopping center no larger than 394,575 square feet including stores such as Target, Lowe's, a pharmacy with a drive through window, restaurant and retail shop space.

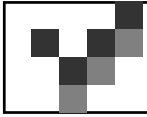
The project site is located on the southeast corner of 60th Street West and Avenue L in the City of Lancaster, as shown in the following aerial photograph. Parking for the shopping center will be provided on a surface lot with approximately 1,815 parking spaces. Access is proposed from two driveways on 60th Street West and two driveways on Avenue L. Traffic signals are proposed at three of the project driveways.

It is estimated that the project will generate 13,683 daily trips with 1,245 trips during the AM peak hour, 2,019 trips during the PM peak hour and 3,190 trips during the mid day Saturday peak hour.

The focus of this traffic study is to evaluate the potential traffic impacts created by the project. The parameters for this study have been developed with the City of Lancaster. The study intersections and roadway segments were determined based on the traffic assignment to the roadways and the estimated amount of project generated traffic that would have the potential to create significant traffic impacts.

The traffic impacts were evaluated under future conditions with ambient growth and other projects in the area currently being considered. This without project condition does not incorporate any roadway widening or improvements which may be required by the project.

The analysis contained in this study has determined that the added traffic volume generated by the project development will significantly impact the traffic flow at fifteen (15) of the study intersections. These impacts occur at the following intersections:



60 th Street West & Avenue J:	Weekday AM & PM, Saturday Mid-Day Impact,
60 th Street West & Avenue J-8:	Weekday AM & PM, Saturday Mid-Day Impact
60 th Street West & Avenue K:	Weekday AM & PM, Saturday Mid-Day Impact,
60 th Street West & Avenue K-8:	Weekday AM & PM, Saturday Mid-Day Impact,
60 th Street West & Avenue K-12:	Weekday AM & PM, Saturday Mid-Day Impact,
60 th Street West & Avenue L:	Weekday AM & PM, Saturday Mid-Day Impact,
60 th Street West & Avenue L-4:	Weekday AM & PM, Saturday Mid-Day Impact,
60 th Street West & Avenue L-8:	Weekday PM & Saturday Mid-Day Impact
60 th St. West & Ave M/Columbia Way:	Weekday AM & PM, Saturday Mid-Day Impact,
70 th St West & Avenue L	Weekday AM & PM, Saturday Mid-Day Impact,
55 th Street West & Avenue L:	Weekday AM & PM, Saturday Mid-Day Impact,
50 th Street West & Avenue L:	Weekday AM & PM, Saturday Mid-Day Impact,
45 th Street West & Avenue L:	Weekday PM & Saturday Mid-Day Impact,
40 th Street West & Avenue L:	Weekday AM & PM, Saturday Mid-Day Impact,

Many of these intersections will be operating at poor levels of service without the project. Some improvements may be required as part of the ultimate roadway conditions with or without this project. However, the project contributes to the worsening traffic conditions in the area. Ultimately, when sufficient right-of-way is available, the impacts can be mitigated to a level of insignificance by providing at a minimum the improvements as described below.

60th Street West & Avenue J – Design and install a traffic signal at this location. Design and install a second southbound through lane.

60th Street West & Avenue J-8– Design and install a traffic signal at this location. Design and install a second southbound through lane.

60th Street West & Avenue K – Provide an additional southbound through lane and dual westbound left turns.

60th Street West & Avenue K-8 – Design and install a traffic signal at this location. Provide an additional southbound through lane and convert the existing southbound right turn lane to a through/right turn lane. Extend the through lane south of the intersection.



60th Street West & Avenue K-12 – Design and install a traffic signal at this location.

Provide a second north and southbound through lanes.

60th Street West & Avenue L – Provide dual southbound left turn lanes and an additional southbound through lane.

60th Street West & Avenue L-4 - Design and install a traffic signal at this location.

60th Street West & Avenue L-8 – Design and install an additional northbound through lane at this location.

60th Street West & Ave M/Columbia Way – Design and install a traffic signal at this location. Provide northbound, eastbound and westbound left turn lanes. Provide a second southbound left turn lane. Provide an additional north and southbound through lane.

70th Street West & Avenue L- Design and install a traffic signal at this location.

65th Street West & Avenue L- Provide a northbound left and right turn lanes.

57th Street West & Avenue L - Design and install a second east and westbound through lane and separate the northbound left and right turn lanes from a single lane.

55th Street West & Avenue L - Design and install a traffic signal at this location. Provide a westbound left turn lane.

50th Street West & Avenue L- Provide an additional east and westbound through lane.

45th Street West & Avenue L- Provide an additional east and westbound through lane.

40th Street West & Avenue L – Provide an additional eastbound through lane.

However, until the full right-of-way is available and these improvements are implemented there will be significant unavoidable impacts at the above noted intersections.

The study roadway segment analysis evaluated four roadway segments along Avenue L and four roadway segments along 60th Street West. The future conditions with ambient growth and related projects indicated a degradation of operating conditions without



roadway widening. Future conditions with the project exceed significant impact criteria. An increase in the number of lanes (one to three lanes) reduces the impacts to a level of insignificance. Note that most areas have one lane in each direction currently. The ultimate street widths will provide three lanes in direction.

Transit analysis indicates a potential need to increase the frequency of the arrival/departure of Route 7 along the project frontage. The developer should contribute to the local transit services.

The project will be parking slightly beyond City of Lancaster Municipal Requirements and will therefore not create any significant parking impacts.

No freeway segment or Congestion Management Program intersection are significantly impacted by the proposed projects.



6/2/2007

PROJECT SETTING

 **Overland Traffic Consultants, Inc.**
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



TABLE OF CONTENTS

Chapter 1 – Introduction	1
Chapter 2 - Project Description.....	3
Chapter 3 - Environmental Setting.....	6
Land Use.....	6
Transportation Facilities	6
Transit Service	10
Chapter 4 - Project Traffic	11
Traffic Generation.....	11
Traffic Distribution	14
Traffic Assignment	15
Access and Parking.....	15
Transit Summary	16
Chapter 5 - Traffic Conditions Analysis	23
Existing Peak Hour Traffic Volumes	23
Analysis of Existing Traffic Conditions.....	23
Analysis of Future Traffic Conditions	31
Residential Street Analysis.....	51
Impacts on Regional Transportation System	55
Chapter 6 - Mitigation Measures.....	58
Appendix A – Community Land Use Map	
Appendix B – Street Plans	
Appendix C – Transit Routes	
Appendix D – Traffic Counts	
Appendix E – Related Project Volumes & Distribution	
Appendix F - Traffic Signal Warrants	
Appendix G - Level of Service Worksheets	



LIST OF FIGURES

Project Location	4
Project Site Plan	5
Study Intersections Characteristics.....	7
Project Traffic Distribution	18
Project Traffic Assignment Percentages	19
Project Traffic Volume – AM, PM & Sat Peak Hours	20 – 22
Existing Traffic Volume - AM Peak Hour (2008)	24
Existing Traffic Volume - PM Peak Hour (2008)	25
Existing Traffic Volume - Sat Peak Hour (2008)	26
Related Project Location Map	36
Future (2012) Without Project Traffic volume - AM	40
Future (2012) Without Project Traffic Volume - PM	41
Future (2012) Without Project Traffic Volume – Sat	42
Future (2012) With Project Traffic Volume - AM	48
Future (2012) With Project Traffic Volume - PM	49
Future (2012) With Project Traffic Volume – Sat	50



Overland Traffic Consultants, Inc.

LIST OF TABLES

Project Trip Generation Rates 12

Project Traffic Generation..... 13

Parking Summary 16

Transit Summary 17

Level of Service Definitions 28

Existing Traffic Conditions Summary 29

Existing + Ambient Traffic Conditions Summary..... 32

Significant Impact Criteria..... 34

Related Projects Descriptions..... 37

Future Traffic Conditions Without Project 43

Future Traffic Conditions With Project 46

Street Segment Analysis Summary 52

Freeway Evaluation 57

Signal Warrant Summary Access and Parking..... 64

Future Traffic Conditions With Intersection Mitigation 65

Future Traffic Conditions on Street Segments with Mitigation 68



CHAPTER 1

INTRODUCTION

As part of the process for the approval of the proposed development, the potential traffic impact of the proposed project has been evaluated using the Intersection Capacity Utilization (ICU) method at the signalized locations. The ICU analysis method calculates the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. The unsignalized locations were evaluated using the Highway Capacity Manual (HCM) methodology for two way and four way stopped intersections. The HCM method calculates the delay at the minor roadway and turning movements at the major intersection. The amount of new traffic added to an intersection by the proposed project determines the significance of the project traffic impact. Sixteen key intersections and eight street segments have been selected and approved by the City of Lancaster for this traffic impact analysis.

These intersections and their local jurisdictions are:

- o 60th Street West & Avenue J (Lancaster)
- o 60th Street West & Avenue J-8 (Lancaster)
- o 60th Street West & Avenue K (Lancaster)
- o 60th Street West & Avenue K-8 (Lancaster)
- o 60th Street West & Avenue K-12 (Lancaster)
- o 60th Street West & Avenue L (Lancaster)
- o 60th Street West & Avenue L-4 (boundary intersection Lancaster & Quartz Hill)
- o 60th Street West & Avenue L-8 (boundary intersection Lancaster & Quartz Hill)
- o 60th Street West & Avenue M/Columbia Way (boundary intersection Lancaster, Quartz Hill & Palmdale)
- o 70th Street West & Avenue L (Lancaster)
- o 65th Street West & Avenue L (Lancaster)



- o 57th Street West & Avenue L (Lancaster)
- o 55th Street West & Avenue L (boundary intersection Lancaster & Quartz Hill)
- o 50th Street West & Avenue L (Quartz Hill)
- o 45th Street West & Avenue L (Quartz Hill)
- o 40th Street West & Avenue L (boundary intersection Lancaster & Quartz Hill)

The study street segments are:

- o 60th Street West between Avenue K-14 and Avenue L
- o 60th Street West between Avenue K-8 and Avenue K-14
- o 60th Street West between Avenue L and Avenue L-4
- o 60th Street West between Avenue L-8 and Avenue L-4
- o Avenue L between 55th Street and 57th Street
- o Avenue L between 57th Street and 60th Street West
- o Avenue L between 60th Street West and 62nd Street West
- o Avenue L between 62nd Street West and 65th Street West

The ICU analysis of traffic conditions has been conducted for present (existing year 2008) peak hour conditions, future peak hour conditions (year 2012 anticipated project completion year) with ambient growth, future (2012) peak hour conditions with ambient growth and other projects in the area and future (2012) peak hour conditions with the project traffic added. The City of Lancaster has adopted traffic study guidelines based upon Los Angeles County traffic study guidelines. Based on these guidelines and previous traffic study practices in the City of Lancaster, the following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic plus ambient growth to 2012 study year (added 2% per year) (existing + ambient conditions);
- (b) Traffic in (a) plus related projects (without project scenario);
- (c) Traffic in (b) with the proposed project traffic (with project scenario);
- (d) Traffic in (c) plus the proposed traffic mitigation, if necessary.



The proposed project is the development of a retail shopping center on a 35.54 acre lot on the south side of Avenue L between 60th Street West and 57th Street West. The site is currently undeveloped. The location of the project is shown on Figure 1.

The proposal is to construct a shopping center approximately 394,575 square feet including stores such as a Target store, Lowes, another major retailer, a pharmacy with a drive through, restaurant and general retail shop space. The current concept for the shopping center will include a 127,029 square foot Lowes with a 33,192 square foot garden center, a 5,000 square foot bank, a 17,272 square foot drugstore with drive through, a 143,882 square foot Target discount store, a 25,000 square foot major store, five buildings with a total of 36,700 square feet of shops and a 6,500 square foot pad for future development. The Lowe's, Target and Major store will be situated along 57th Street West facing towards 60th Street West. The remaining buildings will be situated throughout the lot. A conceptual site plan is provided on Figure 2.

The proposed shopping center on the southeast corner of 60th Street West and Avenue L proposes two driveways on 60th Street West and two driveways on Avenue L. There is no vehicular access proposed from 57th Street West. Both of the driveways on 60th Street West are proposed as full service driveways with new traffic signals. The driveway closest to 60th Street West on Avenue L is proposed as a right turn and out driveway, the second driveway is proposed as a full service driveway with a new traffic signal.

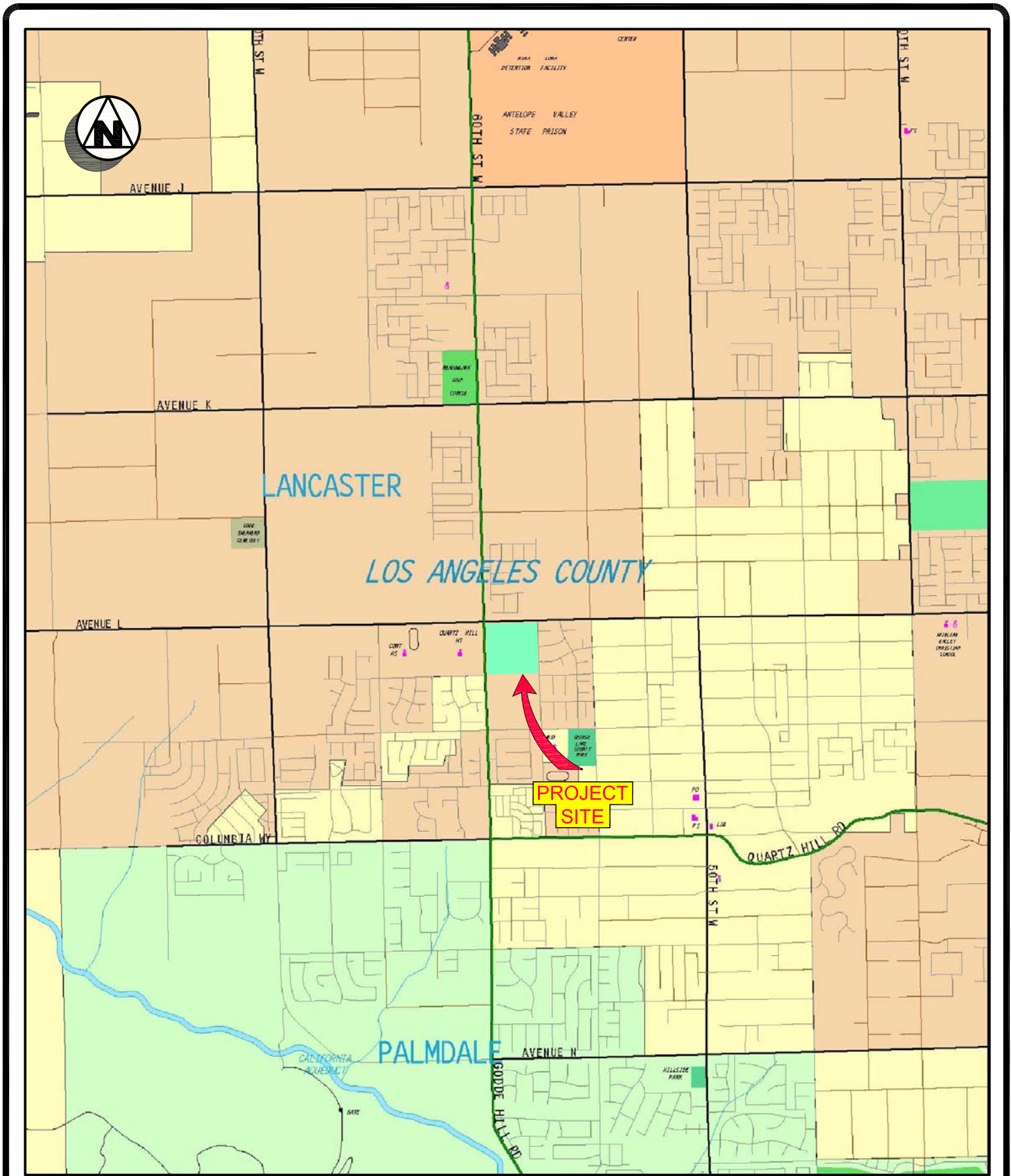


FIGURE 1

6/2/2007

PROJECT LOCATION



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

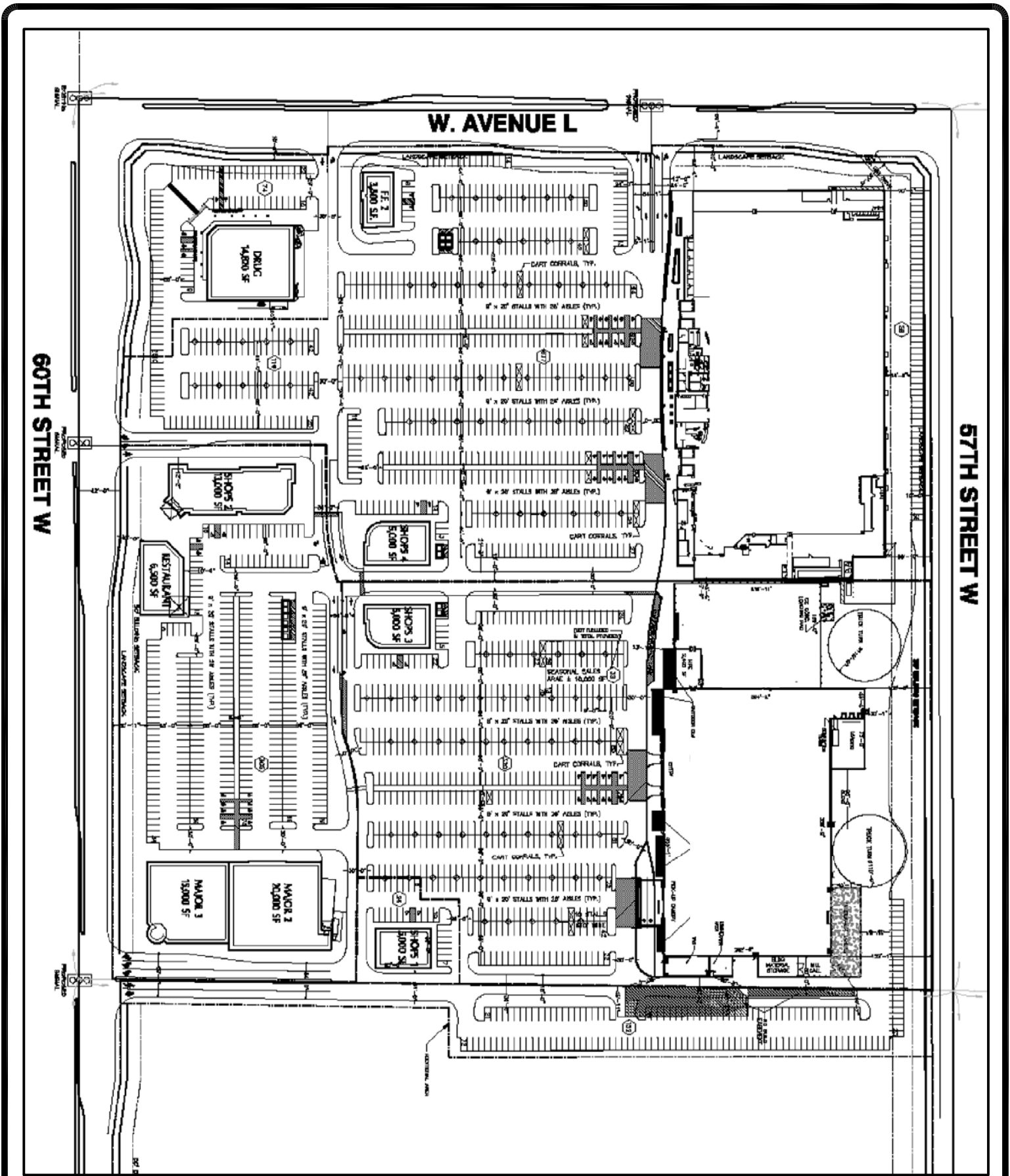


FIGURE 2

8/31/07

PROJECT SITE PLAN


Overland Traffic Consultants, Inc.
 27201 Tournay Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



CHAPTER 3

ENVIRONMENTAL SETTING

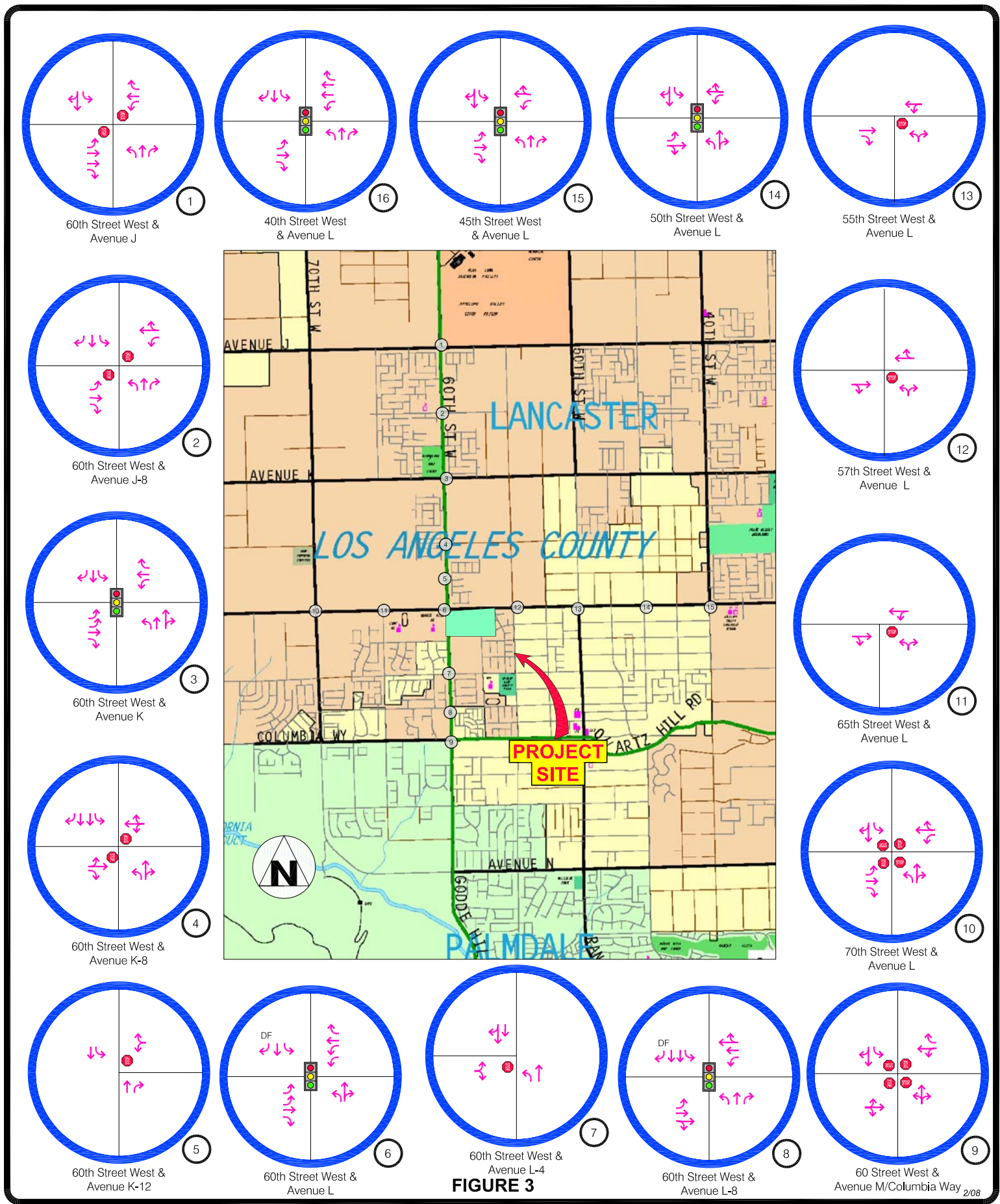
Land Use

The project is located in the City of Lancaster. According to the City's General Plan Land Use map, the project site is designated as commercial. In the immediate vicinity of the project the land use is designated as office/professional, urban residential with public use and school use on the southwest corner of the intersection of Avenue L and 60th Street West. Surrounding the project area is predominately urban residential with non urban residential. The Community land use map for the City of Lancaster is provided in Appendix A.

Transportation Facilities

In addition to collecting traffic volume data, field surveys were conducted to determine the roadway and intersection geometry and traffic signal operations. There is a mix of signalized and unsignalized locations. The nearest regional facility serving the site is the Antelope Valley Freeway (Highway 14) which is under the jurisdiction of the California Department of Transportation (Caltrans). Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations. A brief description of the nearby freeway and adjacent roadways is provided below. The aerial photos demonstrating the street plans (some intersections have been further improved since the photos were taken) are contained in Appendix B.

The Antelope Valley Freeway (Highway 14) is located approximately four and a half miles east of the project site. This north - south freeway provides two to three mixed-flow lanes in each direction in the project vicinity. The freeway originates along the Golden State Freeway at the north end of the San Fernando Valley and extends through Santa Clarita, Palmdale, Lancaster and further north.



STUDY INTERSECTION CONFIGURATIONS

Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Avenue J is an east-west roadway designated as a Major Arterial. The City of Lancaster defines an ultimate roadway width of 84 feet in 100 feet of right-of-way for a Major Arterial. Avenue J is located north of the project site. It is an increased capacity intersection in the east-west direction at 60th Street which requires provisions for dual left turn lanes, separate right-turn lanes plus the future amount of through travel lanes and bike lanes as required. Currently, Avenue J provides two eastbound and one westbound lane at 60th Street West.

Avenue J-8 is designated as a Secondary Arterial and is situated north of the project site. The City of Lancaster defines an ultimate roadway width of 68 feet in 84 feet of right-of-way for a Secondary Arterial. This discontinuous roadway extends from west of 65th Street West to east of 57th Street West in the immediate project area. The roadway provides one lane in each direction in the vicinity of the project

Avenue K is designated as a Major Arterial roadway. Avenue K provides one lane in each direction in the immediate project vicinity. This east-west roadway is designated as increased capacity intersections at most major intersections.

Avenue K-8 is designated as a Secondary Arterial and operates in the east-west direction but is currently a discontinuous roadway. Avenue K-8 is located northeast of the project site and provides one lane in each direction in the project vicinity.

Avenue L is designated as a Major Arterial from Street West to 60th Street West and as a Regional Arterial from 60th Street West to the City boundary. Regional Arterials require 106 foot roadways within 120 foot right-of-ways. Avenue L at 60th Street West is an increased capacity intersection which requires additional right-of-way to provide dual left turn lanes in all directions and right turn lanes and bike lines as required. This roadway creates the northern boundary of the project. Currently there is only one through lane in



each direction but dual east and westbound lanes with east and westbound right turn lanes.

Avenue L-4 is designated as a local roadway which requires a 42 foot roadway within a 60 foot right-of-way. Currently Avenue L-4 is discontinuous and provides one lane in each direction.

Avenue L-8 is designated as a Secondary Highway from 70th Street West to 20th Street West. One lane in each direction is provided in the east-west direction in the project vicinity.

Avenue M/Columbia Way is designated as a Major Arterial. Portions of Avenue M/Columbia Way are a mountainous road with horizontal and vertical elements. One lane in each direction is provided in the vicinity of the project.

70th Street West is a north-south Major Arterial. In the project vicinity this roadway operates with one lane in each direction.

65th Street West is a north-south Secondary Arterial from Avenue J to Avenue M/Columbia Way. This roadway is discontinuous north of Avenue L.

60th Street West is a north south Major Arterial from Avenue G to the northerly City boundary and from Avenue L to the southern City boundary. Between Avenue G and Avenue L, 60th Street West is designated as a Regional Arterial. 60th Street West creates the western boundary of the project site. It is an Increased Capacity Intersection in all directions at Avenue G, Avenue H, Avenue I, Avenue K and Avenue L. It is an Increased Capacity Intersection in the east-west direction only at Avenue J.

57th Street West is a north-south discontinuous local roadway. One lane in each direction is provided in the project vicinity with a terminus northbound at Avenue L.



55th Street West is a north-south Secondary Arterial between Avenue G and Avenue I and between Avenue J to Avenue M. 55th Street West provides one lane in each direction at Avenue L and is discontinuous north of Avenue L.

50th Street West is a north-south discontinuous Major Arterial from the northern City boundary to the southern City boundary. Currently the roadway terminates north of Avenue G.

45th Street West is a north-south roadway designated as a Secondary Arterial between Avenue G and Avenue K. Currently the roadway terminates at Avenue I. One lane in each direction is provided in the project vicinity.

40th Street West is a north-south roadway designated as a Major Arterial from the northerly City Boundary to Avenue F and then from Avenue G to the southern City boundary. The roadway currently terminates north of Avenue I and south of Avenue L. One lane in each direction is provided in the project vicinity.

Transit Information

Public transportation in the study area is provided by the Antelope Valley Transit Authority (AVTA). AVTA operates several routes throughout the community including Route 7 which operates from the Palmdale Transportation Center (Metrolink Station) to/from the Senior Center at Avenue I and 10th Street West. Route 7 runs along 60th Street West along the project frontage. Metrolink provides rail service from Lancaster through Palmdale, Santa Clarita, Burbank and Los Angeles. A rail station is provided on Sierra Highway south of Lancaster Boulevard located northeast of the project. Bus lines connect to the rail station. In addition, AVTA operates several commuter bus lines including Route 785 to Los Angeles, Route 786 to Century City and West Los Angeles, and Route 787 to West San Fernando Valley. Santa Clarita Transit provides bus service between Santa Clarita and the Antelope Valley. The rail and transit lines are illustrated in Appendix C.



Traffic Generation

Traffic-generating characteristics of proposed shopping center have been extensively surveyed by the Institute of Transportation Engineers (ITE). The database has been published in a handbook titled Trip Generation, 7th Edition. This publication of traffic generation studies has become the industry standard for estimating traffic generation of different land uses.

On the basis of the ITE trip generation rates shown in Table 1, estimates of the project's traffic were calculated and are summarized in Table 2. Since both Avenue L and 60th Street West are Arterial roadways, it would be reasonable to assume that some of the patrons to the shopping centers would already be utilizing the roadways (not new vehicle trips) on the way to/from other destinations and make a stop at the project as part of another trip. The portion of the 7th Edition Trip Generation handbook entitled Trip Generation Handbook, An ITE Recommended Practice identifies a range of pass-by trips from 8 to 68% of the trips for shopping centers. Typically, the smaller the shopping center the larger the pass-by reduction. A conservative to average 25% reduction in the vehicle trips was incorporated into the analysis to reflect the pass-by activity for the proposed project. No pass by reductions were taken at the site adjacent intersection of 60th Street West and Avenue L or at the driveways. Interaction between the land uses where one person stops at more than one venue would be expected for a shopping center of this size. According to the ITE Recommended Practice reference noted above, internal capture differs based on the land uses. As a large anchor a conservative 10% internal capture was applied to the Lowes and a 20% internal capture to the Bank, Drug Store and Discount Superstore. The internal capture rate is already represented in the shopping center rate so it is not applied a second time.

As shown in Table 2, the proposed project could be expected to add an average of 13,683 daily vehicle trips with 1,245 weekday AM peak hour trips, 2,019 weekday PM peak hour trips, and 3,190, midday Saturday trips to the roadway network.



Table 1

Project Trip Generation Rates

ITE <u>Code Description</u>	Daily <u>Traffic</u>	AM Peak Hour		
		<u>Total</u>	<u>In</u>	<u>Out</u>
820 Retail	$LN(T)=.65LN(X)+ 5.83$	$LN(T) =.6LN(X)+ 2.29$	61%	39%
912 Drive In Bank	246.49	12.34	6.91	5.43
862 Home Improvement Super Store	29.80	1.20	0.65	0.55
881 Drugstore With Drive Thru	88.16	2.66	1.52	1.14
815 Free Standing Discount Center	56.02	0.84	0.57	0.27

Trip Generation rate per 1,000 sf

ITE <u>Code Description</u>	PM Peak Hour		
	<u>Total</u>	<u>In</u>	<u>Out</u>
820 Retail	$LN(T) =.66LN(X)+ 3.4$	48%	52%
912 Drive In Bank	45.74	22.87	22.87
862 Home Improvement Super Store	2.45	1.15	1.30
881 Drugstore With Drive Thru	8.62	4.22	4.4
815 Free Standing Discount Center	5.06	2.53	2.53

Trip Generation rate per 1,000 sf

ITE <u>Code Description</u>	<u>Saturday</u>	<u>SAT Mid Day Peak Hour</u>		
	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
820 Retail	$Ln(T)=.63Ln(X)+6.23$	$Ln(T)=.65Ln(X)+3.77$	52%	48%
912 Drive In Bank	71.21	37.08	18.91	18.17
862 Home Improvement Super Store	45.67	5.4	2.86	2.54
881 Drugstore With Drive Thru	78.5	7.85	3.93	3.93
815 Free Standing Discount Center	71.19	7.58	3.87	3.71

Trip Generation rate per 1,000 sf



Table 2a
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
815	Garden Center	33,192 sf	989	40	22	18	81	38	43
815	Lowe's	127,029 sf	3,785	1,463	761	702	1,387	846	541
	Subtotal Lowe's	160,221 sf	4,774	1,503	783	720	1,468	884	584
	Internal Capture	10%	(477)	(150)	(78)	(72)	(146)	(88)	(58)
	Subtotal Lowe's	160,221 sf	4,297	1,353	705	648	1,322	796	526
912	Bank	5,000 sf	1,232	62	35	27	228	114	114
	Internal Capture	20%	(246)	(12)	(7)	(5)	(46)	(23)	(23)
	Subtotal Bank	5,000 sf	986	50	28	22	182	91	91
881	Drugstore With Drive Thru	17,272 sf	1,523	46	26	20	149	73	76
	Internal Capture	20%	(305)	(9)	(5)	(4)	(30)	(15)	(15)
	Subtotal Drugstore	17,272 sf	1,218	37	21	16	119	58	61
815	Discount Store	143,882 sf	8,060	121	82	39	728	364	364
	Internal Capture	20%	(1,612)	(24)	(16)	(8)	(146)	(73)	(73)
	Subtotal Discount Store	143,882 sf	6,448	97	66	31	582	291	291
820	Major 3	25,000 sf							
	Shops	36,700 sf							
	PAD 1	6,500 sf							
	Subtotal Retail	68,200 sf	5,295	124	76	48	486	233	253
	SUBTOTAL Lane Ranch	394,575 sf	18,244	1,660	895	765	2,691	1,469	1,222
	Pass-By Discount	25%	(4,561)	(415)	(224)	(191)	(672)	(367)	(305)
	TOTAL Lane Ranch	394,575	13,683	1,245	671	574	2,019	1,102	917



Table 2b
Estimated Project Traffic Generation Continued

ITE Code	Description	Size	Saturday	SAT Mid Day Peak Hour		
			Daily	Total	In	Out
815	Garden Center	33,192 sf	1,516	179	95	84
815	Lowe's	127,029 sf	5,801	2,541	1,601	940
	Subtotal Lowe's	160,221 sf	7,317	2,720	1,696	1,024
	Internal Capture	10%	(732)	(272)	(170)	(102)
	Subtotal Lowe's	160,221 sf	6,585	2,448	1,526	922
912	Bank	5,000 sf	356	186	95	91
	Internal Capture	20%	(71)	(37)	(19)	(18)
	Subtotal Bank	5,000 sf	285	149	76	73
881	Drugstore With Drive Thru	17,272 sf	1,356	136	68	68
	Internal Capture	20%	(271)	(28)	(14)	(14)
	Subtotal Drugstore	17,272 sf	1,085	108	54	54
815	Discount Store	143,882 sf	10,243	1,091	557	534
	Internal Capture	20%	(2,049)	(218)	(111)	(107)
	Subtotal Discount Store	143,882 sf	8,194	873	446	427
820	Major 3	25,000 sf				
	Shops	36,700 sf				
	PAD 1	6,500 sf				
	Subtotal Retail	68,200 sf	7,260	675	351	324
	SUBTOTAL Lane Ranch	394,575 sf	23,409	4,253	2,453	1,800
	Pass-By Discount	25%	(5,852)	(1,063)	(613)	(450)
	TOTAL Lane Ranch	394,575	17,557	3,190	1,840	1,350

Trip Distribution

A primary factor affecting trip direction is the location of the origination points of the patrons and employees of the shopping center. The estimated project directional trip distribution used in this analysis was based the location of the employment and population centers and the available freeways and surface



streets used to access the project site. Figure 4 illustrates the estimated project traffic distribution for shopping center project.

Traffic Assignment

The allocation of project traffic volume to the study intersections was calculated by multiplying the assigned distribution percentages as shown in Figure 5 to the traffic generation estimates. Results of the traffic assignments at the study intersections for the Lane Ranch Towne Center are shown in Figure 6a, b & c for AM, PM and Saturday mid day peak periods. The project traffic assignment provides the necessary level of detail to analyze the proposed project peak hour traffic impacts at the study locations.

Access and Parking

Project access for the shopping center is proposed with two driveways on 60th Street West and two driveways on Avenue L. The project proposes traffic signals at both 60th Street West driveways and the driveway approximately in the middle of the project on Avenue L. It is further proposed that the westerly driveway on Avenue L be restricted to right turns only in and out. The access locations have been evaluated for potential traffic signals as proposed. While all three locations meet signal warrants it may serve roadway progression better have only one signal for the project on 60th Street West.

City of Lancaster Municipal Code 17.12.220 (E) dictates that shopping centers provide 5 spaces per 1,000 square feet of floor area when the land area is over 2 acres unless the eating, drinking, or entertainment venues exceed 10% (39,458 square feet for this project) of the overall development. The project proposes 1,815 parking stalls in the current concept plan. The City Parking requirement is shown in Table 3.



Table 3
Project Parking Lane Ranch Towne Center

Use	Size	Code Requirement*	Number of Spaces
Shopping Center	361,383 sf	5/1,000 sf	1,806
Open Retail	<u>33,192 sf</u>	1/5,000 sf	<u>7</u>
	394,575 sf		1,813

- City of Lancaster Municipal Code 17.12.220 (E).

The total required parking spaces is 1,813 and the project will provide 1,815. As the project does not currently propose over 10% of the shopping center to be eating, drinking or entertainment venues, the project will exceed the City's parking requirement by 2 parking spaces. No potential parking impacts are anticipated with the project. Should the shopping center exceed 10% eating, drinking or entertainment venues than any amount over 10% would be required to provide parking at the established rate for that venue. For example, eating and drinking places would be required to provide 10 spaces per 1,000 square feet over the 10%.

The project should also meet the requirements of the American Disabilities Act (ADA) standard for accessible parking as well as the City of Lancaster's requirement for preferential parking. The number of accessible parking should follow the formula of 20 + (1 per 100 over 1000) making the total number of accessible parking 28. The ADA also requires that 1 in every 8 accessible parking spaces must be a van accessible space with 8 foot wide access aisle.

The City of Lancaster also requires that ½ the number of handicap spaces (14 spaces) should be dedicated to preferential parking for the exclusive use of alternative fuel vehicles.

Transit

Page 10 of the traffic study lists the transit services available in the community around the project site. No specific transit impact criteria have been developed by the City. However, a transit impact evaluation has been conducted. The project is anticipated to generate 670 daily transit trips with 61 during the AM Peak Hour and 99 during the PM



Peak hour. The transit trips are anticipated to be staggered throughout the day due to the nature of the project. A summary of the anticipated transit trips is provided below.

The proposed project is forecast to generate approximately 13,683 weekday daily trips with 1,245 trips during the AM Peak Hour and 2,019 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2004 guidelines person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation is displayed below.

Table 4
Transit Trips Lane Ranch Towne Center

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from report)	13,683	1,245	2,019
PERSON TRIPS (trips X 1.4)	19,156	1,743	2,827
TRANSIT TRIPS (person trips x 3.5%)	670	61	99

The transit route fronting the project is Route 7 along 60th Street West. The established bus route operates approximately once per hour during the peak hours. The additional ridership may constitute a burden on the existing system necessitating a reduced headway and or more frequent stops in the project area.

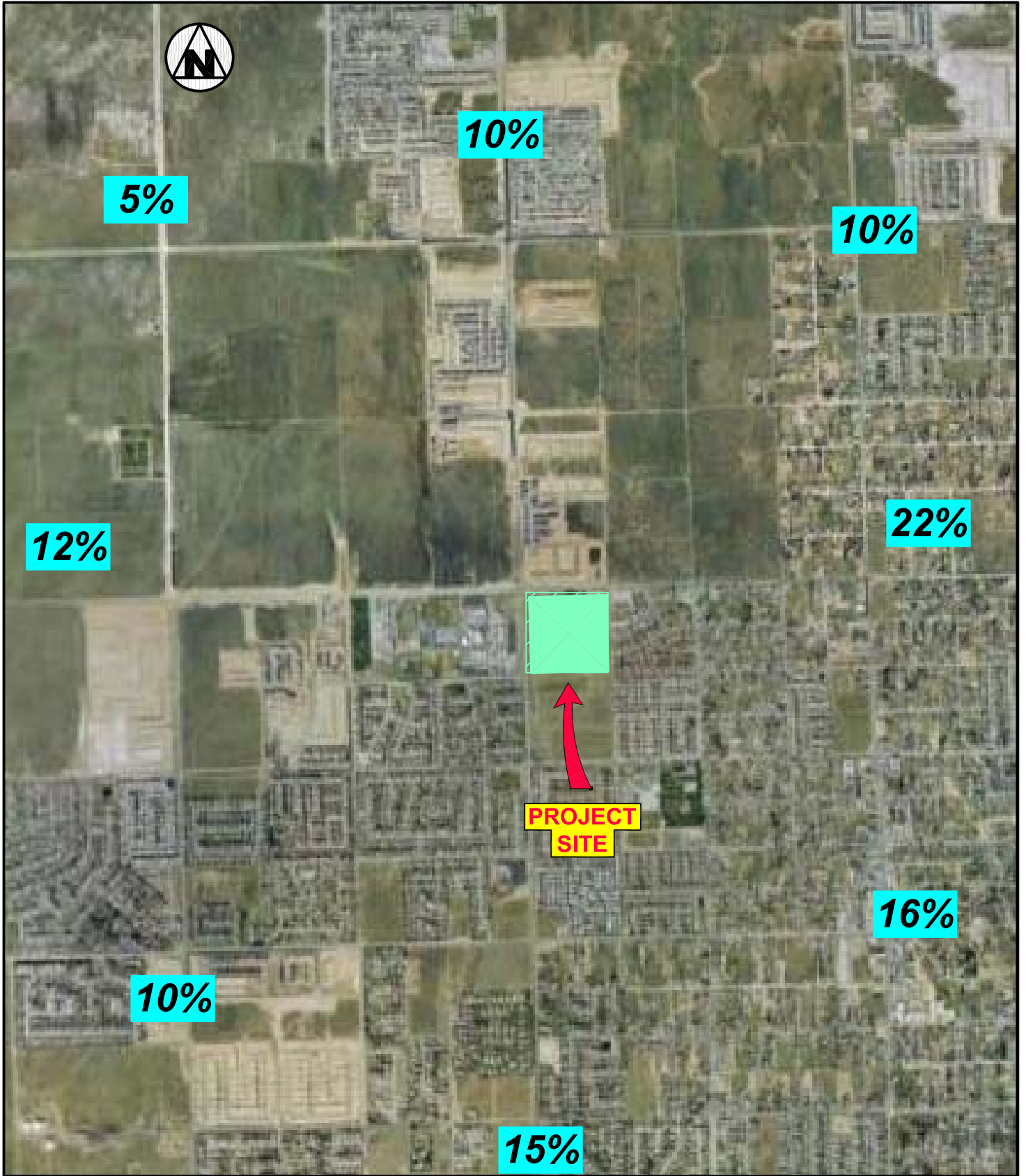


FIGURE 4

8/31/07

PROJECT AREA DISTRIBUTION



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

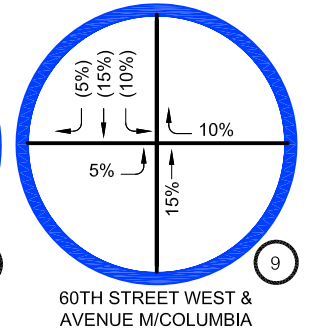
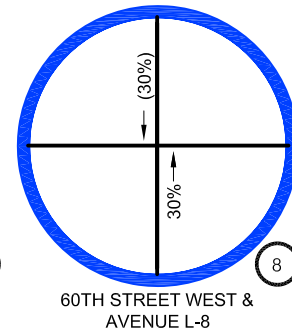
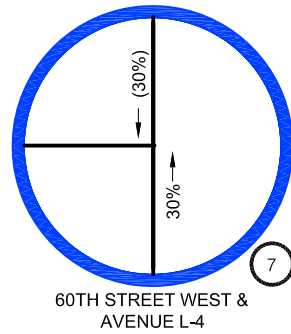
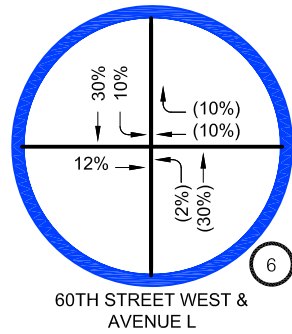
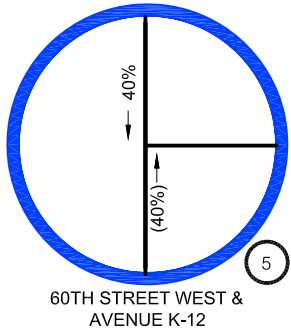
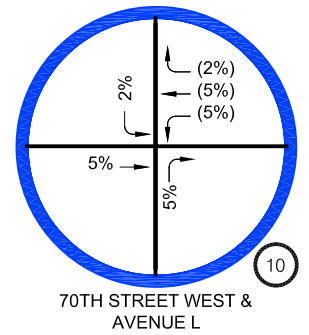
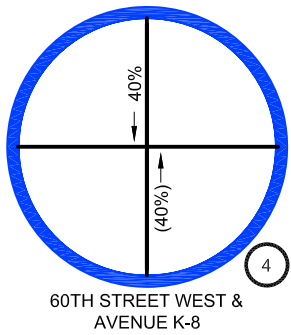
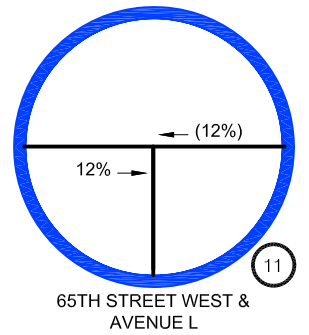
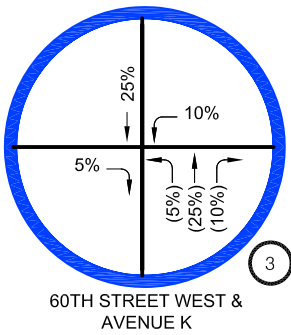
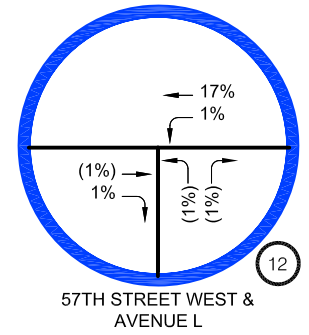
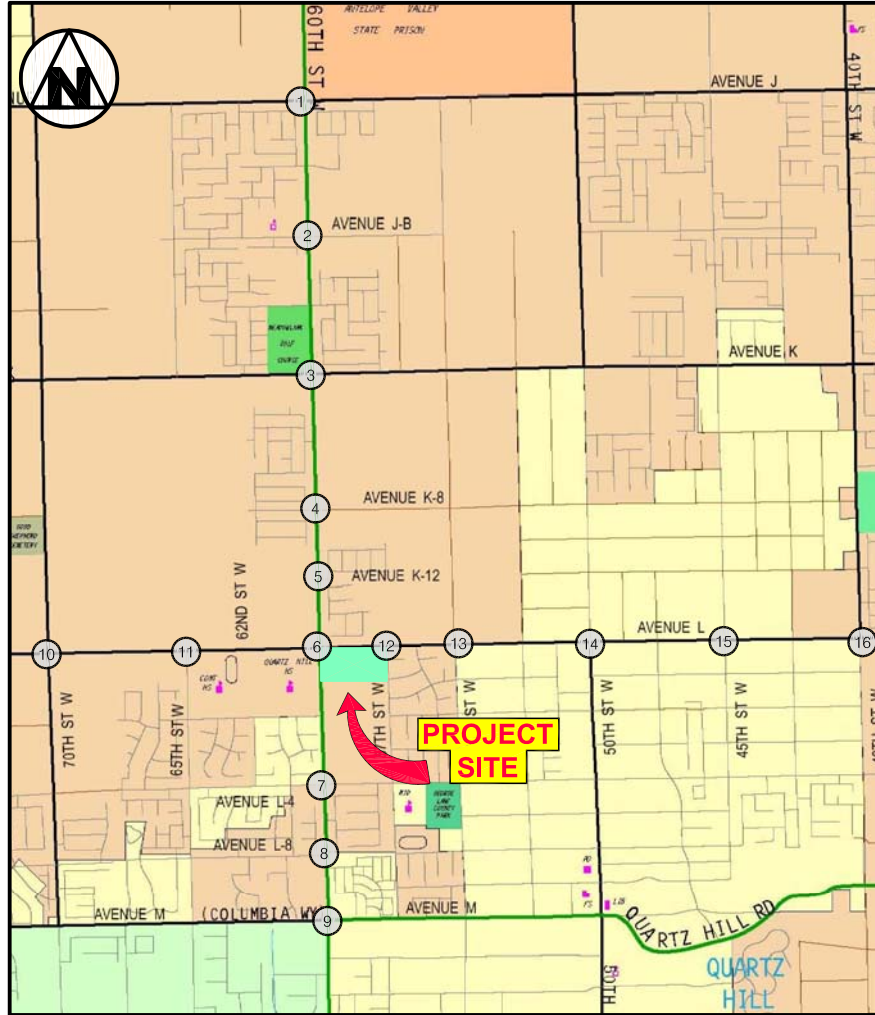
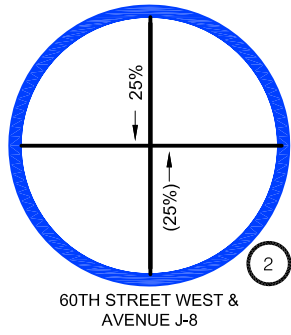
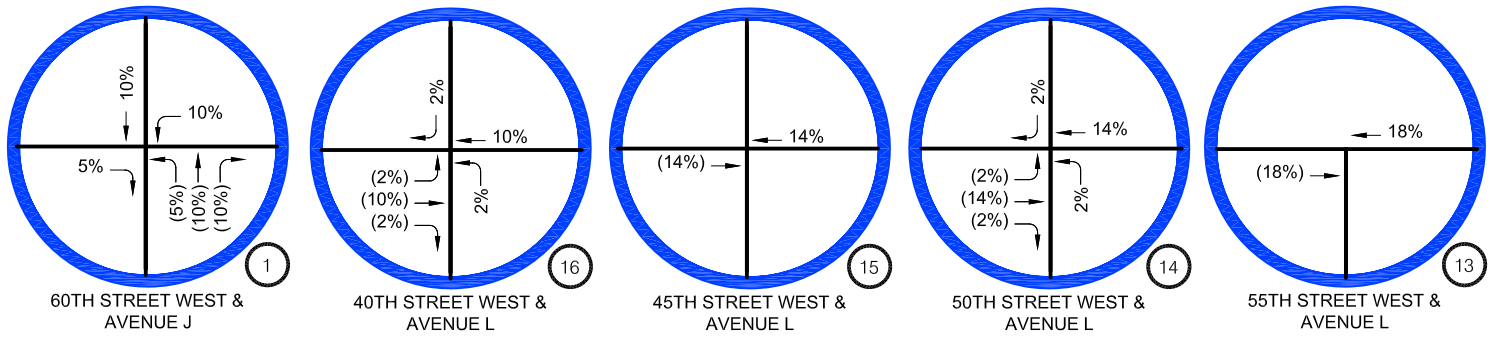
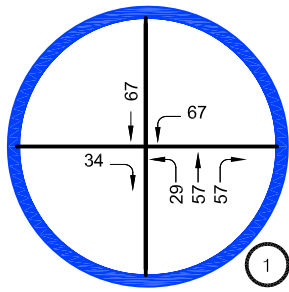


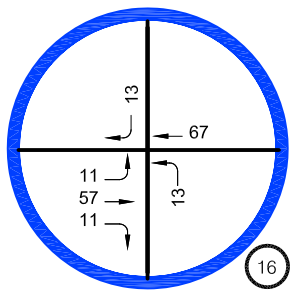
FIGURE 5

LANE RANCH TOWN CENTER
PROJECT TRIP DISTRIBUTION
IN / (OUT)

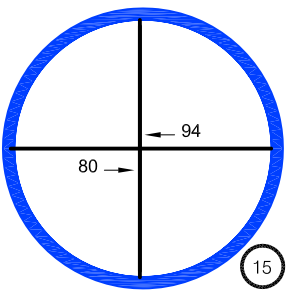
Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



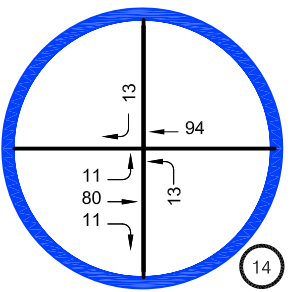
60TH STREET WEST & AVENUE J



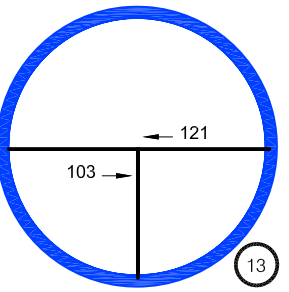
40TH STREET WEST & AVENUE L



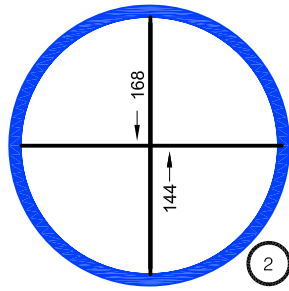
45TH STREET WEST & AVENUE L



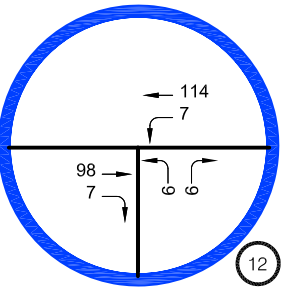
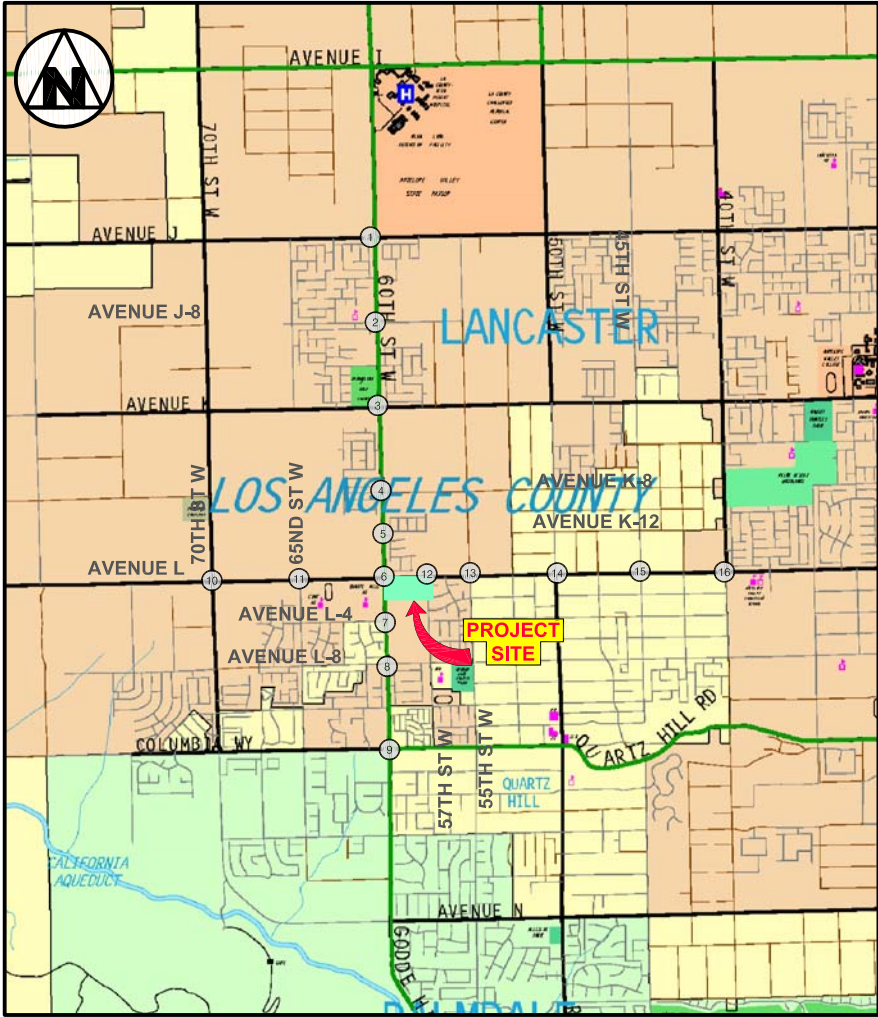
50TH STREET WEST & AVENUE L



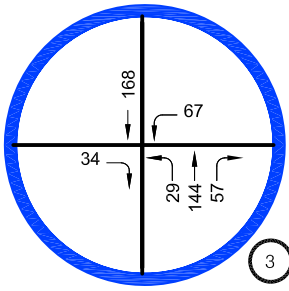
55TH STREET WEST & AVENUE L



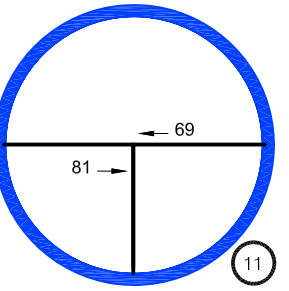
60TH STREET WEST & AVENUE J-8



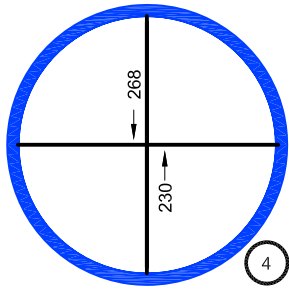
57TH STREET WEST & AVENUE L



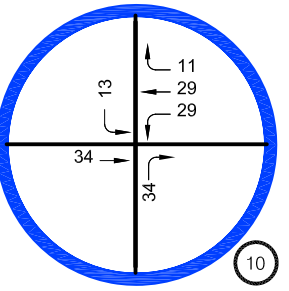
60TH STREET WEST & AVENUE K



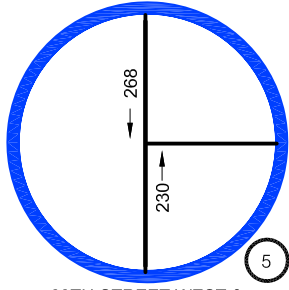
65TH STREET WEST & AVENUE L



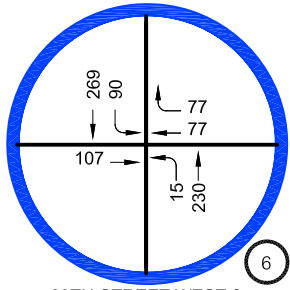
60TH STREET WEST & AVENUE K-8



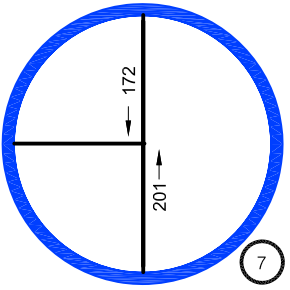
70TH STREET WEST & AVENUE L



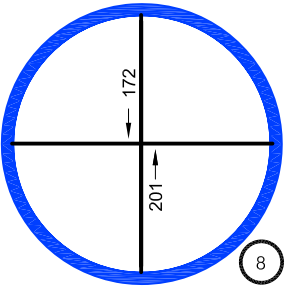
60TH STREET WEST & AVENUE K-12



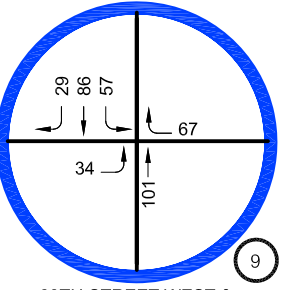
60TH STREET WEST & AVENUE L (W/O PB REDUCTION)



60TH STREET WEST & AVENUE L-4



60TH STREET WEST & AVENUE L-8



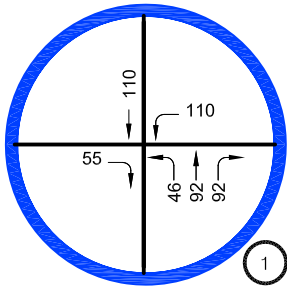
60TH STREET WEST & AVENUE M/COLUMBIA

FIGURE 6A

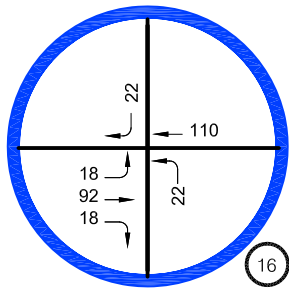
10/08

**PROJECT ONLY TRAFFIC VOLUMES
AM PEAK HOUR**

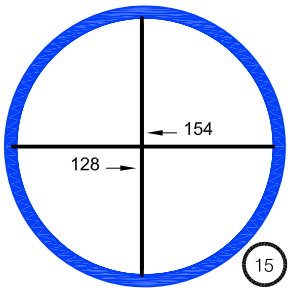
Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



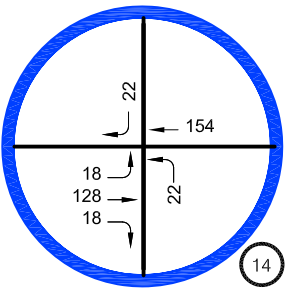
60TH STREET WEST & AVENUE J



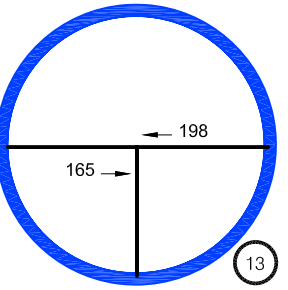
40TH STREET WEST & AVENUE L



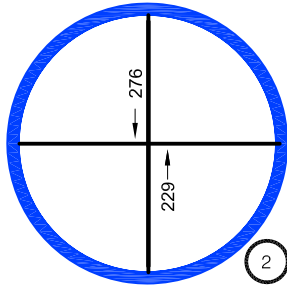
45TH STREET WEST & AVENUE L



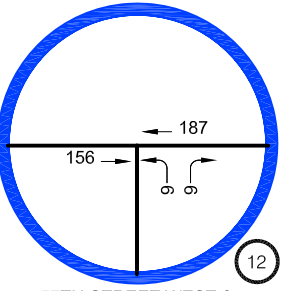
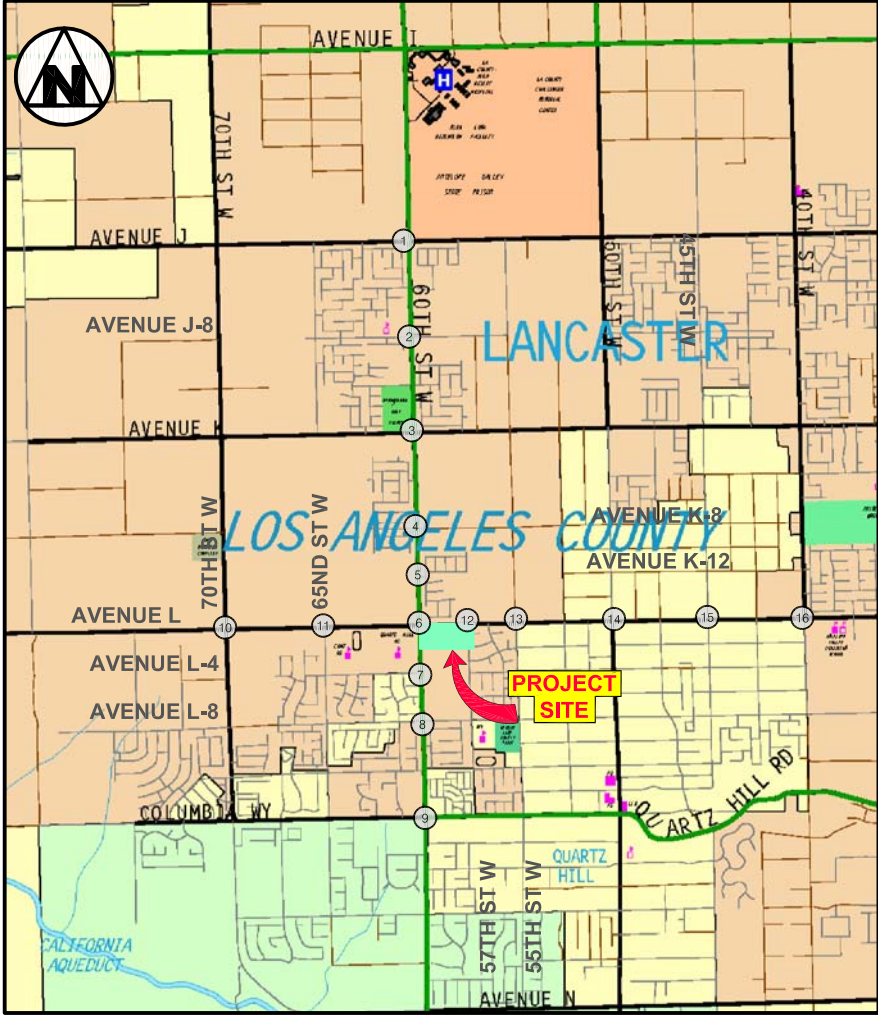
50TH STREET WEST & AVENUE L



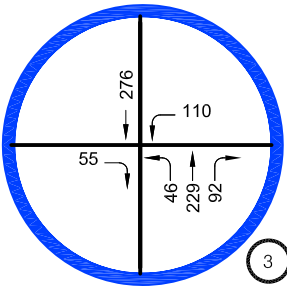
55TH STREET WEST & AVENUE L



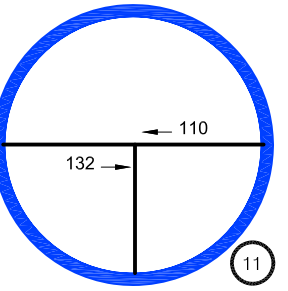
60TH STREET WEST & AVENUE J-8



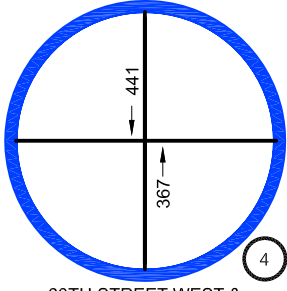
57TH STREET WEST & AVENUE L



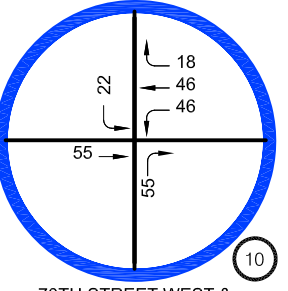
60TH STREET WEST & AVENUE K



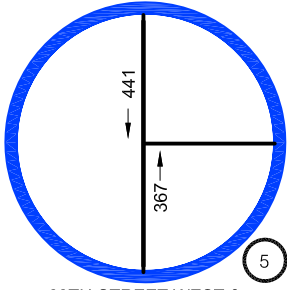
65TH STREET WEST & AVENUE L



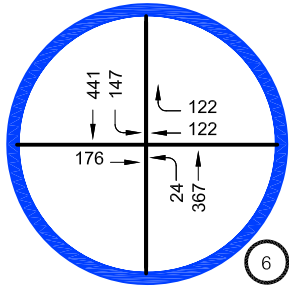
60TH STREET WEST & AVENUE K-8



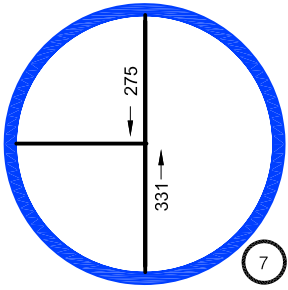
70TH STREET WEST & AVENUE L



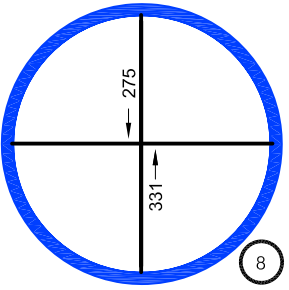
60TH STREET WEST & AVENUE K-12



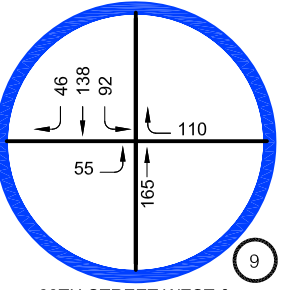
60TH STREET WEST & AVENUE L (W/O PB REDUCTION)



60TH STREET WEST & AVENUE L-4



60TH STREET WEST & AVENUE L-8



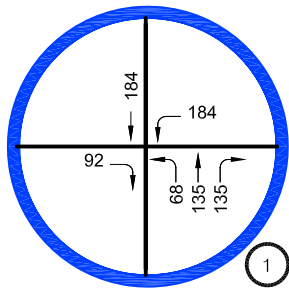
60TH STREET WEST & AVENUE M/COLUMBIA

FIGURE 6B

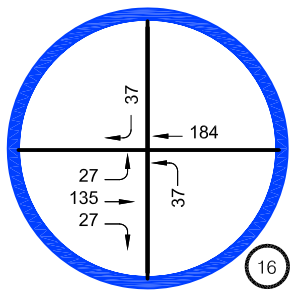
10/08

**PROJECT ONLY TRAFFIC VOLUMES
PM PEAK HOUR**

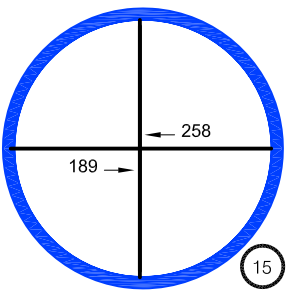
Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



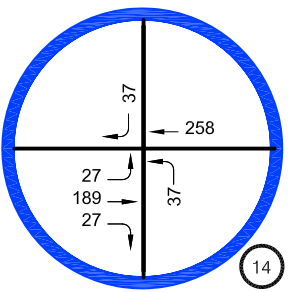
60TH STREET WEST & AVENUE J



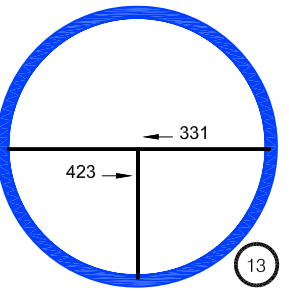
40TH STREET WEST & AVENUE L



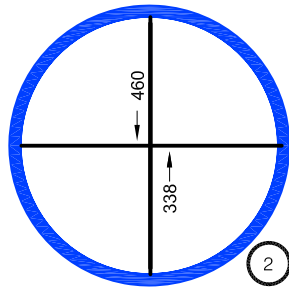
45TH STREET WEST & AVENUE L



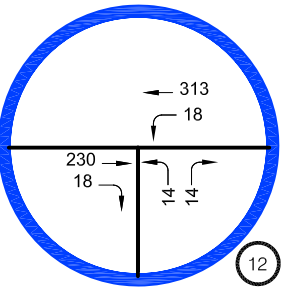
50TH STREET WEST & AVENUE L



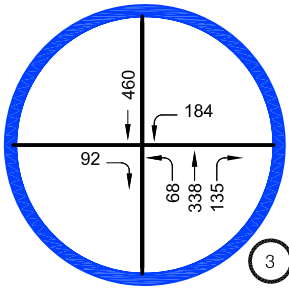
55TH STREET WEST & AVENUE L



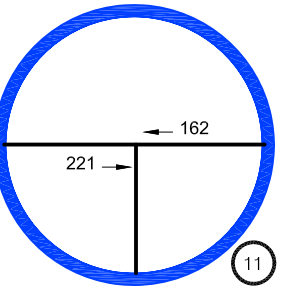
60TH STREET WEST & AVENUE J-8



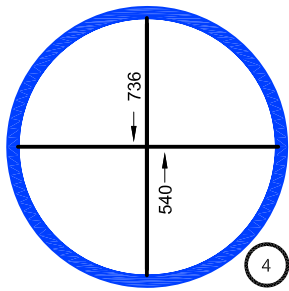
57TH STREET WEST & AVENUE L



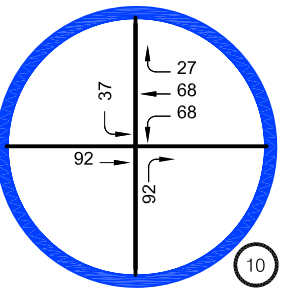
60TH STREET WEST & AVENUE K



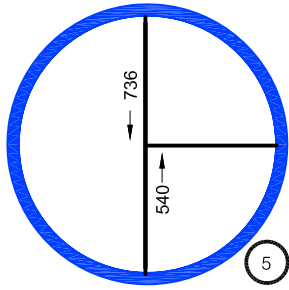
65TH STREET WEST & AVENUE L



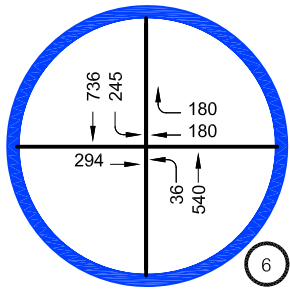
60TH STREET WEST & AVENUE K-8



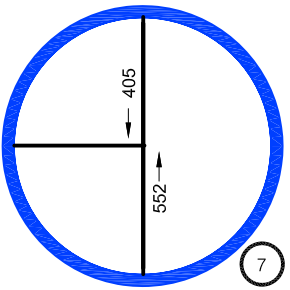
70TH STREET WEST & AVENUE L



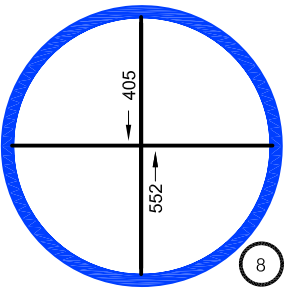
60TH STREET WEST & AVENUE K-12



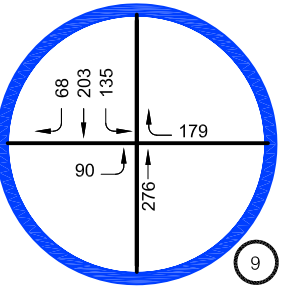
60TH STREET WEST & AVENUE L
(W/OUT PB REDUCTION)



60TH STREET WEST & AVENUE L-4



60TH STREET WEST & AVENUE L-8



60TH STREET WEST & AVENUE M/COLUMBIA

FIGURE 6C

10/08

**PROJECT ONLY TRAFFIC VOLUMES
SAT MID DAY PEAK HOUR**

Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



CHAPTER 5

TRAFFIC CONDITIONS ANALYSIS

Existing Peak Hour Traffic Volumes

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted during 2007 year by an independent count company (NDS Data Services) while there were no holidays and schools were in session. As per standard ITE practices, the weekday AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The Saturday counts were conducted from 12:00 noon to 2:00 PM. Traffic counts were conducted by counting the number of vehicles at each of the study intersections making each allowed move. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. The counts were increased by 2% to account for current year 2008 traffic conditions.

The existing (2008) peak hour traffic volume at each study intersection is illustrated in Figure 7 for the weekday AM Peak Hour, Figure 8 for the weekday PM Peak Hour, and Figure 9 for the mid day Saturday rush hour. The driveway locations are not yet intersections and are therefore determined based on counts from the adjacent intersections. Data collection worksheets for the peak hour counts are contained in Appendix D.

Analysis of Existing Traffic Conditions

The traffic conditions analysis was then conducted using the Intersection Capacity Utilization (ICU) method for the signalized intersections and Highway Capacity Manual (HCM) for two-way and four-way stopped intersections method (delay) for the unsignalized intersections. The HCM two-way stopped intersection methodology does not evaluate conditions where there are more than two through lanes on the major roadway. Therefore, the unsignalized locations where there are three through lanes were evaluated using the HCM methodology with third through lane incorporated into the analysis as a dedicated right turn lane to simulate the activity at the intersection.

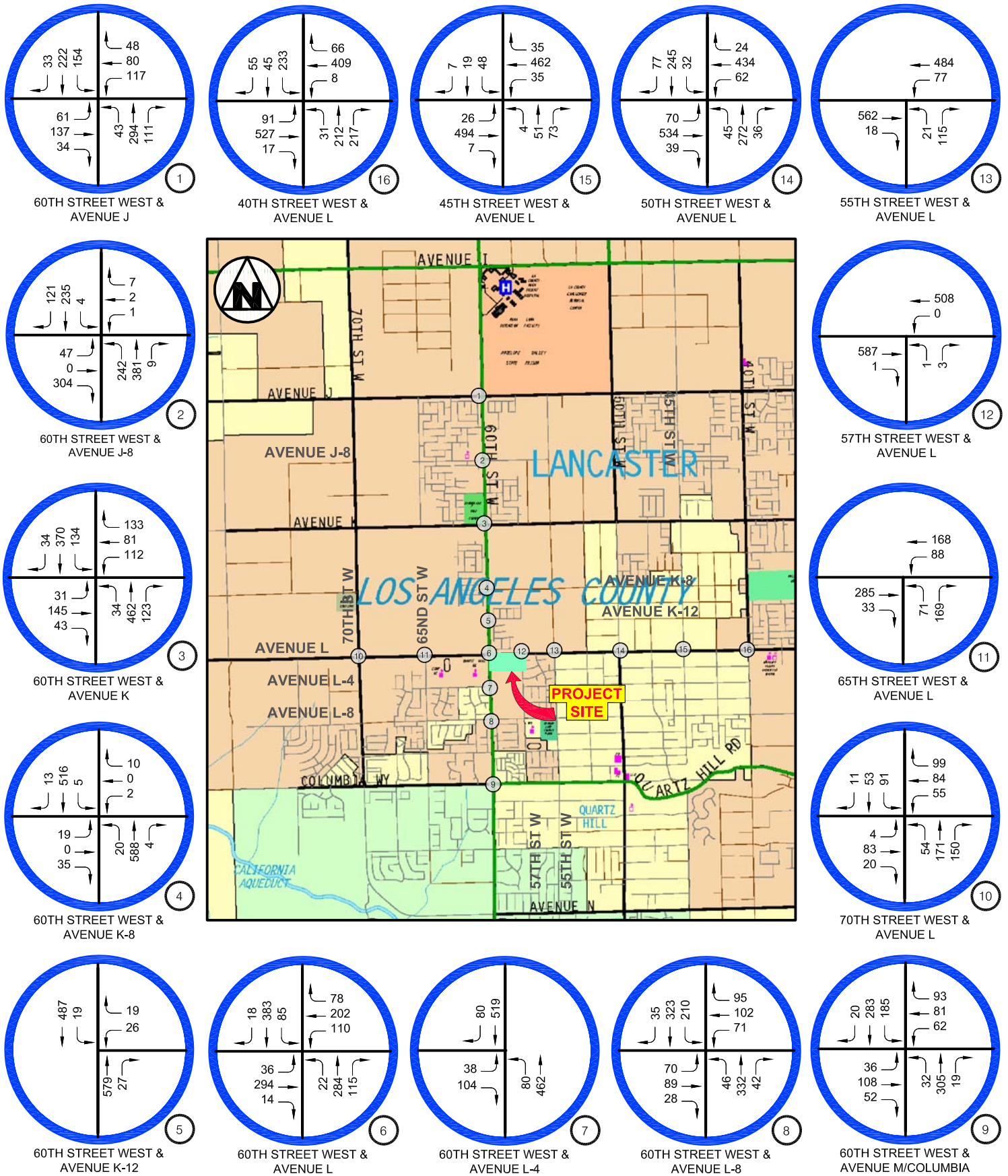


FIGURE 7

10/2008

**(2008) EXISTING TRAFFIC VOLUMES
AM PEAK HOUR**

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

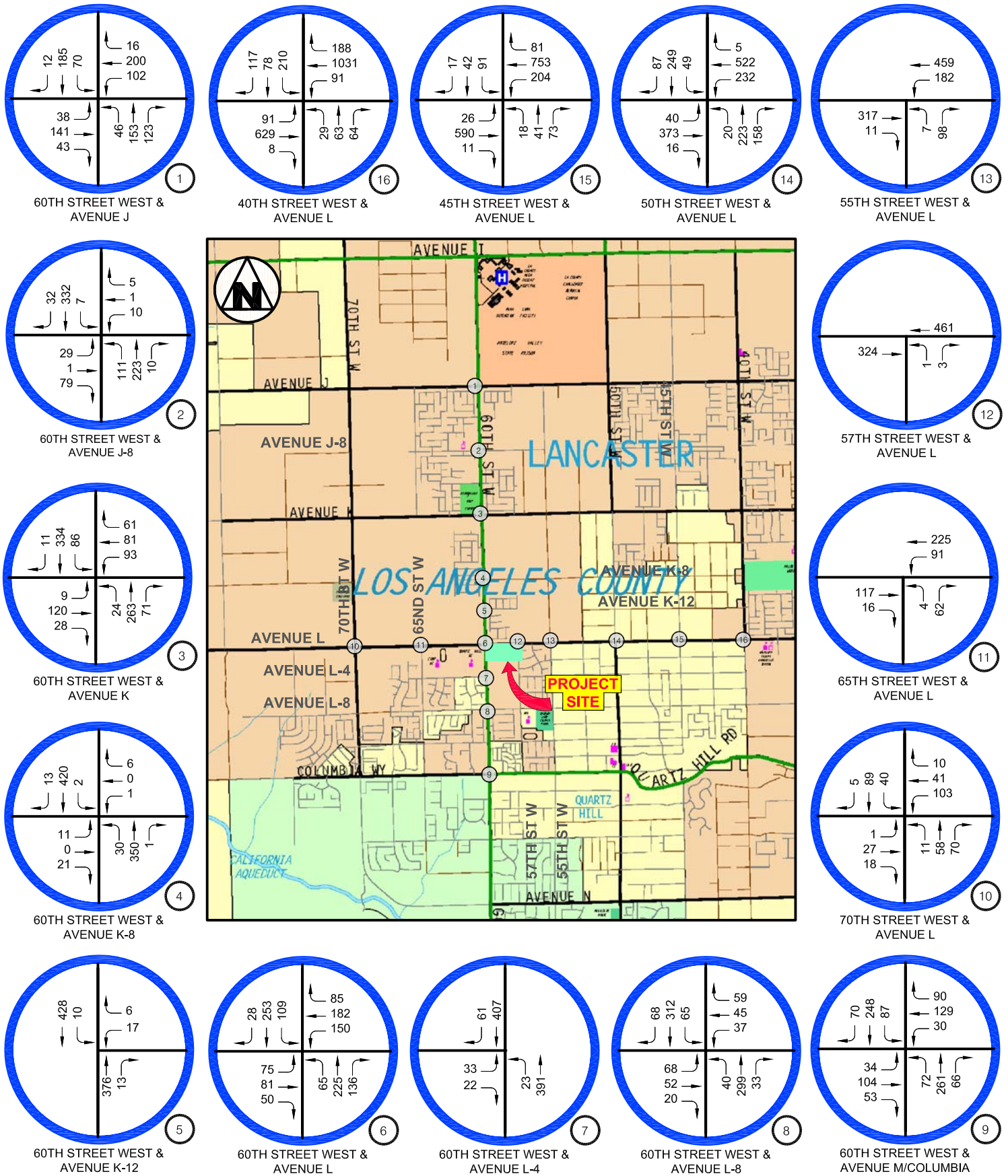


FIGURE 8

10/2008

(2008) EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

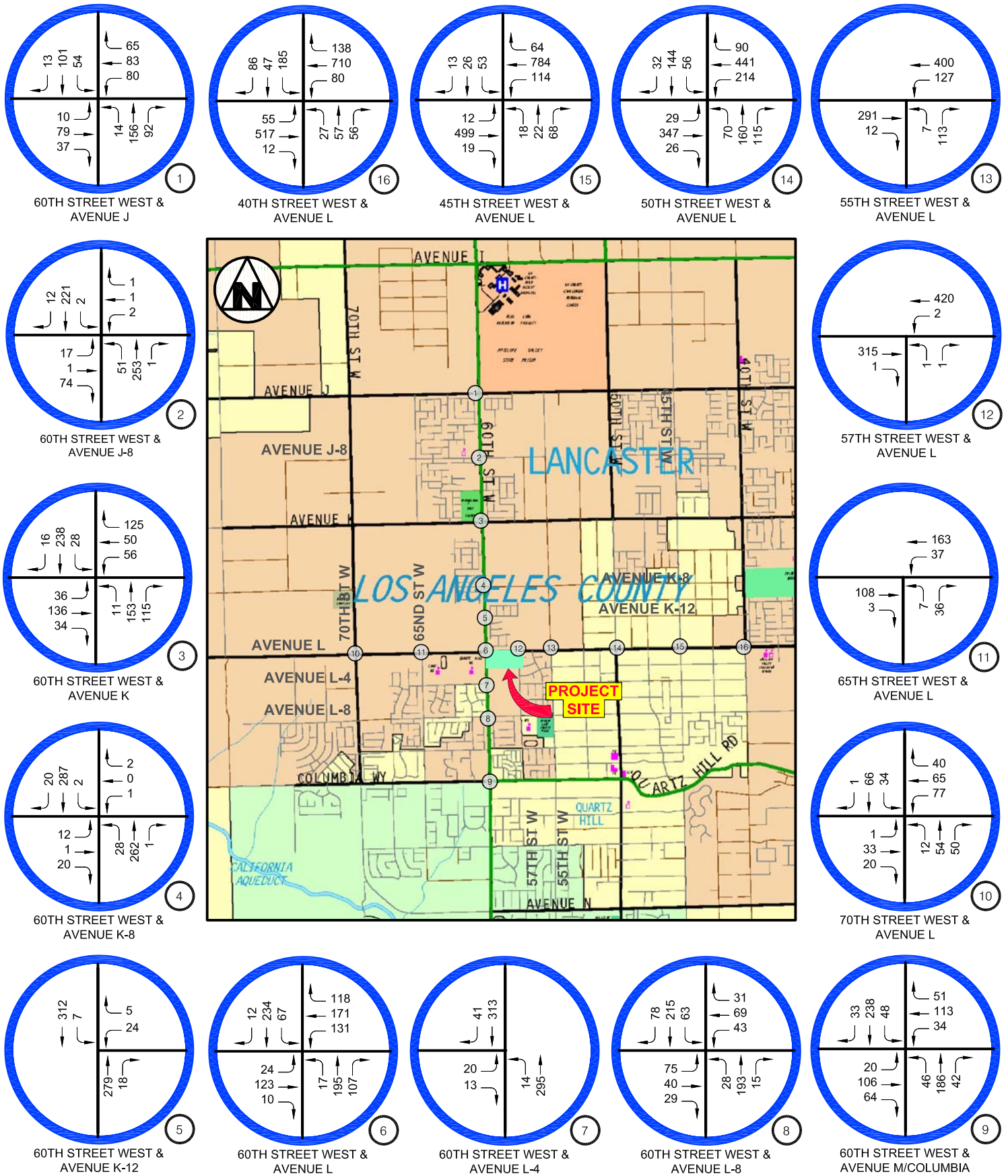


FIGURE 9

10/2008

(2008) EXISTING TRAFFIC VOLUMES SATURDAY PEAK

Overland Traffic Consultants, Inc.
 27201 Tournay Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



The study intersections were evaluated using these methodologies pursuant to the criteria established by the City of Lancaster. The baseline peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's operating condition.

The peak hour traffic counts were used along with current intersection lane configurations to determine the intersection's operating condition. The available capacity for key intersection movements is directly related to traffic demand. The capacity per hour of green time for each approach is calculated based upon ICU methodology at signalized locations. A lane capacity of 1,600 vehicles per hour per lane (reduced to 2,880 vehicles per hour for dual left turn lanes) and 10% yellow clearance time were used. To calculate capacity, the proportion of total signal time needed by key traffic movement is determined and compared to the total available time. The key movements are the opposing movements whose combined green time demands are the greatest, and the conflicting key movements are added and expressed as a decimal fraction. The resulting ICU displays the proportion of the total hour required to meet the intersection demand volumes in the key conflicting traffic movements.

The HCM methodology for two-way and four-way stopped intersections evaluates the amount of delay based upon the intersection traffic volumes. The minor street/driveways typically provide access to residential or business areas. The major road traffic is typically operating free-flow with the exception of the right and left turns. Operation performance (delay) is measured at the minor roadways based upon the traffic volumes.

Once the ICU/HCM value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 5a for signalized locations and Table 5b for unsignalized locations below.



Table 5a
ICU Level of Service Definitions

<u>Level of Service</u>	<u>Description of Operating Condition</u>	<u>ICU Value</u>
A	No loaded cycles and few are even close. No Approach phase is fully utilized with no delay.	0.00 - 0.60
B	A stable flow of traffic.	0.61 - 0.70
C	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.	0.71 - 0.80
D	Approaching instability. Delays may be lengthy during short times within the peak hour. Vehicles may be required to wait through more than one cycle.	0.81 - 0.90
E	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.	0.91 - 1.00
F	Gridlock conditions with stoppages of long duration.	> 1.00

Table 5b
HCM Level of Service Definitions

<u>Level of Service</u>	<u>Delay (sec)</u>
A	Less than or equal to 10
B	10 – 15
C	16 – 25
D	26 – 35
E	36 – 50
F	Greater than 50

By applying these procedures to the intersection data, the ICU/HCM values and the corresponding LOS for existing traffic conditions were determined for each intersection.

The ICU/HCM and LOS values are summarized in Table 6. The driveway locations do not have existing data since they do not currently exist. Evaluations of the driveway locations do not occur until the signal analysis. Supporting capacity worksheets are contained in Appendix G.



Table 6
Intersection Capacity Utilization and Delay Analysis Summary
Existing Conditions

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Dir*</u>	<u>2008 Existing</u>	
				<u>ICU/ DELAY</u>	<u>LOS</u>
1.	60th Street West & Avenue J	AM	WB	117.7	F
			EB	27.6	D
		PM	WB	24.4	C
			EB	17.2	C
		Sat	WB	13.0	B
			EB	11.8	B
2.	60th Street West & Avenue J-8	AM	WB	14.3	B
			EB	13.4	B
		PM	WB	14.3	B
			EB	11.8	B
		Sat	WB	12.0	B
			EB	10.1	B
3.	60th Street West & Avenue K	AM	-	0.528	A
		PM	-	0.457	A
		Sat	-	0.376	A
4.	60th Street West & Avenue K-8	AM	WB	12.9	B
			EB	14.9	B
		PM	WB	10.6	B
			EB	11.8	B
		Sat	WB	10.3	B
			EB	10.7	B
5.	60th Street West & Avenue K-12	AM	WB	15.3	C
			EB	N/A	
		PM	WB	12.8	B
			EB	N/A	
		Sat	WB	11.5	B
			EB	N/A	
6.	60th Street West & Avenue L	AM	-	0.624	B
		PM	-	0.533	A
		Sat	-	0.453	A
7.	60th Street West & Avenue L-4	AM	EB	15.7	C
			-	N/A	
		PM	EB	13.7	B
			WB	N/A	



Table 6 continued
 Intersection Capacity Utilization and Delay Analysis Summary
 Existing Conditions

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Dir*</u>	<u>2008 Existing</u>	
				<u>ICU/ DELAY</u>	<u>LOS</u>
8.	60th Street West & Avenue L-8	AM	-	0.544	A
		PM	-	0.404	A
		Sat	-	0.339	A
9.	60th Street West & Avenue M/Columbia	AM	-	17.80	C
		PM	-	19.76	C
		Sat	-	13.21	B
10.	70th Street West & Avenue L	AM	-	11.12	B
		PM	-	8.68	A
		Sat	-	8.47	A
11.	65th Street West & Avenue L	AM	NB	13.2	B
		PM	NB	9.2	A
		Sat	NB	9.1	A
12.	57th Street West & Avenue L	AM	NB	14.1	B
		PM	NB	11.2	B
		Sat	NB	12.2	B
13.	55th Street West & Avenue L	AM	NB	17.8	C
		PM	NB	12.1	B
		Sat	NB	11.4	B
14.	50th Street West & Avenue L	AM	-	0.726	C
		PM	-	0.758	C
		Sat	-	0.662	B
15.	45th Street West & Avenue L	AM	-	0.507	A
		PM	-	0.740	C
		Sat	-	0.719	C
16.	40th Street West & Avenue L	AM	-	0.716	C
		PM	-	0.721	C
		Sat	-	0.624	B

Dir = Direction - used for two-way stopped control delay analysis only (unsignalized locations)

No Data = No information available as there is a system failure in the direction of analysis

N/A = NOT APPLICABLE

ICU = Intersection Capacity Utilization which is the intersections volume/capacity

Delay = Calculated using Highway Capacity Method which is seconds of delay per vehicle



Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the LA County and City of Lancaster traffic impact guidelines, the following scenarios have been analyzed:

- (a) Existing traffic + ambient growth (added 2 percent per year ambient growth to 2012 study year);
- (b) Existing traffic + ambient growth + related projects (without project scenario);
- (c) Traffic in (b) + the proposed project traffic (with project scenario);
- (d) Traffic in (c) + the proposed traffic & mitigation, if necessary.

Ambient growth represents projects being developed outside of the analysis area or projects not currently identified which may add traffic to the area intersections. An increase of 2% per year has been identified by the City of Lancaster as the applicable rate of ambient growth rate for current development in the City. Existing conditions with the ambient growth is displayed below in Table 7.



Table 7
Traffic Conditions Existing + Ambient Growth

No.	Intersection	Peak Hour	Dir*	2008 Existing		Existing + Ambient		Growth	
				ICU/ DELAY	LOS	ICU/ DELAY	LOS		
1.	60th Street West & Avenue J	AM	WB	117.7	F	268.8	F	+	151.1
			EB	27.6	D	34.3	D	+	6.7
		PM	WB	24.4	C	31.1	D	+	6.7
			EB	17.2	C	19.8	C	+	2.6
		Sat	WB	13.0	B	13.7	B	+	0.7
EB	11.8		B	12.2	B	+	0.4		
2.	60th Street West & Avenue J-8	AM	WB	14.3	B	14.9	B	+	0.6
			EB	13.4	B	14.5	B	+	1.1
		PM	WB	14.3	B	15.4	C	+	1.1
			EB	11.8	B	12.3	B	+	0.5
		Sat	WB	12.0	B	12.4	B	+	0.4
EB	10.1		B	10.3	B	+	0.2		
3.	60th Street West & Avenue K	AM	-	0.528	A	0.562	A	+	0.034
		PM	-	0.457	A	0.486	A	+	0.029
		Sat	-	0.376	A	0.399	A	+	0.023
4.	60th Street West & Avenue K-8	AM	WB	12.9	B	13.4	B	+	0.5
			EB	14.9	B	16.4	C	+	1.5
		PM	WB	10.6	B	10.8	B	+	0.2
			EB	11.8	B	12.3	B	+	0.5
		Sat	WB	10.3	B	10.5	B	+	0.2
EB	10.7		B	11.1	B	+	0.4		
5.	60th Street West & Avenue K-12	AM	WB	15.3	C	16.4	C	+	1.1
			EB	N/A		N/A		+	-
		PM	WB	12.8	B	13.4	B	+	0.6
			EB	N/A		N/A		+	-
		Sat	WB	11.5	B	11.9	B	+	0.4
EB	N/A			N/A		+	-		
6.	60th Street West & Avenue L	AM	-	0.624	B	0.665	B	+	0.041
		PM	-	0.533	A	0.569	A	+	0.036
		Sat	-	0.453	A	0.481	A	+	0.028
7.	60th Street West & Avenue L-4	AM	EB	15.7	C	17.4	C	+	1.7
			-	N/A		N/A			-
		PM	EB	13.7	B	14.5	B	+	0.8
			WB	N/A		N/A		+	-
		Sat	EB	11.5	B	12.0	B	+	0.5
	WB	N/A		N/A		+	-		



Table 7 continued
 Traffic Conditions Existing + Ambient Growth

<u>No.</u>	<u>Intersection</u>	<u>Hour</u>	<u>Dir*</u>	<u>DELAY</u>	<u>LOS</u>	<u>DELAY</u>	<u>LOS</u>	<u>Growth</u>
8.	60th Street West & Avenue L-8	AM	-	0.544	A	0.581	A +	0.037
		PM	-	0.404	A	0.427	A +	0.023
		Sat	-	0.339	A	0.358	A +	0.019
9.	60th Street West & Avenue M/Columbia	AM	-	17.80	C	21.85	C +	4.05
		PM	-	19.76	C	25.69	D +	5.93
		Sat	-	13.21	B	14.65	B +	1.44
10.	70th Street West & Avenue L	AM	-	11.12	B	11.86	B +	0.74
		PM	-	8.68	A	8.84	A +	0.16
		Sat	-	8.47	A	8.60	A +	0.13
11.	65th Street West & Avenue L	AM	NB	13.2	B	14.2	B +	1.0
		PM	NB	9.2	A	9.3	A +	0.1
		Sat	NB	9.1	A	9.2	A +	0.1
12.	57th Street West & Avenue L	AM	NB	14.1	B	15.0	B +	0.9
		PM	NB	11.2	B	11.6	B +	0.4
		Sat	NB	12.2	B	12.6	B +	0.4
13.	55th Street West & Avenue L	AM	NB	17.8	C	20.4	C +	2.6
		PM	NB	12.1	B	12.8	B +	0.7
		Sat	NB	11.4	B	12.0	B +	0.6
14.	50th Street West & Avenue L	AM	-	0.726	C	0.776	C +	0.050
		PM	-	0.758	C	0.810	D +	0.052
		Sat	-	0.662	B	0.708	C +	0.046
15.	45th Street West & Avenue L	AM	-	0.507	A	0.539	A +	0.032
		PM	-	0.740	C	0.791	C +	0.051
		Sat	-	0.719	C	0.768	C +	0.049
16.	40th Street West & Avenue L	AM	-	0.716	C	0.766	C +	0.050
		PM	-	0.721	C	0.772	C +	0.051
		Sat	-	0.624	B	0.667	B +	0.043

Dir = Direction - used for two-way stopped control delay analysis only (unsignalized locations)
 No Data = No information available as there is a system failure in the direction of analysis
 N/A = NOT APPLICABLE
 ICU = Intersection Capacity Utilization which is the intersections volume/capacity
 Delay = Calculated using Highway Capacity Method which is seconds of delay per vehicle



Comparing the changes in the traffic conditions between the scenarios provides the necessary information to determine if the added traffic volume creates a significant impact on the study intersections. According to the standards adopted by the City of Lancaster, a traffic impact is considered significant if the project related increase in the ICU/HCM value degrades an intersection currently operating at an acceptable level of service (LOS D or better) to a deficient level (LOS E or F) or in the project related increase in the ICU value equals or exceeds the thresholds shown below in Table 8 for signalized and unsignalized intersections:

Table 8
Intersection Significant Impact Criteria For Signalized & Unsignalized Intersections

Pre-Project LOS	Signalized Intersections Project V/C Increase	Unsignalized Intersections Project Percentage Delay Increase
E	0.02	2%
F	0.02	2%

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development projects were researched and project lists were obtained from the City of Lancaster. These lists were reviewed and 82 related projects were identified that could produce additional traffic at the study intersections. Cumulative impacts analyzed in this traffic impact study were conservatively assessed. Some of the cumulative projects may be downsized or may not be approved, and some approved projects may not be developed. In addition, many of the related projects have been or will be subject to traffic mitigation measures that will reduce the traffic impacts associated with those projects. However, these mitigation measures have not been taken into account in projecting the environmental impact of the related projects. Therefore, the cumulative analysis provided is conservative and result in greater impacts than actually anticipated. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects. The locations of the approved projects are shown in Figure 10, with their descriptions in Table 9.



To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated by the projects have been calculated by applying ITE traffic generating rates. The potential traffic increases from the related projects are shown in Appendix E with figures 11, 12 and 13 illustrating the future without project traffic volume in the study area for the morning, afternoon and Saturday mid day, respectively.

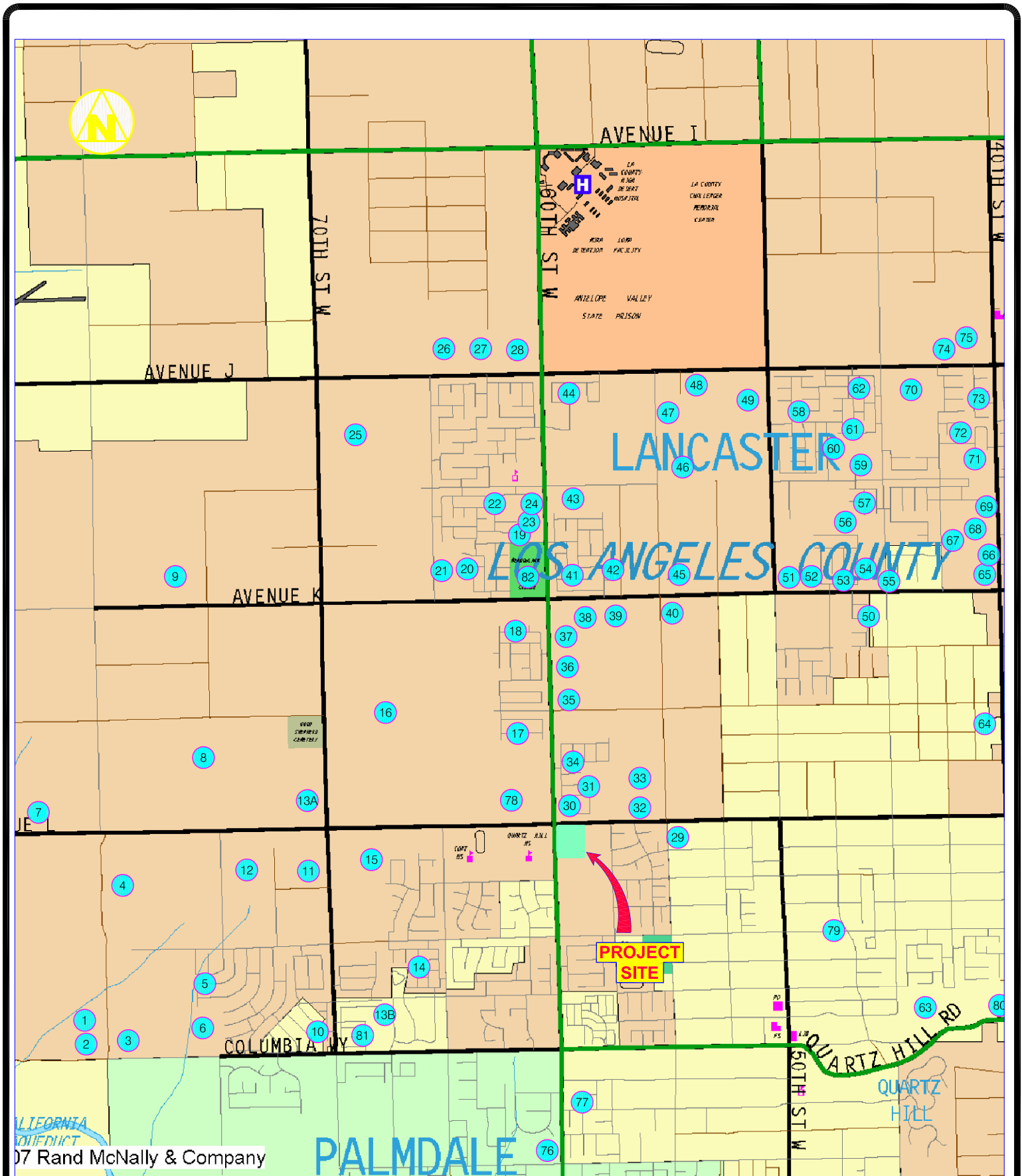


FIGURE 10

8/21/07

RELATED PROJECT LOCATIONS



Overland Traffic Consultants, Inc.

27201 Toumey Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Table 9

Related Projects Descriptions

<u>Project</u>	<u>Size</u>	<u>TTM</u>	<u>Location</u>
1 Sing. Family homes	111 units	66062	85th St and Ave L-8 (SE Corner)
2 Sing. Family homes	183	62925	80th St and Ave M (NW Corner)
3 Sing. Family homes	300	60057	80th St and Ave M (NE Corner)
4 Sing. Family homes	204	62403	80th St and Ave L (SE Corner)
5 Sing. Family homes	62	53641	75th St and Ave L-8 SW
6 Sing. Family homes	64	64843	75th St and Ave M (NW Corner)
7 Sing. Family homes	2	60938	85th St amd Ave L (NW Corner)
8 Active Adult	600	62604	80th St and Ace L (NW Corner)
9 Active Adult	600	62332	80th St and Ave K (NW Corner)
10 Sing. Family homes	23	44439	70th St and Ave M (NW Corner)
11 Sing. Family homes	207	54370	70th St and Ave L (SW Corner)
Sing. Family homes	31	54369	70th St and Ave L (SW Corner)
12 Sing. Family homes	245	65509	70th St and Ave L (SW Corner)
13 A.Sing. Family homes	59	66802	70th St and Ave L - 8 (NE Corner)
13 B.Sing. Family homes	59	66802	70th St and Ave L (SW Corner)
14 Sing. Family homes	176	45474	70th St and Ave L (SW Corner)
15 Sing. Family homes	56	61989	70th St and Ave L (SW Corner)
16 Sing. Family homes	1,594	53229	70th St and West Ave K
Park	28.05	acres	
School	13.39	acres	
17 Sing. Family homes	84	64922	60th And Ave k-12 (NW Corner)
18 Sing. Family homes	77	61680	60th And Ave K (SW Corner)
19 Sing. Family homes	21	61992	60th And Ave J-12 (NW Corner)
20 Sing. Family homes	77	60502	65th And Ave K (NW Corner)
21 Sing. Family homes	36	62409	65th And Ave K (NE Corner)
22 Sing. Family homes	19	61734	60th And Ave J-8 (SW Corner)
23 Sing. Family homes	49	60885	60th And Ave J-8 (SW Corner)
24 Sing. Family homes	36	60003	60th And Ave J-8 (SW Corner)
25 Sing. Family homes	650	62757	65th And Ave J (SW Corner)
26 Sing. Family homes	104	60294	60th And Ave J (NW Corner)
27 Sing. Family homes	32	61118	60th And Ave J (NW Corner)
28 Sing. Family homes	41	61038	60th And Ave J (NW Corner)
29 Sing. Family homes	112	39910	55th And Ave L (SE Corner)
30 Sing. Family homes	85	60889	60th And Ave L (NE Corner)
31 Sing. Family homes	33	61600	60th And Ave L (NE Corner)
32 Sing. Family homes	40	61041	55th And Ave L (NE Corner)
33 Sing. Family homes	58	61040	55th And Ave K-14 (NE Corner)



Table 9 continued

	<u>Project</u>	<u>Size</u>	<u>TTM</u>	<u>Location</u>
34	Sing. Family homes	41	60811	60th And Ave K-12 (NE Corner)
35	Sing. Family homes	43	60524	60th And Ave K-8 (NE Corner)
36	Sing. Family homes	156	53642	60th And Ave K-8 (NE Corner)
37	Sing. Family homes	86	61042	60th And Ave K-4 (NE Corner)
38	Sing. Family homes	58	61677	57th And Ave K (SW Corner)
39	Sing. Family homes	58	61678	58th And Ave K (SE Corner)
40	Sing. Family homes	60	61679	55th And Ave K (SE Corner)
41	Sing. Family homes	254	54401	60th And Ave K (NE Corner)
42	Sing. Family homes	22	61542	56th And Ave J-12 (SW Corner)
43	Sing. Family homes	106	60034	60th And Ave J (SE Corner)
44	Sing. Family homes	73	53190	60th And Ave J (SE Corner)
45	Sing. Family homes	108	61920	55th And Ave K (NE Corner)
46	Sing. Family homes	73	61490	55th And Ave J-8 (NE Corner)
47	Sing. Family homes	20	61554	55th And Ave J-4 (NE Corner)
48	Sing. Family homes	42	60987	52th And Ave J (SW Corner)
49	Sing. Family homes	152	61489	50th And Ave J-8 (NW Corner)
50	Sing. Family homes	65	53907	45th And Ave k (SW Corner)
51	Sing. Family homes	78	52719	50th And Ave K (NE Corner)
52	Sing. Family homes	39	60434	50th And Ave K (NE Corner)
53	Sing. Family homes	88	47609	50th And Ave K (NE Corner)
54	Sing. Family homes	38	60435	45th And Ave K (NW Corner)
55	Middle School	700	students	45th And Ave K (NW Corner)
56	Sing. Family homes	215	53102	45th And Ave K (NW Corner)
57	Sing. Family homes	54	53102-01	45th And Ave K (NW Corner)
58	Sing. Family homes	307	54197	50th And Ave J (SE Corner)
59	Sing. Family homes	95	62643	45th And Ave J (SW Corner)
60	Sing. Family homes	20	60126	45th And Ave J (SW Corner)
61	Sing. Family homes	169	52491	45th And Ave J (SW Corner)
62	Sing. Family homes	34	54261	45th And Ave J (SW Corner)
63	Sing. Family homes	101	46008	45th And Ave M (NE Corner)
64	Sing. Family homes	29	60574	40th And Ave L (NW Corner)
65	Sing. Family homes	116	62121	40th And Ave K (NE Corner)
66	Sing. Family homes	87	62578	40th And Ave K (NE Corner)
67	Sing. Family homes	242	53184	40th And Ave K (NE Corner)
68	Sing. Family homes	61	47775	40th And Ave K (NE Corner)
69	Sing. Family homes	94	60428	40th And Ave K (NE Corner)
70	Sing. Family homes	240	61535	45th And Ave J (SE Corner)



Table 9 continued
 Related Projects Descriptions

<u>Project</u>	<u>Size</u>	<u>TTM</u>	<u>Location</u>
70 Sing. Family homes	240	61535	45th And Ave J (SE Corner)
71 Sing. Family homes	61	49146	40th And Ave J (SW Corner)
72 Sing. Family homes	19	60782	40th And Ave J (SW Corner)
73 Sing. Family homes	77	47179	40th And Ave J (SW Corner)
74 Sing. Family homes	74	65186	40th And Ave J (NW Corner)
75 Sing. Family homes	61	62841	40th And Ave J (NW Corner)
76 Sing. Family homes	450		M-8 And 60th St
77 Sing. Family homes	650		60th And Ave M-4
78 The Commons at Quart Hill			60th And Ave L
79 Sing. Family homes	9		47th Bte. Ave M & Quartz
80 Retail	14112		4609 Quartz Hill
81 Senior Housing	75		6705 Quartz Hill
82 Retail	267,494	SF CUP 07-12	60th And Ave K (NW Corner)

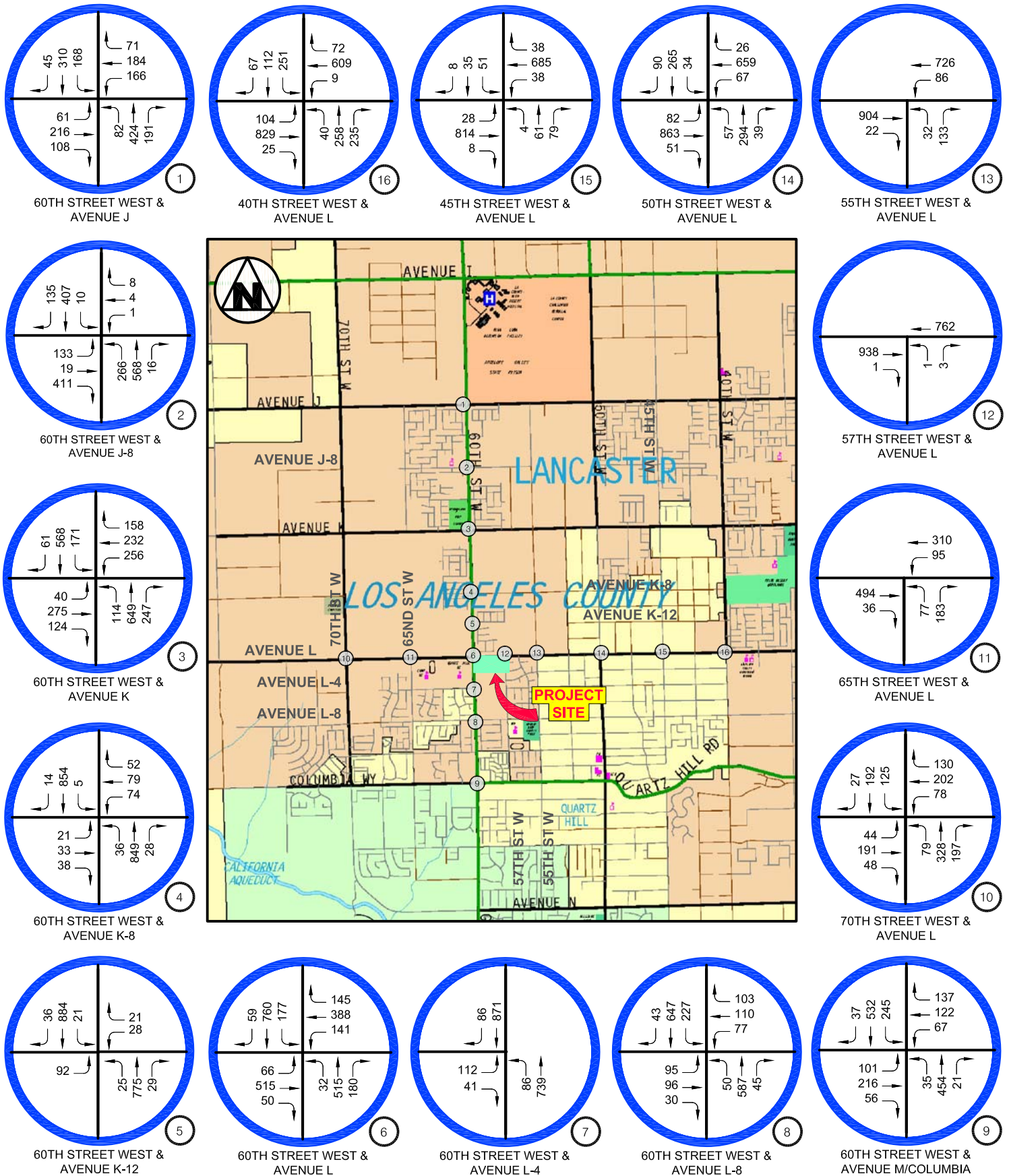


FIGURE 11

10/2008

**FUTURE TRAFFIC WITH OUT PROJECT
AM PEAK HOUR**

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

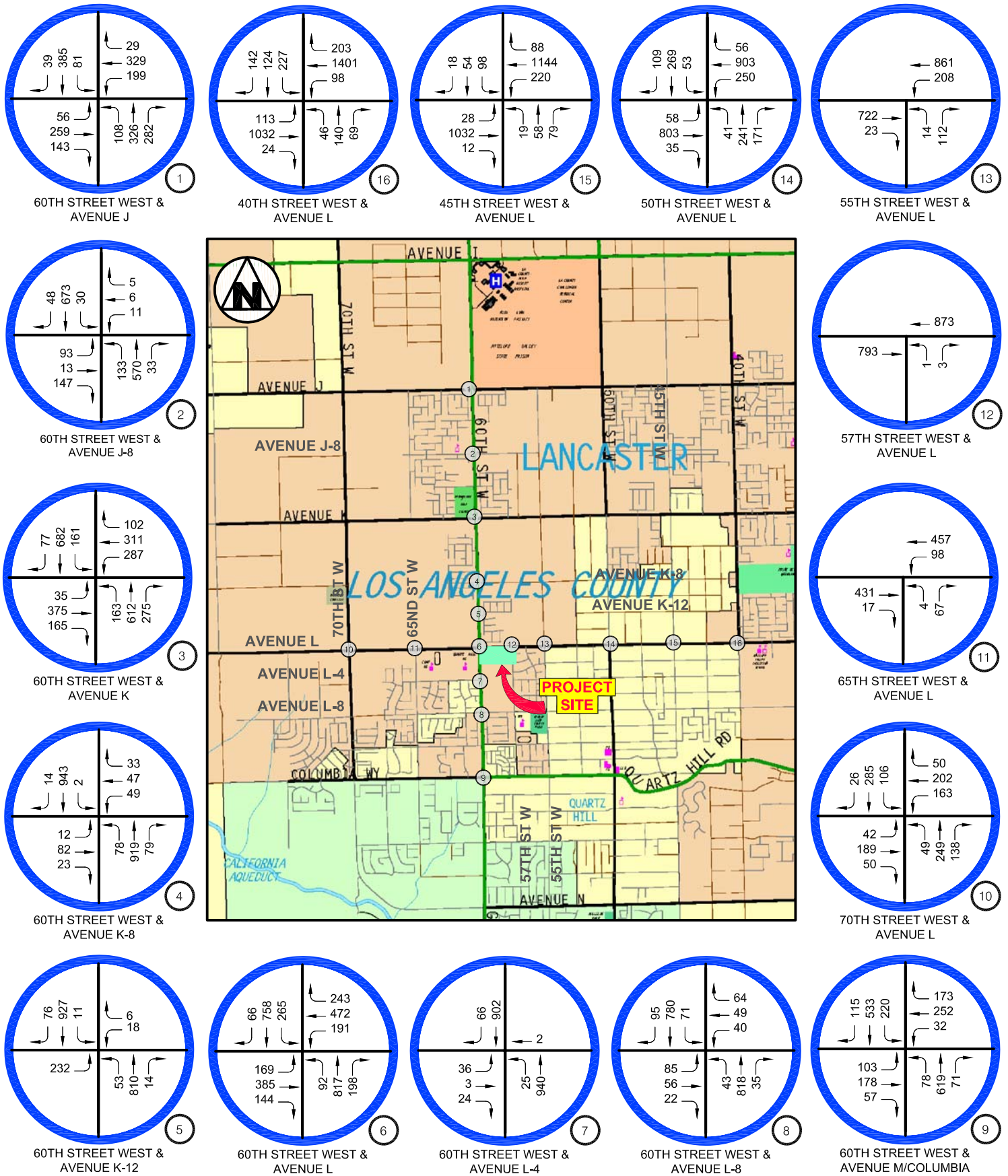
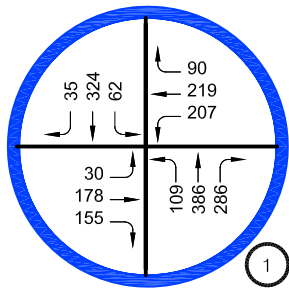


FIGURE 12

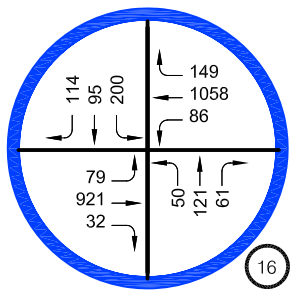
10/2008

**FUTURE TRAFFIC WITH OUT PROJECT
PM PEAK HOUR**

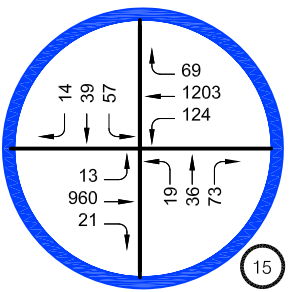
Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



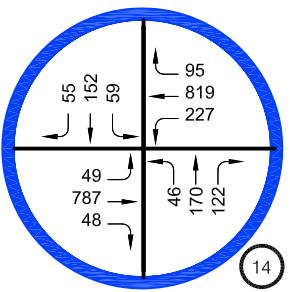
60TH STREET WEST & AVENUE J



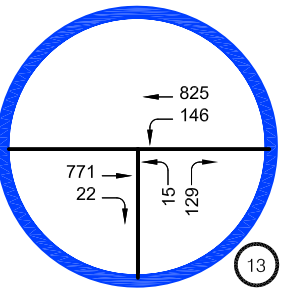
40TH STREET WEST & AVENUE L



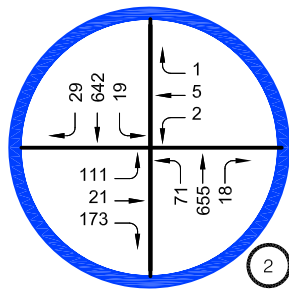
45TH STREET WEST & AVENUE L



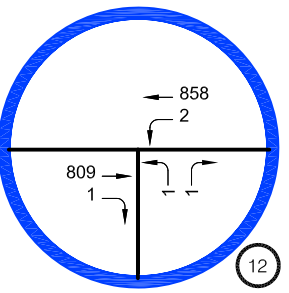
50TH STREET WEST & AVENUE L



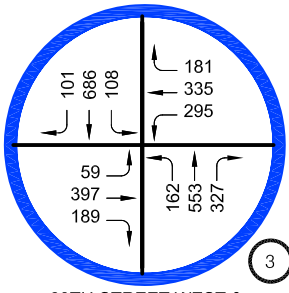
55TH STREET WEST & AVENUE L



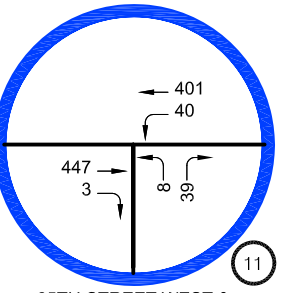
60TH STREET WEST & AVENUE J-8



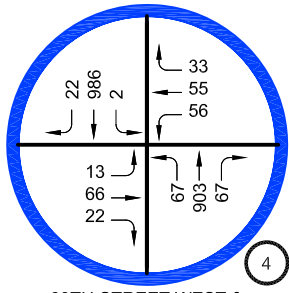
57TH STREET WEST & AVENUE L



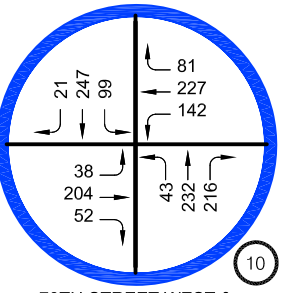
60TH STREET WEST & AVENUE K



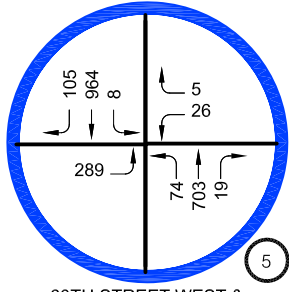
65TH STREET WEST & AVENUE L



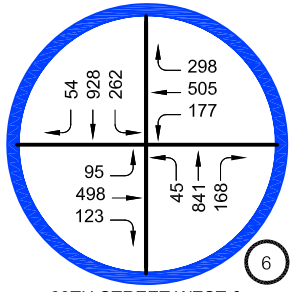
60TH STREET WEST & AVENUE K-8



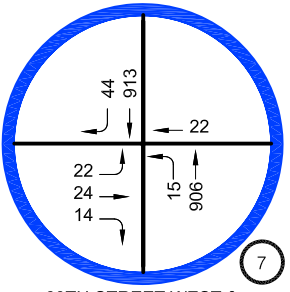
70TH STREET WEST & AVENUE L



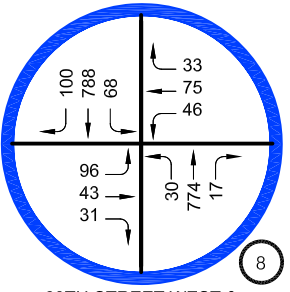
60TH STREET WEST & AVENUE K-12



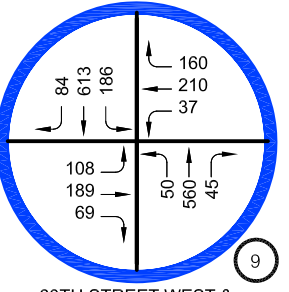
60TH STREET WEST & AVENUE L



60TH STREET WEST & AVENUE L-4



60TH STREET WEST & AVENUE L-8



60TH STREET WEST & AVENUE M/COLUMBIA

FIGURE 13

10/2008

FUTURE TRAFFIC WITH OUT PROJECT SAT PEAK HOUR

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



The traffic impacts created by the ambient traffic growth and related projects are shown below in Table 10.

Table 10
Future Traffic Conditions Without Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Dir*</u>	<u>Existing + Ambient</u>		<u>Exist + Amb + Rel Proj</u>		<u>Growth</u>	
				<u>ICU/ DELAY</u>	<u>LOS</u>	<u>ICU/ DELAY</u>	<u>LOS</u>		
1.	60th Street West & Avenue J	AM	WB	268.8	F	274.2	F	+	5.4
			EB	34.3	D	89.8	F	+	55.5
		PM	WB	31.1	D	466.5	F	+	435.4
			EB	19.8	C	77.2	F	+	57.4
		Sat	WB	13.7	B	1816.0	F	+	1802.3
			EB	12.2	B	39.0	D	+	26.8
2.	60th Street West & Avenue J-8	AM	WB	14.9	B	23.7	C	+	8.8
			EB	14.5	B	61.2	F	+	46.7
		PM	WB	15.4	C	39.6	E	+	24.2
			EB	12.3	B	50.3	F	+	38.0
		Sat	WB	12.4	B	29.4	D	+	17.0
			EB	10.3	B	42.4	E	+	32.1
3.	60th Street West & Avenue K	AM	-	0.562	A	0.858	D		0.3
		PM	-	0.486	A	1.042	F		0.6
		Sat	-	0.399	A	1.062	F		0.7
4.	60th Street West & Avenue K-8	AM	WB	13.4	B	288.2	F	+	274.8
			EB	16.4	C	125.8	F	+	109.4
		PM	WB	10.8	B	2411.0	F	+	2400.2
			EB	12.3	B	303.9	F	+	291.6
		Sat	WB	10.5	B	678.0	F	+	667.5
			EB	11.1	B	275.1	F	+	264.0
5.	60th Street West & Avenue K-12	AM	WB	16.4	C	38.3	E	+	21.9
			EB	N/A		164.5	F	+	-
		PM	WB	13.4	B	57.4	F	+	44.0
			EB	N/A	B	1145.0	F	+	-
		Sat	WB	11.9	B	58.7	F	+	46.8
			EB	N/A		1243.0	F	+	-
6.	60th Street West & Avenue L	AM	-	0.665	B	1.015	F		0.4
		PM	-	0.569	A	1.254	F		0.7
		Sat	-	0.481	A	1.268	F		0.8
7.	60th Street West & Avenue L-4	AM	EB	17.4	C	36.4	E	+	19.0
			-	N/A		-			-
		PM	EB	14.5	B	65.0	F	+	50.5
			WB	N/A		88.7	F	+	-
		Sat	EB	12.0	B	78.4	F	+	66.4
			WB	N/A		129.2	F	+	-



Table 10 continued
 Future Traffic Conditions Without Project

No.	Intersection	Peak Hour	Dir*	Existing + Ambient		Exist + Amb + Rel Proj		Growth
				ICU/ DELAY	LOS	ICU/ DELAY	LOS	
8.	60th Street West & Avenue L-8	AM	-	0.581	A	0.735	C	0.2
		PM	-	0.427	A	0.744	C	0.3
		Sat	-	0.358	A	0.721	C	0.4
9.	60th Street West & Avenue M/Columbia	AM	-	21.85	C	136.49	F +	114.6
		PM	-	25.69	D	272.53	F +	246.8
		Sat	-	14.65	B	248.71	F +	234.1
10.	70th Street West & Avenue L	AM	-	11.86	B	42.3	E +	30.4
		PM	-	8.84	A	22.6	C +	13.8
		Sat	-	8.60	A	21.1	C +	12.5
11.	65th Street West & Avenue L	AM	NB	14.2	B	19.7	C +	5.5
		PM	NB	9.3	A	11.2	B +	1.9
		Sat	NB	9.2	A	11.4	B +	2.2
12.	57th Street West & Avenue L	AM	NB	15.0	B	22.5	C +	7.5
		PM	NB	11.6	B	20.6	C +	9.0
		Sat	NB	12.6	B	26.8	D +	14.2
13.	55th Street West & Avenue L	AM	NB	20.4	C	68.0	F	47.6
		PM	NB	12.8	B	41.6	E	28.8
		Sat	NB	12.0	B	34.8	D	22.8
14.	50th Street West & Avenue L	AM	-	0.776	C	0.969	E	0.2
		PM	-	0.810	D	1.070	F	0.3
		Sat	-	0.708	C	0.983	E	0.3
15.	45th Street West & Avenue L	AM	-	0.539	A	0.714	C	0.2
		PM	-	0.791	C	0.998	E	0.2
		Sat	-	0.768	C	0.985	E	0.2
16.	40th Street West & Avenue L	AM	-	0.766	C	0.942	E	0.2
		PM	-	0.772	C	1.036	F	0.3
		Sat	-	0.667	B	0.930	E	0.3

Dir = Direction - used for two-way stopped control delay analysis only (unsignalized locations)

No Data = No information available as there is a system failure in the direction of analysis

N/A = NOT APPLICABLE

ICU = Intersection Capacity Utilization which is the intersections volume/capacity

Delay = Calculated using Highway Capacity Method which is seconds of delay per vehicle



It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future highway dedications or roadway improvements) in the without project conditions. However, in the with project conditions the roadway improvements which would be required of the project to meet City roadway standards adjacent to the site are included. For this project the northbound leg was expanded from the existing single left and shared through/right turn lane to dual lefts, three through lanes and a right turn lane. The westbound leg was expanded from dual lefts, a single through lane and a right turn lane to dual lefts, three through lanes and a right turn lane.

Table 11 contains the results of the traffic impact analysis with the full development of the project. Future traffic volumes with project are shown in Figures 14, 15 and 16. As shown, ten significant traffic impacts are created by the project.

Many of the intersections operate at poor levels of service in the without project condition where considered projects are incorporated into the analysis but any traffic improvements required of them are not. The addition of the project traffic further degrades the traffic conditions. Traffic mitigation has been identified which will reduce the significant impact to a level of insignificance if sufficient right of way is available. The effectiveness of the recommended traffic mitigating measures is analyzed in the next chapter of this report.



Table 11
Future Traffic Conditions with Project

No.	Intersection	Peak Hour	Dir*	Exist + Amb + Rel Proj		Future With Project			% Impact	Significant Impact?	
				ICU/ DELAY	LOS	ICU/ DELAY	LOS	IMPACT			
1.	60th Street West & Avenue J	AM	WB	274.2	F	494.8	F	+	220.6	80.5%	Yes
			EB	89.8	F	205.3	F	+	115.5	128.6%	Yes
		PM	WB	466.5	F	993.2	F	+	526.7	112.9%	Yes
			EB	77.2	F	288.3	F	+	211.1	273.4%	Yes
		Sat	WB	1816.0	F	NO DATA			-	-	Yes
EB	39.0		D	NO DATA			-	-	Yes		
2.	60th Street West & Avenue J-8	AM	WB	23.7	C	37.6	E	+	13.9	58.6%	Yes
			EB	61.2	F	141.9	F	+	80.7	131.9%	Yes
		PM	WB	39.6	E	155.0	F	+	115.4	291.4%	Yes
			EB	50.3	F	253.4	F	+	203.1	403.8%	Yes
		Sat	WB	29.4	D	98.9	F	+	69.5	236.4%	Yes
EB	42.4		E	332.5	F	+	290.1	684.2%	Yes		
3.	60th Street West & Avenue K	AM	-	0.858	D	1.024	F	+	0.166	19.3%	Yes
		PM	-	1.042	F	1.311	F	+	0.269	25.8%	Yes
		Sat	-	1.062	F	1.507	F	+	0.445	41.9%	Yes
4.	60th Street West & Avenue K-8	AM	WB	288.2	F	938.5	F	+	650.3	225.6%	Yes
			EB	125.8	F	NO DATA	F		-	-	Yes
		PM	WB	2411.0	F	NO DATA	F		-	-	Yes
			EB	303.9	F	NO DATA	F		-	-	Yes
		Sat	WB	678.0	F	NO DATA	F		-	-	Yes
EB	275.1		F	NO DATA	F		-	-	Yes		
5.	60th Street West & Avenue K-12	AM	WB	38.3	E	97.7	F	+	59.4	155.1%	Yes
			EB	164.5	F	634.5	F	+	470.0	285.7%	Yes
		PM	WB	57.4	F	228.8	F	+	171.4	298.6%	Yes
			EB	1145.0	F	3859.0	F	+	2714.0	237.0%	Yes
		Sat	WB	58.7	F	1015.0	F	+	956.3	1629.1%	Yes
EB	1243.0		F	10997.0	F	+	9754.0	784.7%	Yes		
6.	60th Street West & Avenue L	AM	-	1.015	F	1.196	F	+	0.181	17.8%	Yes
		PM	-	1.254	F	1.307	F	+	0.053	4.2%	Yes
		Sat	-	1.268	F	1.725	F	+	0.457	36.0%	Yes
7.	60th Street West & Avenue L-4	AM	EB	36.4	E	88.9	F	+	52.5	144.2%	Yes
			-	-	-	-		N/A	-	-	No
		PM	EB	65.0	F	154.7	F	+	89.7	138.0%	Yes
			WB	88.7	F	487.9	F	+	399.2	450.1%	Yes
		Sat	EB	78.4	F	NO DATA	F		-	-	Yes
WB	129.2		F	NO DATA	F		-	-	Yes		



Table 11 continued
 Future Traffic Conditions with Project

No.	Intersection	Peak Hour	Dir*	Exist + Amb + Rel Proj		Future With Project			% Impact	Significant Impact?
				ICU/ DELAY	LOS	ICU/ DELAY	LOS	IMPACT		
8.	60th Street West & Avenue L-8	AM	-	0.735	C	0.861	D +	0.126	17.1%	No
		PM	-	0.744	C	0.951	E +	0.207	27.8%	Yes
		Sat	-	0.721	C	1.066	F +	0.345	47.9%	Yes
9.	60th Street West & Avenue M/Columbia	AM	-	136.49	F	220.20	F +	83.71	61.3%	Yes
		PM	-	272.53	F	421.14	F +	148.61	54.5%	Yes
		Sat	-	248.71	F	481.59	F +	232.88	93.6%	Yes
10.	70th Street West & Avenue L	AM	-	42.3	E	59.6	F +	17.28	40.9%	Yes
		PM	-	22.6	C	37.6	E +	15.01	66.4%	Yes
		Sat	-	21.1	C	50.6	F +	29.52	140.0%	Yes
11.	65th Street West & Avenue L	AM	NB	19.7	C	24.2	C +	4.5	22.8%	No
		PM	NB	11.2	B	12.4	B +	1.2	10.7%	No
		Sat	NB	11.4	B	11.8	B +	0.4	3.5%	No
12.	57th Street West & Avenue L	AM	NB	22.5	C	38.0	E +	15.5	68.9%	Yes
		PM	NB	20.6	C	45.7	E +	25.1	121.8%	Yes
		Sat	NB	26.8	D	77.5	F +	50.7	189.2%	Yes
13.	55th Street West & Avenue L	AM	NB	68.0	F	134.7	F +	66.7	98.1%	Yes
		PM	NB	41.6	E	106.9	F +	65.3	157.0%	Yes
		Sat	NB	34.8	D	136.1	F +	101.3	291.1%	Yes
14.	50th Street West & Avenue L	AM	-	0.969	E	1.043	F +	0.074	7.6%	Yes
		PM	-	1.070	F	1.162	F +	0.092	8.6%	Yes
		Sat	-	0.983	E	1.118	F +	0.135	13.7%	Yes
15.	45th Street West & Avenue L	AM	-	0.714	C	0.764	C +	0.050	7.0%	No
		PM	-	0.998	E	1.094	F +	0.096	9.6%	Yes
		Sat	-	0.985	E	1.164	F +	0.179	18.2%	Yes
16.	40th Street West & Avenue L	AM	-	0.942	E	0.978	E +	0.036	3.8%	Yes
		PM	-	1.036	F	1.094	F +	0.058	5.6%	Yes
		Sat	-	0.930	E	1.014	F +	0.084	9.0%	Yes

Dir = Direction - used for two-way stopped control delay analysis only (unsignalized locations)

No Data = No information available as there is a system failure in the direction of analysis

N/A = NOT APPLICABLE

ICU = Intersection Capacity Utilization which is the intersections volume/capacity

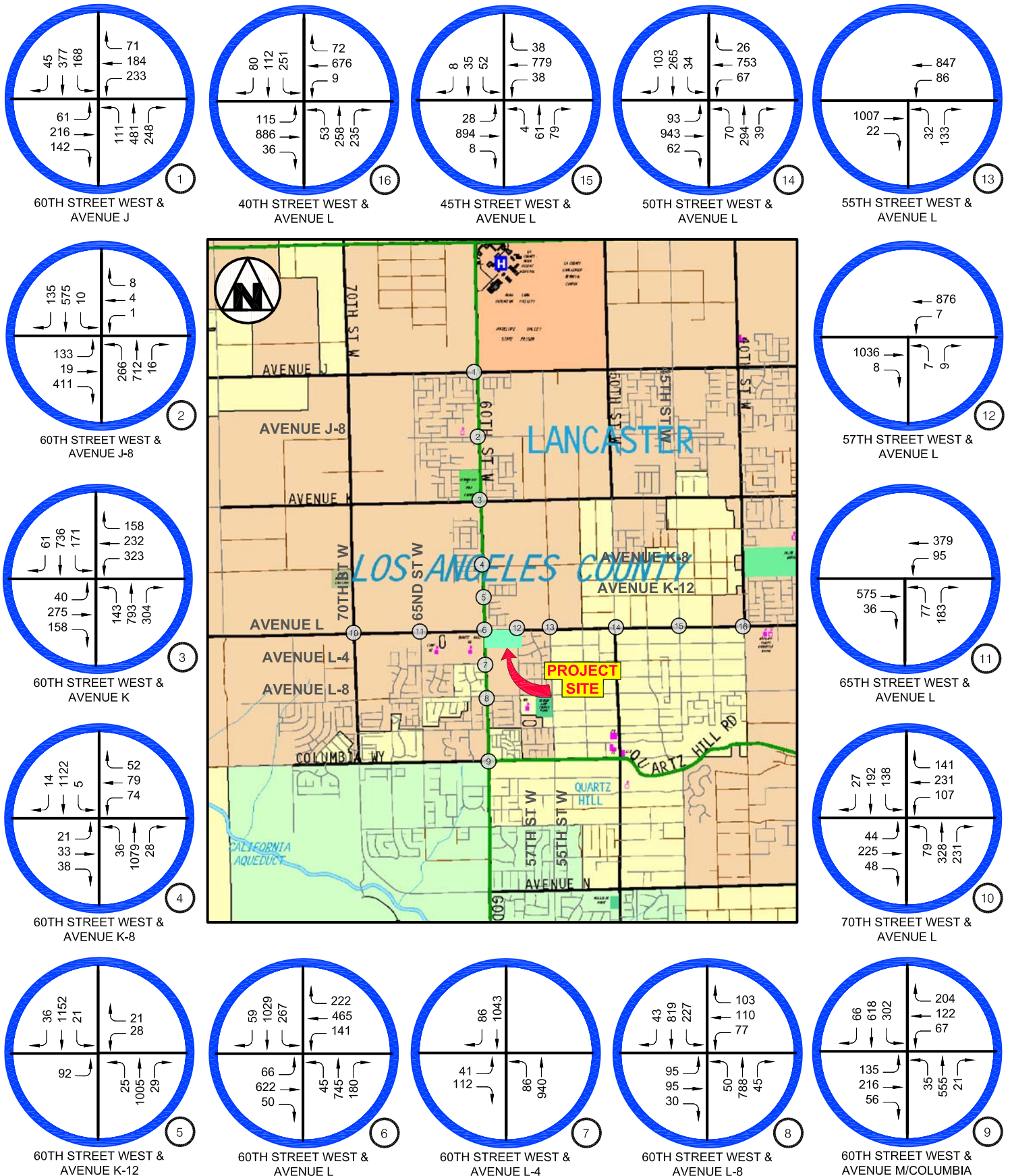


FIGURE 14

**FUTURE TRAFFIC WITH PROJECT
AM PEAK HOUR**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

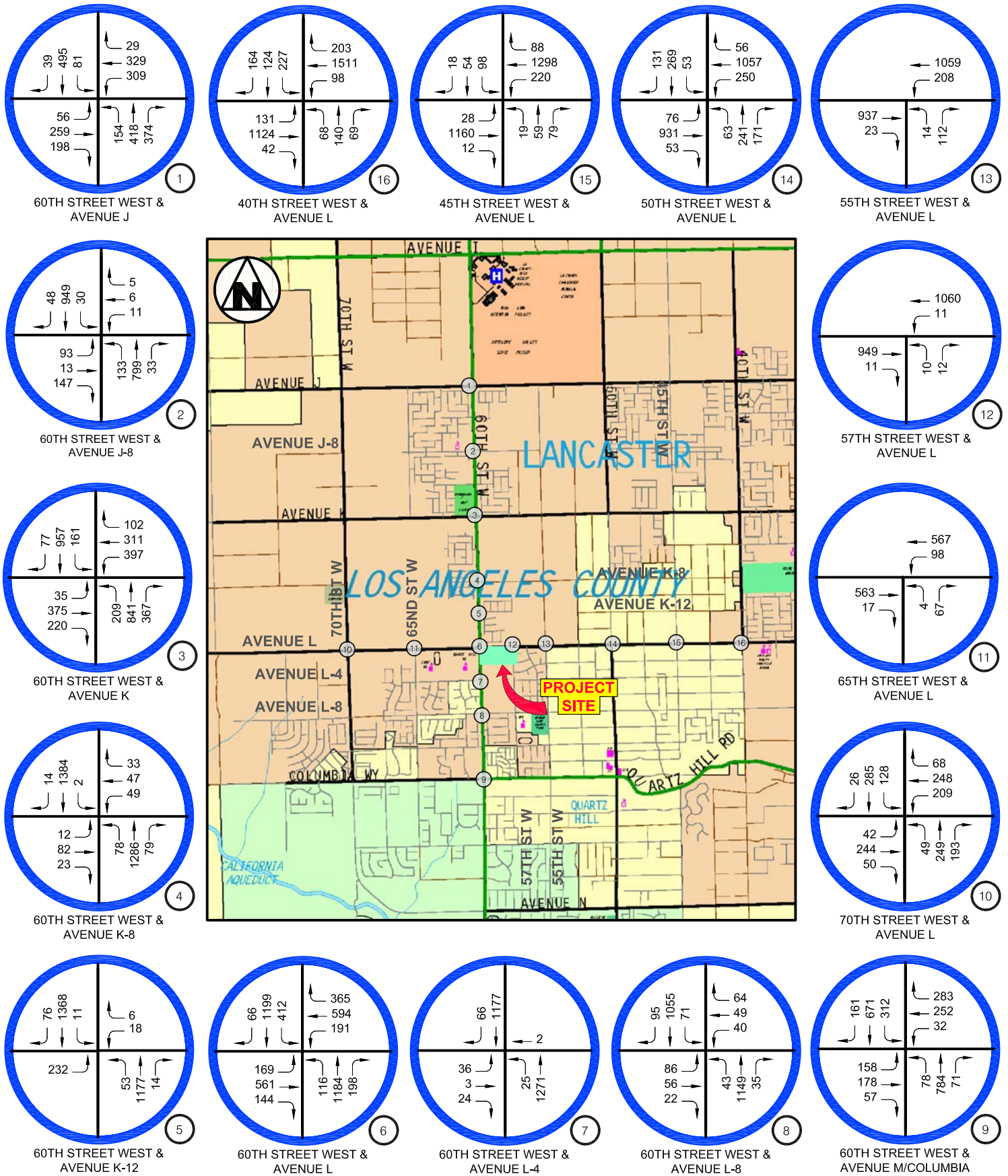
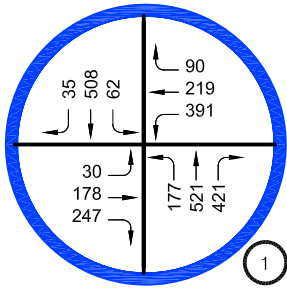


FIGURE 15

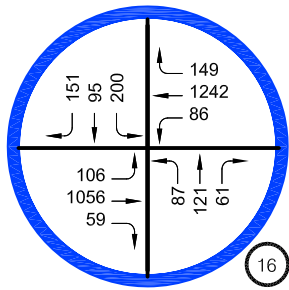
10/2008

**FUTURE TRAFFIC WITH PROJECT
PM PEAK HOUR**

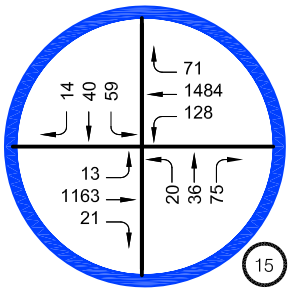
Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



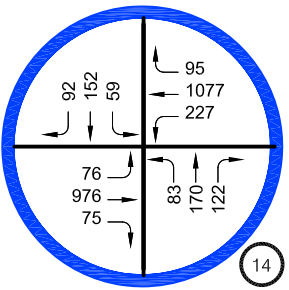
60TH STREET WEST & AVENUE J



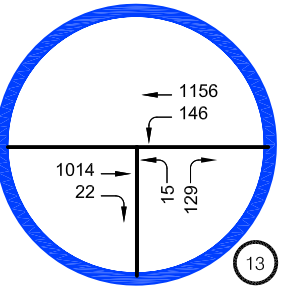
40TH STREET WEST & AVENUE L



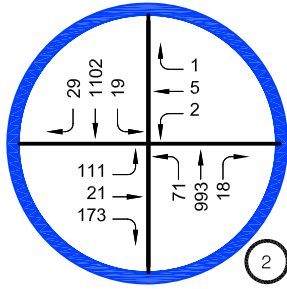
45TH STREET WEST & AVENUE L



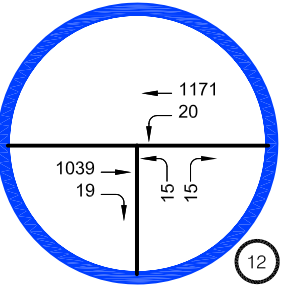
50TH STREET WEST & AVENUE L



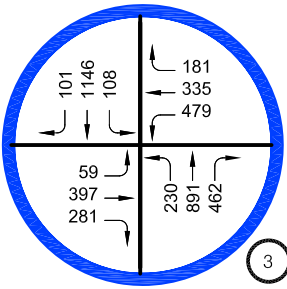
55TH STREET WEST & AVENUE L



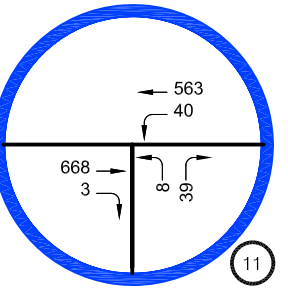
60TH STREET WEST & AVENUE J-8



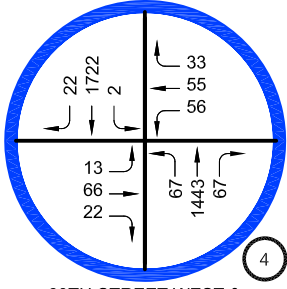
57TH STREET WEST & AVENUE L



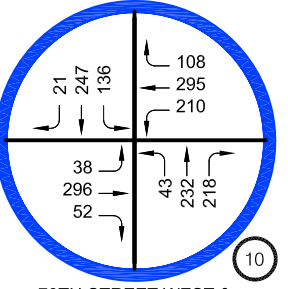
60TH STREET WEST & AVENUE K



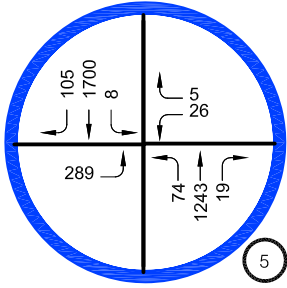
65TH STREET WEST & AVENUE L



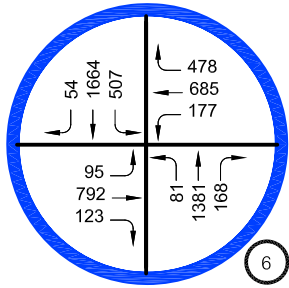
60TH STREET WEST & AVENUE K-8



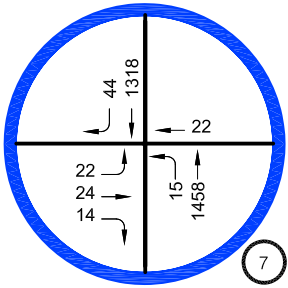
70TH STREET WEST & AVENUE L



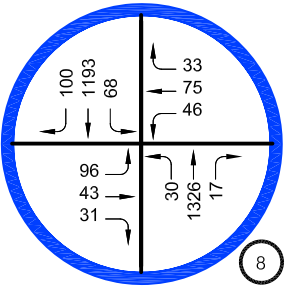
60TH STREET WEST & AVENUE K-12



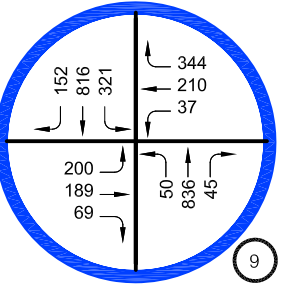
60TH STREET WEST & AVENUE L



60TH STREET WEST & AVENUE L-4



60TH STREET WEST & AVENUE L-8



60TH STREET WEST & AVENUE M/COLUMBIA

FIGURE 16

10/2008

FUTURE TRAFFIC WITH PROJECT SAT PEAK HOUR

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Street Analysis

A street analysis was conducted for the street segment of 60th street West between Avenue K-14 and Avenue L, between Avenue K-8 and Avenue K-14, between Avenue L and Avenue L-4 and between Avenue L-4 and L-8. Street segment analysis was also conducted along Avenue L between 57th Street West and 55th Street West, between 60th Street West and 57th Street West, between 62nd Street West and 60th Street West and between 65th Street West and 62nd Street West. The analysis was conducted according to County of Los Angeles guidelines for segment analysis of multi-lane highways. Existing counts were conducted in 2007 and increased by 2% to reflect growth to the current year. Future project conditions were evaluated based upon the number of vehicles using the roadway segment versus capacity of the roadway similar to the intersection analysis. Traffic generated by other projects in the vicinity which will add traffic to the roadway and ambient growth of 2% per year (the same as the intersection analysis) were added to determine future without project conditions. The potential project trips were then added to this future without project condition. A comparison of the future without and future with project conditions was then conducted by the percent increase in traffic as shown in Table 12. Note that future conditions without the project are sufficient to degrade the roadway systems to poor operations.



Table 12
Street Segment Analysis

Location: AVENUE L BETWEEN 57TH STREET & 55TH STREET																		
		Existing 2008				Future Without 2012					Future With Project				% Incr	Sig Impact?		
		# of Lanes	Roadway Capacity	Vol	V/C	LOS	With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol	Total	V/C	LOS	
AMPk Hr	2	2,000	1,098	0.549	A	89	980	2,167	1.083	F	18%	18%	224	2,391	1.195	F	20.4%	Yes
PMPk Hr	2	2,000	1,120	0.560	A	91	1358	2,569	1.285	F	18%	18%	363	2,932	1.466	F	32.4%	Yes
Location: AVENUE L BETWEEN 60TH STREET & 57TH STREET																		
		Existing 2008				Future Without 2012					Future With Project				% Incr	Sig Impact?		
		# of Lanes	Roadway Capacity	Vol	V/C	LOS	With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol	Total	V/C	LOS	
AMPk Hr	2	2,000	1,114	0.557	A	90	980	2,184	1.092	F	22%	20%	262	2,446	1.223	F	23.5%	Yes
PMPk Hr	2	2,000	1,074	0.537	A	87	1358	2,519	1.260	F	22%	20%	426	2,945	1.473	F	39.7%	Yes
Location: AVENUE L BETWEEN 62ND STREET & 60TH STREET																		
		Existing 2008				Future Without 2012					Future With Project				% Incr	Sig Impact?		
		# of Lanes	Roadway Capacity	Vol	V/C	LOS	With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol	Total	V/C	LOS	
AMPk Hr	2	2,000	597	0.298	A	48	980	1,625	0.812	D	12%	12%	149	1,774	0.887	D	25.0%	Yes
PMPk Hr	2	2,000	678	0.339	A	55	1358	2,091	1.046	F	12%	12%	242	2,333	1.167	F	35.7%	Yes



Table 12 continued
Street Segment Analysis

Location: AVENUE L BETWEEN 65TH STREET & 62ND STREET

	Existing 2008					Future Without 2012					Future With Project				<u>% Incr</u>	<u>Sig Impact?</u>		
	<u># of Lanes</u>	<u>Roadway Capacity</u>	<u>Vol</u>	<u>V/C</u>	<u>LOS</u>	<u>With Ambient</u>	<u>Related Only</u>	<u>Total</u>	<u>V/C</u>	<u>LOS</u>	<u>% in</u>	<u>% out</u>	<u>Vol</u>	<u>Total</u>			<u>V/C</u>	<u>LOS</u>
AM Pk Hr	2	2,000	634	0.317	A	51	980	1,665	0.832	D	12%	12%	149	1,814	0.907	D	23.5%	Yes
PM Pk Hr	2	2,000	496	0.248	A	40	1358	1,894	0.947	E	12%	12%	242	2,136	1.068	F	48.8%	Yes

Location: 60TH STREET WEST BETWEEN AVENUE K-14 & AVENUE L

	Existing 2008					Future Without 2012					Future With Project				<u>% Incr</u>	<u>Sig Impact?</u>		
	<u># of Lanes</u>	<u>Roadway Capacity</u>	<u>Vol</u>	<u>V/C</u>	<u>LOS</u>	<u>With Ambient</u>	<u>Related Only</u>	<u>Total</u>	<u>V/C</u>	<u>LOS</u>	<u>% in</u>	<u>% out</u>	<u>Vol</u>	<u>Total</u>			<u>V/C</u>	<u>LOS</u>
AM Pk Hr	2	2,000	946	0.473	A	76	980	2,002	1.001	E	40%	40%	498	2,500	1.250	F	52.7%	Yes
PM Pk Hr	2	2,000	923	0.462	A	75	1358	2,356	1.178	F	40%	40%	808	3,164	1.582	F	87.5%	Yes

Location: 60TH STREET WEST BETWEEN AVENUE K-8 & AVENUE K-14

	Existing 2008					Future Without 2012					Future With Project				<u>% Incr</u>	<u>Sig Impact?</u>		
	<u># of Lanes</u>	<u>Roadway Capacity</u>	<u>Vol</u>	<u>V/C</u>	<u>LOS</u>	<u>With Ambient</u>	<u>Related Only</u>	<u>Total</u>	<u>V/C</u>	<u>LOS</u>	<u>% in</u>	<u>% out</u>	<u>Vol</u>	<u>Total</u>			<u>V/C</u>	<u>LOS</u>
AM Pk Hr	2	3,000	961	0.320	A	78	980	2,019	0.673	B	40%	40%	498	2,517	0.839	C	51.8%	Yes
PM Pk Hr	2	3,000	891	0.297	A	72	1358	2,321	0.774	C	40%	40%	808	3,129	1.043	E	90.7%	Yes



Table 12 continued
Street Segment Analysis

Location: 60TH STREET WEST BETWEEN AVENUE L & AVENUE L-4

	Existing 2008					Future Without 2012					Future With Project				<u>% Incr</u>	<u>Sig Impact?</u>		
	<u># of Lanes</u>	<u>Roadway Capacity</u>	<u>Vol</u>	<u>V/C</u>	<u>LOS</u>	<u>With Ambient</u>	<u>Related Only</u>	<u>Total</u>	<u>V/C</u>	<u>LOS</u>	<u>% in</u>	<u>% out</u>	<u>Vol</u>	<u>Total</u>			<u>V/C</u>	<u>LOS</u>
AM Pk Hr	2	2,000	1,025	0.513	A	83	980	2,088	1.044	F	30%	30%	374	2,462	1.231	F	36.5%	Yes
PM Pk Hr	2	2,000	1,335	0.668	B	108	1358	2,801	1.401	F	30%	30%	606	3,407	1.704	F	45.4%	Yes

Location: 60TH STREET WEST BETWEEN AVENUE L-4 & AVENUE L-8

	Existing 2008					Future Without 2012					Future With Project				<u>% Incr</u>	<u>Sig Impact?</u>		
	<u># of Lanes</u>	<u>Roadway Capacity</u>	<u>Vol</u>	<u>V/C</u>	<u>LOS</u>	<u>With Ambient</u>	<u>Related Only</u>	<u>Total</u>	<u>V/C</u>	<u>LOS</u>	<u>% in</u>	<u>% out</u>	<u>Vol</u>	<u>Total</u>			<u>V/C</u>	<u>LOS</u>
AM Pk Hr	2	3,000	1,249	0.416	A	101	980	2,330	0.777	C	30%	30%	374	2,704	0.901	D	30.0%	Yes
PM Pk Hr	2	3,000	1,243	0.414	A	100	1358	2,701	0.900	D	30%	30%	606	3,307	1.102	F	48.8%	Yes

V/C = Volume/Capacity
Incr = Increase
Pk Hr = Peak Hour

	in	out
am	671	574
pm	1102	917



The combined project will create a significant project along all of the roadway segments with the project based upon the impact criteria established by the County of Los Angeles. The impact criteria is the percentage increase in the passenger cars per hour by the project based on the pre-project LOS C cannot exceed 4%, cannot exceed 2% at pre-project LOS D or cannot exceed 1% with a pre-project LOS of E or F. All of the existing conditions are at LOS A. All of the pre-project levels of service and future with project conditions exceed the above LOS requirements. However, these impacts can be mitigated to a level of insignificance through roadway widening and improving mass transit amenities in the immediate area.

Impacts on Regional Transportation System

The Congestion Management Program (CMP) was enacted by Los Angeles County to monitor regional traffic growth and related transportation improvements. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Countywide approach includes designating a facilities network that includes all state highways and principal arterials with the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the County wide plan.

For purposes of the CMP a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. In general a CMP traffic impact analysis is required if a project will add 150 or more trips, in either direction during either the AM or PM weekday peak hour. A freeway evaluation



was conducted and shows a 1.8% increase in traffic on the Antelope Valley Freeway (14 Freeway) in Table 13. No freeway impacts are anticipated with the project.

The CMP also indicates that CMP monitoring locations be evaluated for significant traffic impacts if 50 or more trips will travel through the location during the morning or afternoon peak periods. There are no CMP roadway segments or intersections near the project.



Table 13
Freeway Evaluation

Location	Time Period	Freeway Capacity	Existing 2008			Future (2012) Without Project			Added Project Traffic	Future (2012) With Project			Impact
			Volume	D/C	LOS	Volume	D/C	LOS		Volume	D/C	LOS	
14 Freeway at Avenue L	Daily		90,000			99,900			1423	101,323			
	Peak Hour	12,000	8,150	0.679	C	9,047	0.754	D	222	9,269	0.772	D	1.8%
						Future (2025) Without Project			Project Traffic	Future (2025) With Project			Impact
						Volume	D/C	LOS		Volume	D/C	LOS	
14 Freeway at Avenue L	Daily					112,887			1423	114,310			
	Peak Hour					10,223	0.852	D	222	10,445	0.870	D	1.8%

D/C = demand over capacity

Level of Service Definitions - Freeway Segments

LOS	D/C	Congestion or Delay
A	< .34	Free Flow
B	0.35 - 0.52	Free to Stable Flow
C	0.53 - 0.69	Stable Flow
D	0.70 - 0.92	Approaches Unstable Flow
E	0.93 - 1.00	Extremely Unstable Flow
F0	1.01 - 1.25	Forced Flow
F1	1.26 - 1.35	Heavy Congestion
F2	1.36 - 1.45	Extremely Heavy Congestion
F3	> 1.46	Gridlock



CHAPTER 6

MITIGATION MEASURES

This study has determined that the added traffic volume generated by the full project will significantly impact the traffic flow at ten intersections and eight street segments prior to the implementation of traffic mitigation measures. The recommended traffic mitigation measures for the impacted locations are as follows:

60th Street West & Avenue J – Weekday AM & PM and Saturday Midday Impact

Currently 60th Street West and Avenue J is not signalized. The intersection warrants a traffic signal in future conditions without and with the project.

The southbound direction currently provides a left turn lane and a shared lane for the through and right turn directions. The future southbound direction should provide at a minimum a second southbound through lane.

The project should provide fair share contribution towards these improvements.

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Avenue J-8 – Weekday AM & PM and Saturday Midday Impact

Currently 60th Street West and Avenue J-8 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The southbound and eastbound directions currently provides left, through and right turn lane. The future south direction should provide at a minimum a second southbound through lane.

The project should provide fair share contribution towards these improvements.

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Avenue K – Weekday AM, PM and Saturday Midday Impact



Currently 60th Street West and Avenue K is signalized. The southbound direction currently provides a left turn lane, a through and a right turn lane. Mitigation should provide a second southbound through lane. The westbound direction currently provides a left, through, and right turn lane. Mitigation should provide a second left turn lane.

The project should provide fair share contribution for the improvements.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Avenue K-8 – Weekday AM & PM and Saturday Midday Impact

Currently 60th Street West and Avenue K-8 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project.

The southbound direction provides a left, two through and a right turn lane. The future southbound direction should convert the right turn lane to a through/right turn lane.

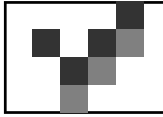
The project should provide fair share contribution towards these improvements.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Avenue K-12 – Weekday AM, PM and Saturday Midday Impact

Currently 60th Street West and Avenue K-12 is not signalized. The northbound direction provides a through lane and a right turn lane. The southbound provides a left and a through lane. The intersection warrants a traffic signal in future conditions with a fourth leg added to the intersection with development of the future proposed shopping center on the corner. The project should provide fair share contribution towards signalizing this intersection and providing a second north and southbound through lane.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.



60th Street West & Avenue L – Weekday AM & PM and Saturday Midday Impact

This intersection is currently signalized. The southbound direction currently provides a left, through and an operational right turn lane (not striped but wide enough to occur). In order to mitigate the significant impact, the intersection should provide dual southbound left turn lanes and an additional through lane.

The project should provide fair share contribution towards this improvement.

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Avenue L-4 – Weekday AM, PM and Saturday Midday Impact

Currently 60th Street West and Avenue L-4 is not signalized. Signalization of this intersection sufficiently increases capacity to reduce the significant impact. The project should provide fair share contribution towards this improvement.

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Avenue L-8 – Weekday AM, PM and Saturday Midday Impact

Currently 60th Street West and Avenue-8 is signalized. The northbound direction provides a left turn lane, a through lane, and a right turn lane. The addition of a second through lane accommodates the future with project conditions. The project should provide fair share contribution towards this improvement

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

60th Street West & Ave M/Columbia Way – Weekday AM & PM and Saturday Midday Impact



Currently 60th Street West and Avenue M/Columbia is not signalized. The intersection warrants a traffic signal in future conditions. The north and eastbound directions provide a single travel lane. The westbound direction provides a shared left/through lane and a right turn lane. The southbound direction provides a left and shared through/right turn lane. The lanes should be changed to provide left turn lanes in all directions with a second left for the southbound direction as well as a second southbound through lane.

The project should provide fair share contribution towards this improvement

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

70th Street West & Ave L – Weekday AM, PM and Saturday Midday Impact

Currently 70th Street West and Avenue L is not signalized. The intersection warrants a traffic signal in future conditions.

The project should provide fair share contribution towards this improvement.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

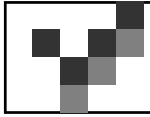
57^h Street West & Ave L – Weekday AM, PM and Saturday Midday Impact

Currently 57th Street West and Avenue L is not signalized. Single lanes are provided in all directions of travel. Providing a separate right and turn lane in the northbound direction as well as second east and westbound lanes provide sufficient capacity to accommodate future traffic volumes.

The project should provide fair share contribution towards this improvement.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

55th Street West & Avenue L- Weekday AM & PM and Saturday Midday Impact



Currently 55th Street West and Avenue L is not signalized. The north and westbound directions provides a single lane. The eastbound direction provides a through and right turn lane. The project should provide fair share contribution towards signalizing the intersection, providing north and westbound left turn lanes and converting the eastbound right to a through/right turn lane.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

50th Street West & Avenue L- Weekday AM & PM and Saturday Midday Impact

This intersection is currently signalized. Currently there are single through lanes in the east and westbound direction. Providing an additional east and westbound through lane provides sufficient capacity to reduce traffic impacts to a level of insignificance.

The project should provide fair share contribution toward the improvements listed.

Implementation of these improvements reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

45th Street West & Avenue L- Weekday AM, PM and Saturday Midday Impact

This intersection is currently signalized. Currently there are single through lanes in the east and westbound direction. Providing an additional east and westbound through lane provides sufficient capacity to reduce traffic impacts to a level of insignificance.

The project should provide fair share contribution towards these improvements.

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

40th Street West & Avenue L – Weekday AM & PM and Saturday Midday Impact

This intersection is currently signalized. A single lane through lane is provided in the eastbound direction and two through lanes are provided in the westbound direction.



Providing a second eastbound through lane provides sufficient capacity to reduce traffic impacts to a level of insignificance.

The project should provide fair share contribution towards these improvements.

Implementation of this improvement reduces the significant impact to a level of insignificance. However, until this improvement is in place there will be a significant unavoidable traffic impact.

A summary of the results of the peak hour traffic signal warrant is provided below in Table 14. Appendix F provides the graphics for the with project conditions.



Table 14
Traffic Signal Warrant Summary Without and With Project
Peak Hour Warrant
 (Minor Street One Direction Volume, Major Street Both Directions)

<u>I/S #</u>		<u>I/S</u>	<u>Condition</u>	<u>Warrant</u>		<u>Warrant</u>		<u>SAT</u>	<u>Warrant</u>
				<u>AM</u>	<u>Met?</u>	<u>PM</u>	<u>Met?</u>		
1	Major Street	60th Street West	WO Proj	421,1220	Yes	557,1221	Yes	516,1202	Yes
	Minor Street	Avenue J	W Proj	488,1430	Yes	667,1561	Yes	700,1724	Yes
2	Major Street	60th Street West	WO Proj	563,1402	Yes	253,1487	Yes	305,1434	Yes
	Minor Street	Avenue J-8	W Proj	563,1714	Yes	253,1992	Yes	305,2232	Yes
4	Major Street	60th Street West	WO Proj	205,1786	Yes	129,2035	Yes	144,2047	Yes
	Minor Street	Avenue K-8	W Proj	205,2284	Yes	129,2843	Yes	144,3323	Yes
5	Major Street	60th Street West	WO Proj	92,1770	No	232,1891	Yes	289,1873	Yes
	Minor Street	Avenue K-12	W Proj	92,2268	No	232,2699	Yes	289,3149	Yes
7	Major Street	60th Street West	WO Proj	153,1782	Yes	63,1933	No	60,1878	No
	Minor Street	Avenue L-4	W Proj	153,2155	Yes	63,2539	No	60,2835	No
9	Major Street	60th Street West	WO Proj	373,1324	Yes	457,1636	Yes	407,1538	Yes
	Minor Street	Avenue M	W Proj	407,1597	Yes	567,2077	Yes	591,2202	Yes
10	Major Street	Avenue L	WO Proj	693,604	Yes	415,853	Yes	450,768	Yes
	Minor Street	70th Street West	W Proj	638,796	Yes	525,930	Yes	613,897	Yes
13	Major Street	Avenue L	WO Proj	165,1738	Yes	126,1864	No	144,1764	No
	Minor Street	55th Street West	W Proj	165,1962	Yes	126,2227	No	144,2338	No
DWY 1	Major Street	Avenue L							
	Minor Street	1st Dwy	W Proj	154,1962	Yes	244,2227	Yes	360,2338	Yes
DWY 2	Major Street	60th Street West							
	Minor Street	2nd Dwy	W Proj	69,2155	No	110,2539	No	162,2835	Yes
DWY 3	Major Street	60th Street West							
	Minor Street	3rd Dwy	W Proj	103,2155	No	165,2539	Yes	243,2835	Yes

Left turn volumes only used at driveways

- DWY 1 Avenue L & Dwy East of 60th Street West
- DWY 2 60th Street West & 1st Driveway South of Avenue L
- DWY 3 60th Street West & 1st Driveway South of Avenue L

The project's traffic impact will be fully mitigated with the implementation of the improvement measure listed above as shown in Table 15 below. However, many of the improvements may be implemented subsequent to the opening of the shopping center creating significant unavoidable traffic impacts

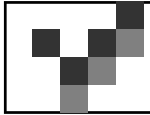


Table 15
Future Traffic Conditions with Project + Mitigation

No.	Intersection	Peak Hour	Dir*	Exist + Amb + Rel Proj		Future With Project			Future with Project with Mitigation			Significant Impact?
				ICU/ DELAY	LOS	ICU/ DELAY	LOS	IMPACT	ICU/ DELAY	LOS	IMPACT	
1.	60th Street West & Avenue J	AM	WB	274.2	F	494.8	F +	220.6	0.741	C	N/A	No
			EB	89.8	F	205.3	F +	115.5				
		PM	WB	466.5	F	993.2	F +	526.7	0.729	C	N/A	No
			EB	77.2	F	288.3	F +	211.1				
		Sat	WB	1816.0	F	NO DATA		-	0.863	D	N/A	No
			EB	39.0	D	NO DATA		-				
2.	60th Street West & Avenue J-8	AM	WB	23.7	C	37.6	E +	13.9	0.809	D	N/A	No
			EB	61.2	F	141.9	F +	80.7				
		PM	WB	42.3	E	155.0	F +	112.7	0.717	C	N/A	No
			EB	75.1	F	253.4	F +	178.3				
		Sat	WB	29.4	D	98.9	F +	69.5	0.842	D	N/A	No
			EB	42.4	E	332.5	F +	290.1				
3.	60th Street West & Avenue K	AM	-	0.858	D	1.024	F +	0.166	0.834	D	-0.024	No
		PM	-	1.042	F	1.311	F +	0.269	0.950	E	-0.092	No
		Sat	-	1.062	F	1.507	F +	0.445	1.016	F	-0.046	No
4.	60th Street West & Avenue K-8	AM	WB	288.2	F	938.5	F +	650.3	0.619	B	N/A	No
			EB	125.8	F	NO DATA	F	-				
		PM	WB	2411.0	F	NO DATA	F	-	0.675	B	N/A	No
			EB	303.9	F	NO DATA	F	-				
		Sat	WB	678.0	F	NO DATA	F	-	0.785	C	N/A	No
			EB	275.1	F	NO DATA	F	-				
5.	60th Street West & Avenue K-12	AM	WB	38.3	E	97.7	F +	59.4	0.565	A	N/A	No
			EB	164.5	F	634.5	F +	470.0				
		PM	WB	57.4	F	228.8	F +	171.4	0.721	C	N/A	No
			EB	1145.0	F	3859.0	F +	2714.0				
		Sat	WB	58.7	F	1015.0	F +	956.3	0.877	D	N/A	No
			EB	1243.0	F	10997.0	F +	9754.0				
6.	60th Street West & Avenue L	AM	-	1.015	F	1.196	F +	0.181	0.886	D	-0.129	No
		PM	-	1.254	F	1.307	F +	0.053	0.932	E	-0.322	No
		Sat	-	1.268	F	1.725	F +	0.457	1.211	F	-0.057	No
7.	60th Street West & Avenue L-4	AM	EB	36.4	E	88.9	F +	52.5	0.602	B	N/A	
			-	-	-	-	N/A					
		PM	EB	65.0	F	154.7	F +	89.7	0.543	A	N/A	
			WB	88.7	F	487.9	F +	399.2				
		Sat	EB	78.4	F	NO DATA	F	-	0.594	A	N/A	
			WB	129.2	F	NO DATA	F	-				



Table 15
 Future Traffic Conditions with Project + Mitigation Continued

No.	Intersection	Peak Hour	Dir*	Exist + Amb + Rel Proj		Future With Project			Future with Project with Mitigation			Significant Impact?
				ICU/ DELAY	LOS	ICU/ DELAY	LOS	IMPACT	ICU/ DELAY	LOS	IMPACT	
8.	60th Street West & Avenue L-8	AM	-	0.735	C	0.861	D	+ 0.126	0.614	B	-0.121	No
		PM	-	0.744	C	0.951	E	+ 0.207	0.598	A	-0.146	No
		Sat	-	0.721	C	1.066	F	+ 0.345	0.651	B	-0.070	No
9.	60th Street West & Avenue M/Columbia	AM	-	136.49	F	220.20	F	+ 83.71	0.597	A	N/A	No
		PM	-	272.53	F	421.14	F	+ 148.61	0.751	C	N/A	No
		Sat	-	248.71	F	481.59	F	+ 232.88	0.826	D	N/A	No
10.	70th Street West & Avenue L	AM	-	42.3	E	59.6	F	+ 17.28	0.796	C	N/A	No
		PM	-	22.6	C	37.6	E	+ 15.01	0.771	C	N/A	No
		Sat	-	21.1	C	50.6	F	+ 29.52	0.815	D	N/A	No
11.	65th Street West & Avenue L	AM	NB	19.7	C	24.2						
		PM	NB	11.2	B	12.4						
		Sat	NB	11.4	B	11.8						
12.	57th Street West & Avenue L	AM	NB	22.5	C	38.0	E	+ 15.5	24.2	C		No
		PM	NB	20.6	C	45.7	E	+ 25.1	25.6	D		No
		Sat	NB	26.8	D	77.5	F	+ 50.7	34.3	D		No
13.	55th Street West & Avenue L	AM	NB	68.0	F	134.7	F	+ 66.7	0.712	D	N/A	No
		PM	NB	41.6	E	106.9	F	+ 65.3	0.832	D	N/A	No
		Sat	NB	34.8	D	136.1	F	+ 101.3	0.900	D	N/A	No
14.	50th Street West & Avenue L	AM	-	0.969	E	1.043	F	+ 0.074	0.729	C	-0.240	No
		PM	-	1.070	F	1.162	F	+ 0.092	0.854	D	-0.216	No
		Sat	-	0.983	E	1.118	F	+ 0.135	0.790	C	-0.193	No
15.	45th Street West & Avenue L	AM	-	0.714	C	0.764	C	+ 0.050	0.465	A	-0.249	No
		PM	-	0.998	E	1.094	F	+ 0.096	0.704	C	-0.294	No
		Sat	-	0.985	E	1.164	F	+ 0.179	0.633	B	-0.352	No
16.	40th Street West & Avenue L	AM	-	0.942	E	0.978	E	+ 0.036	0.701	C	-0.241	No
		PM	-	1.036	F	1.094	F	+ 0.058	0.884	D	-0.152	No
		Sat	-	0.930	E	1.014	F	+ 0.084	0.754	C	-0.176	No

Dir = Direction - used for two-way stopped control delay analysis only (unsignalized locations)

No Data = No information available as there is a system failure in the direction of analysis

N/A = NOT APPLICABLE

ICU = Intersection Capacity Utilization which is the intersections volume/capacity

Delay = Calculated using Highway Capacity Method which is seconds of delay per vehicle

Street Segment Impacts

The addition of one to three lanes will reduce the significant impacts along the study street segments as shown below. The project should contribute to the improvement of Avenue L between 55th Street West to 60th Street West for three additional lanes, from 60th Street



West to 62nd Street West for two additional lanes and from 62nd Street West to 65th Street West for one additional lane. The project should contribute to the improvement of 60th Street West between Avenue K-8 to Avenue L-8 for three additional lanes. Table 16 provides the results of the effects of the additional lanes.



Table 16
Street Segment Summary with Improvements

Location: AVENUE L BETWEEN 57TH STREET & 55TH STREET

	# of Lanes	Roadway Capacity	Future Without 2012				Future With Project				Sig Impact?			
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol		Total	V/C	LOS
AM Pk Hr	5	5,000	89	980	2,167	0.433	A	18%	18%	224	2,391	0.478	A	NO
PM Pk Hr	5	5,000	91	1358	2,569	0.514	A	18%	18%	363	2,932	0.586	A	NO

Location: AVENUE L BETWEEN 60TH STREET & 57TH STREET

	# of Lanes	Roadway Capacity	Future Without 2012				Future With Project				Sig Impact?			
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol		Total	V/C	LOS
AM Pk Hr	5	5,000	90	980	2,184	0.437	A	22%	20%	262	2,446	0.489	A	NO
PM Pk Hr	5	5,000	87	1358	2,519	0.504	A	22%	20%	426	2,945	0.589	A	NO

Location: AVENUE L BETWEEN 62ND STREET & 60TH STREET

	# of Lanes	Roadway Capacity	Future Without 2012				Future With Project				Sig Impact?			
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol		Total	V/C	LOS
AM Pk Hr	4	4,000	48	980	1,625	0.406	A	12%	12%	149	1,774	0.443	A	NO
PM Pk Hr	4	4,000	55	1358	2,091	0.523	A	12%	12%	242	2,333	0.583	A	NO

Location: AVENUE L BETWEEN 65TH STREET & 62ND STREET

	# of Lanes	Roadway Capacity	Future Without 2012				Future With Project				Sig Impact?			
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol		Total	V/C	LOS
AM Pk Hr	3	3,000	51	980	1,665	0.555	A	12%	12%	149	1,814	0.605	A	NO
PM Pk Hr	3	3,000	40	1358	1,894	0.631	B	12%	12%	242	2,136	0.712	B	NO

Location: 60TH STREET WEST BETWEEN AVENUE K-14 & AVENUE L

	# of Lanes	Roadway Capacity	Future Without 2012				Future With Project				Sig Impact?			
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol		Total	V/C	LOS
AM Pk Hr	5	5,000	76	980	2,002	0.400	A	40%	40%	498	2,500	0.500	A	NO
PM Pk Hr	5	5,000	75	1358	2,356	0.471	A	40%	40%	808	3,164	0.633	A	NO



Table 16 continued
Street Segment Summary with Improvements

Location: 60TH STREET WEST BETWEEN AVENUE K-8 & AVENUE K-14

	# of Lanes	Roadway Capacity	Future Without 2012					Future With Project					Sig Impact?	
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol	Total	V/C		LOS
AM Pk Hr	5	5,000	78	980	2,019	0.404	A	40%	40%	498	2,517	0.503	A	NO
PM Pk Hr	5	5,000	72	1358	2,321	0.464	A	40%	40%	808	3,129	0.626	A	NO

Location: 60TH STREET WEST BETWEEN AVENUE L & AVENUE L-4

	# of Lanes	Roadway Capacity	Future Without 2012					Future With Project					Sig Impact?	
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol	Total	V/C		LOS
AM Pk Hr	5	5,000	83	980	2,088	0.418	A	30%	30%	374	2,462	0.492	A	NO
PM Pk Hr	5	5,000	108	1358	2,801	0.560	A	30%	30%	606	3,407	0.681	B	NO

Location: 60TH STREET WEST BETWEEN AVENUE L-4 & AVENUE L-8

	# of Lanes	Roadway Capacity	Future Without 2012					Future With Project					Sig Impact?	
			With Ambient	Related Only	Total	V/C	LOS	% in	% out	Vol	Total	V/C		LOS
AM Pk Hr	5	5,000	101	980	2,330	0.466	A	30%	30%	374	2,704	0.541	A	NO
PM Pk Hr	5	5,000	100	1358	2,701	0.540	A	30%	30%	606	3,307	0.661	B	NO

V/C = Volume/Capacity
Incr = Increase
Pk Hr = Peak Hour

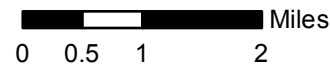
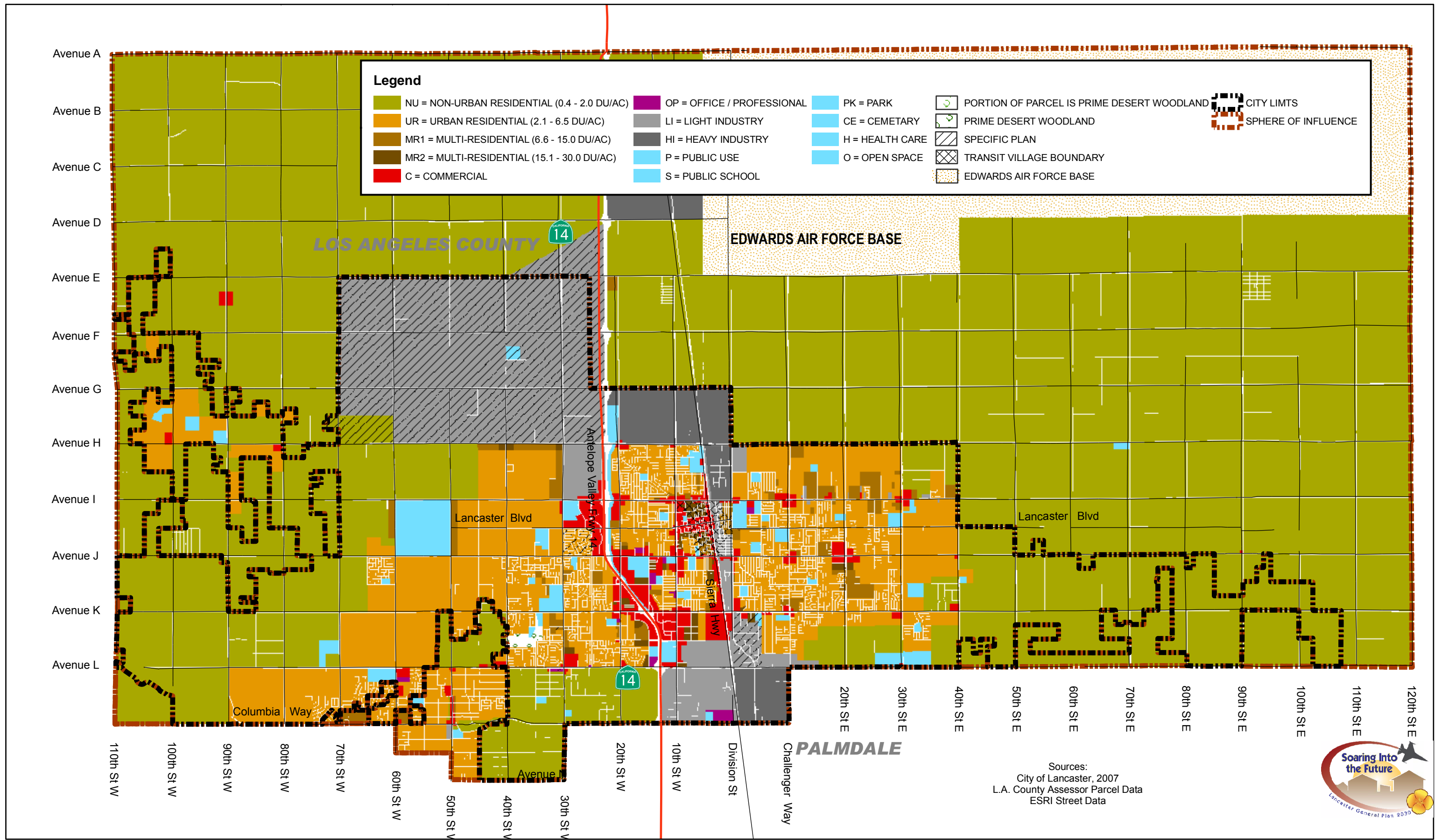
	in	out
am	671	574
pm	1102	917

Transit Impact

The transit analysis indicates that development of the project may create a burden on the existing transit system. No significant transit impact currently exists. The developer should contribute to the local transit system to provide additional services in the area.

APPENDIX A

COMMUNITY LAND USE MAP



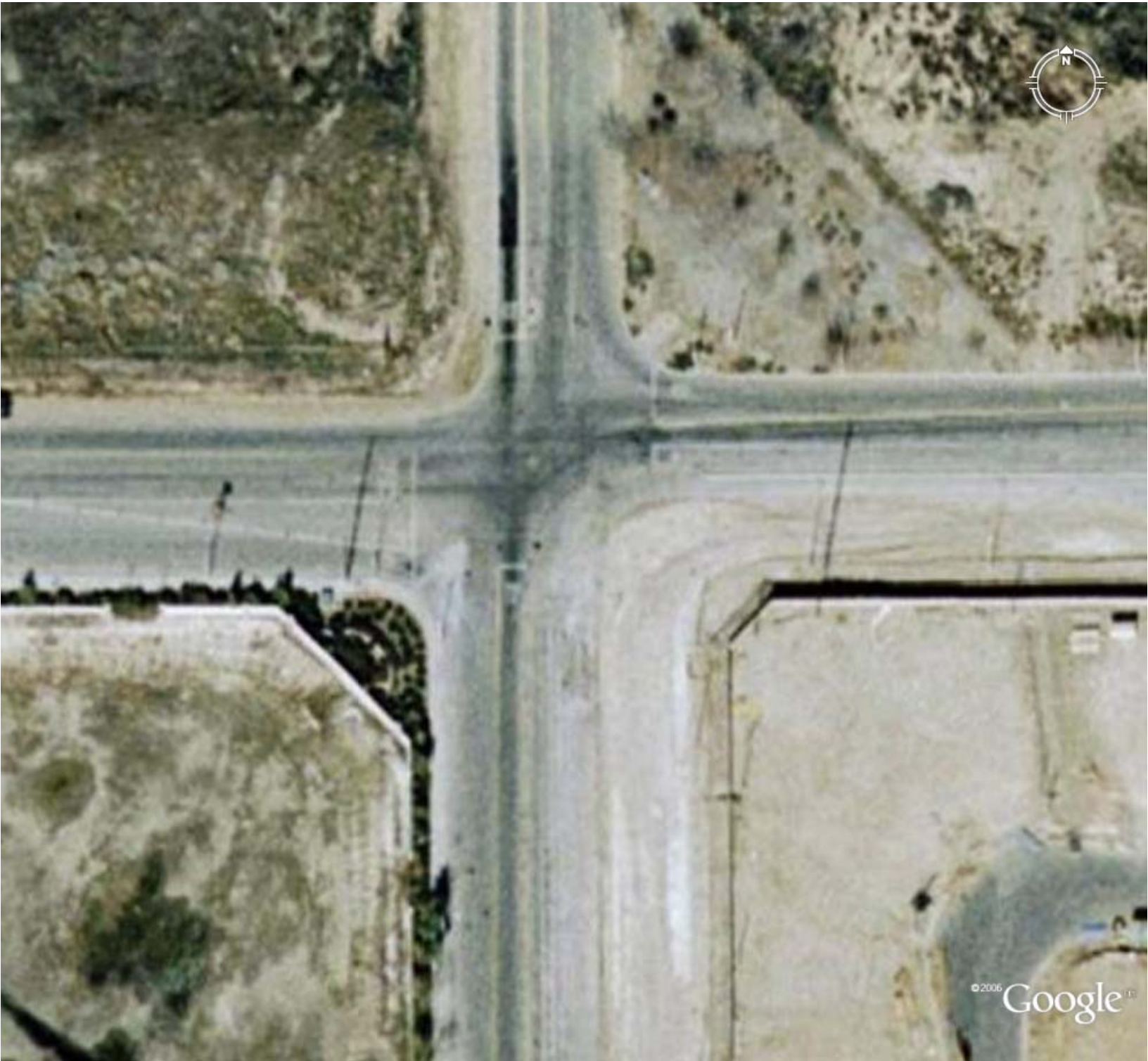
M:\Mdata\10104579\GIS\Lancaster_GPLU_L24x36.mxd 02/05/07 DR

Adopted General Plan Land Use

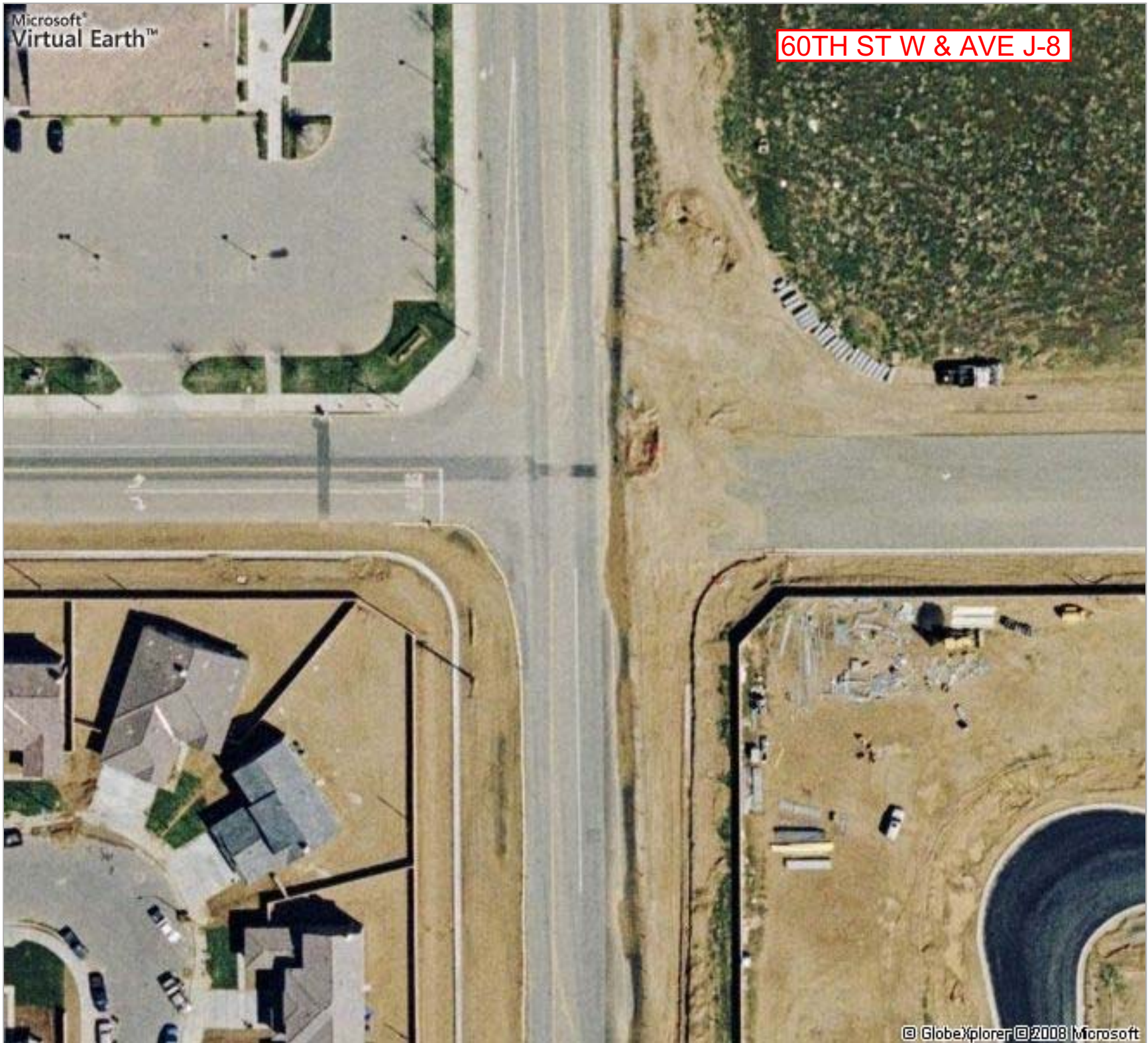
APPENDIX B

STREET AERIALS

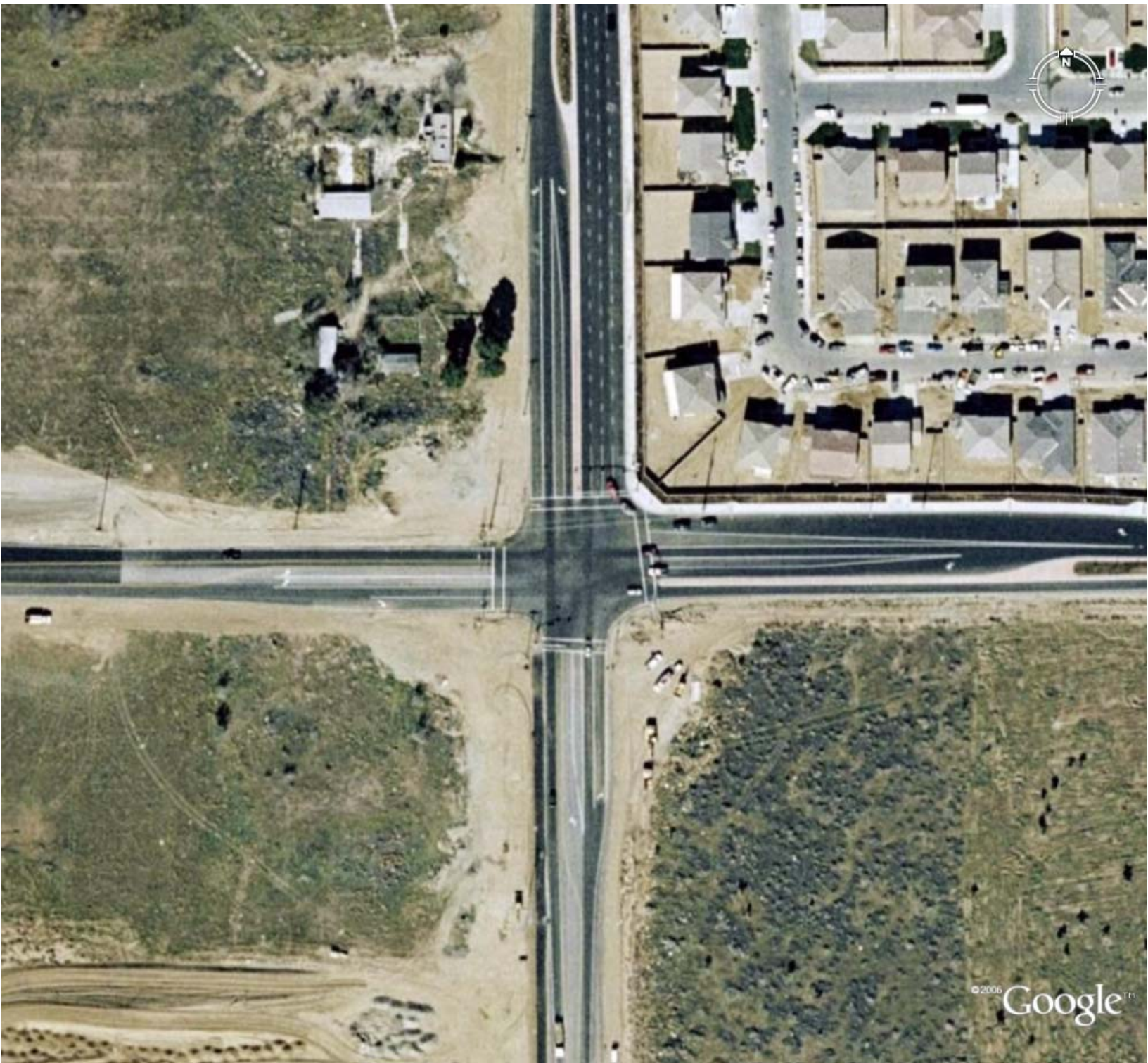
60th and Ave J



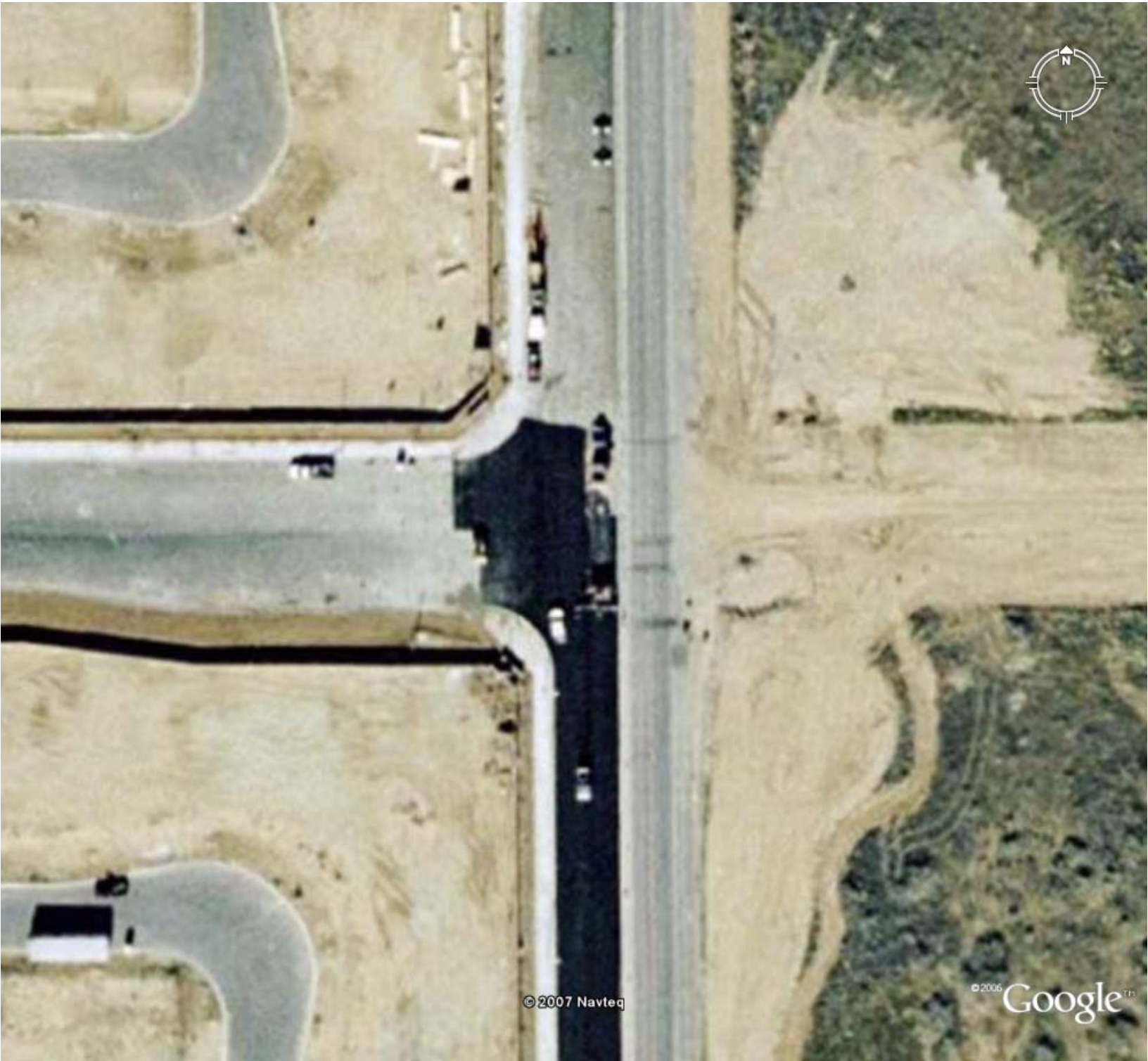
60TH ST W & AVE J-8



60th and Ave K



60th and Ave K-8

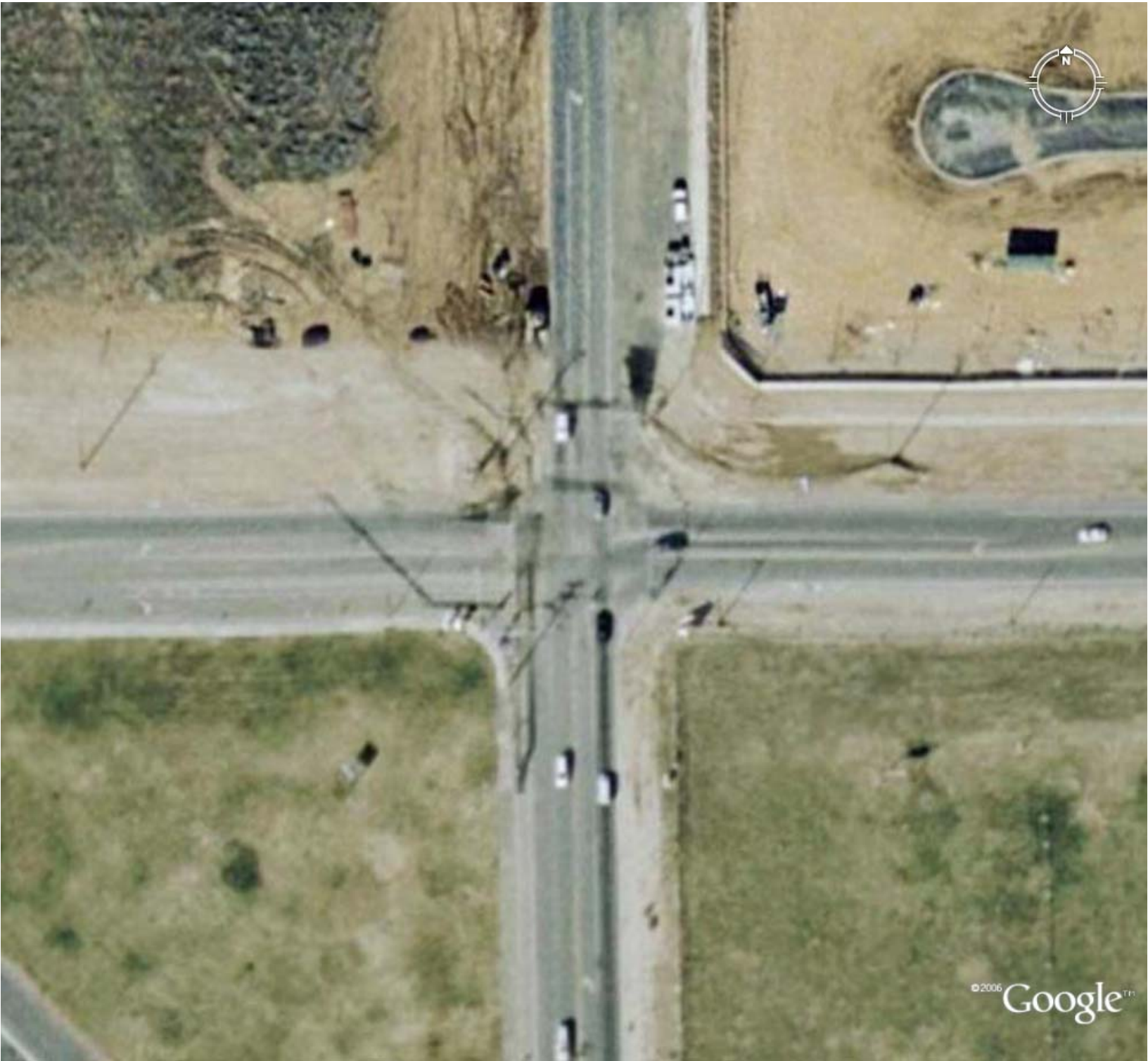


60th Street and Avenue K - 12

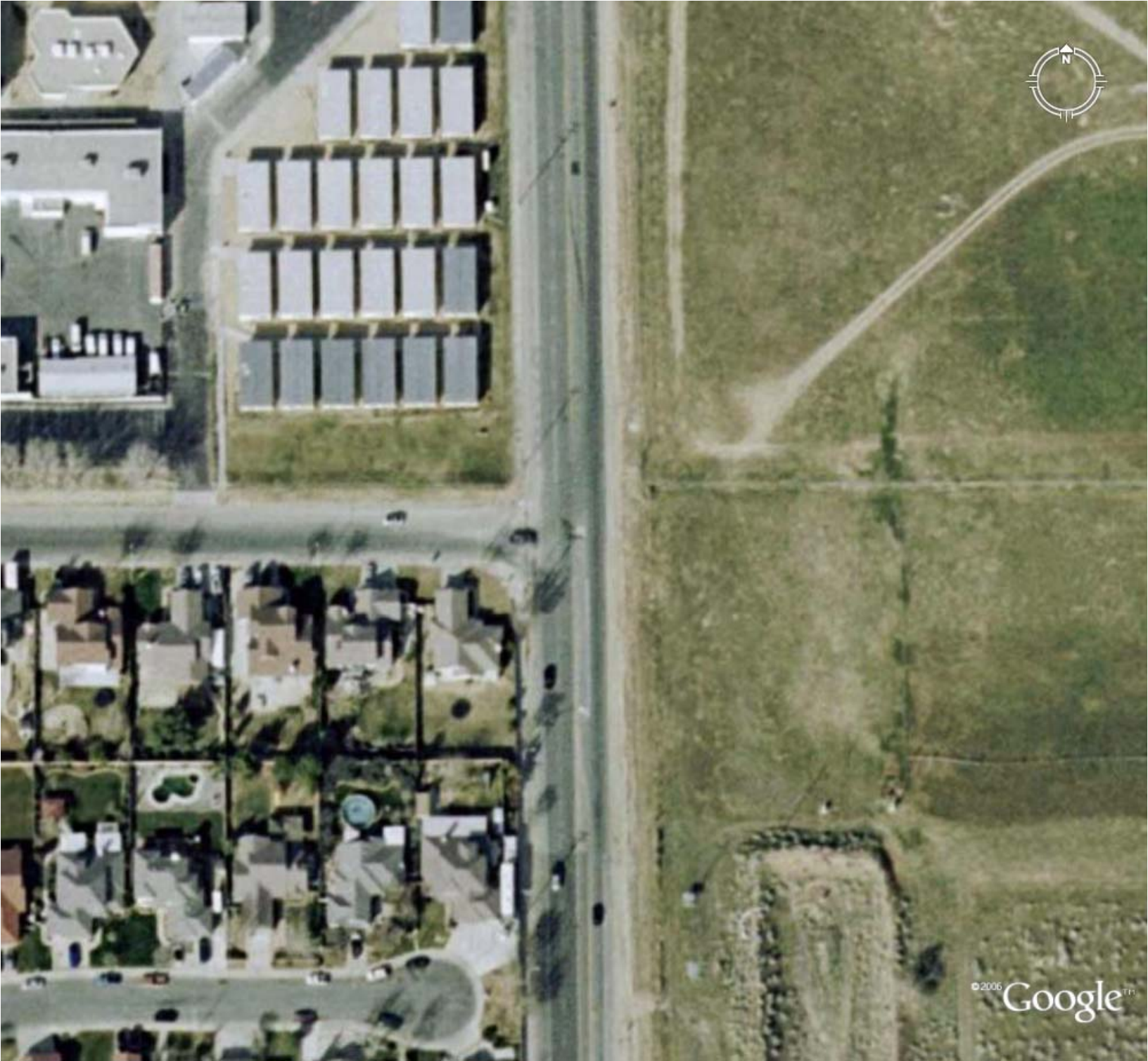


Lancaster, CA 60th Street West and Avenue K - 12

60th St and Ave L



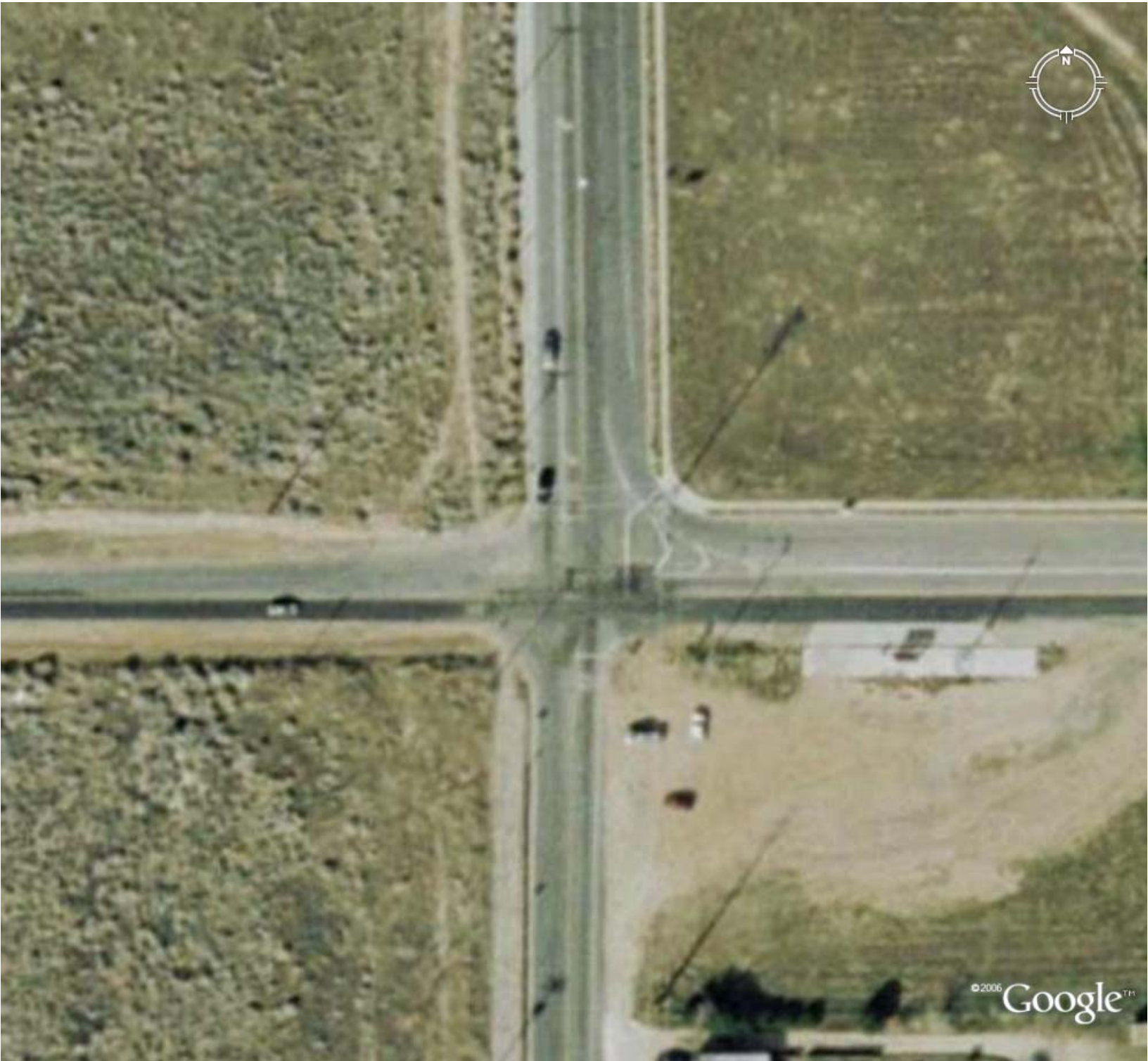
60th And Ave L - 4



60th and Ave L -8



60th and Ave M



Ave L and 70th



© 2007 Navteq

©2006 Google™

Ave L and 57th St



Ave L and 55th Street

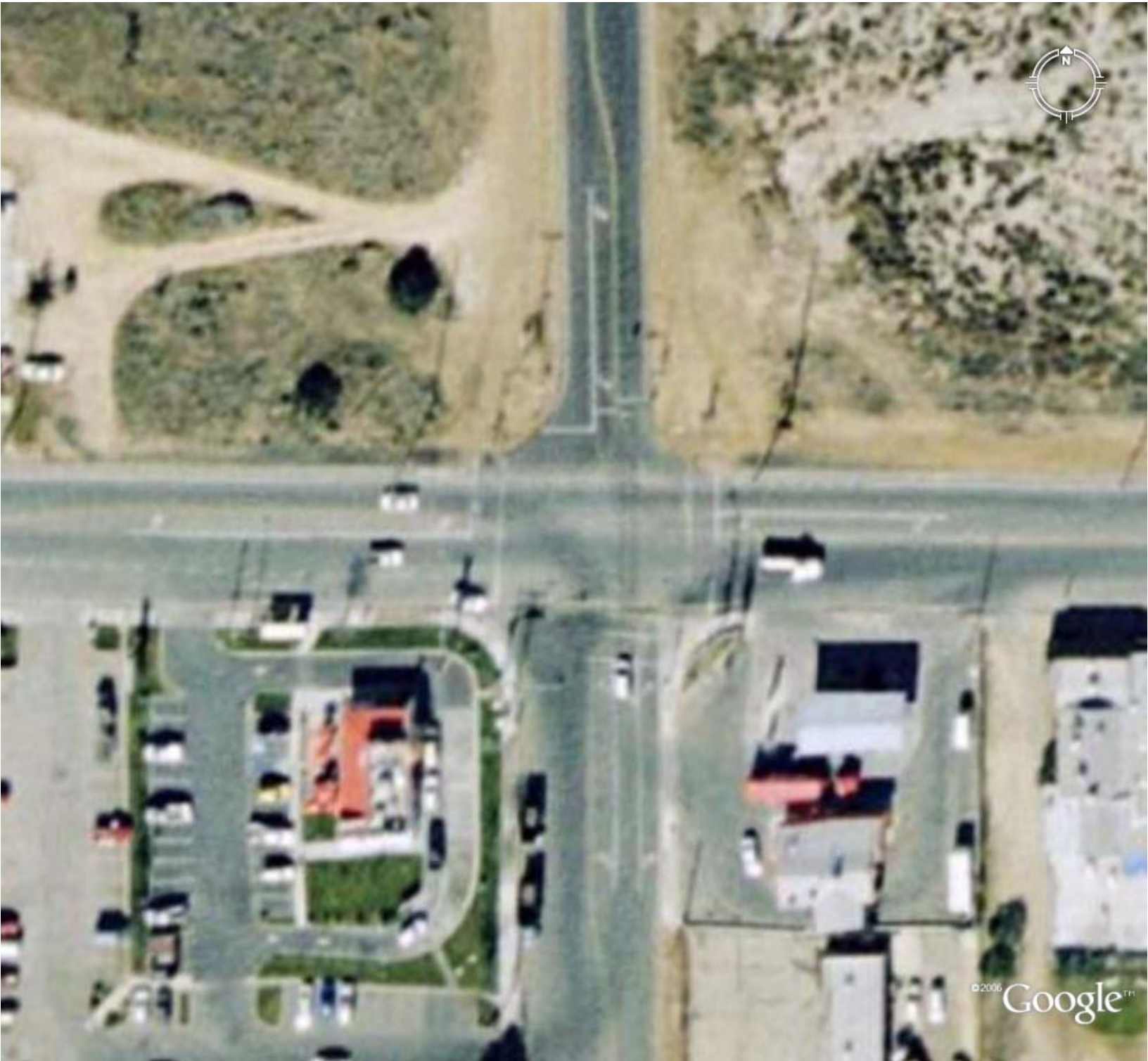


Lancaster, CA Avenue L and 55th Street West

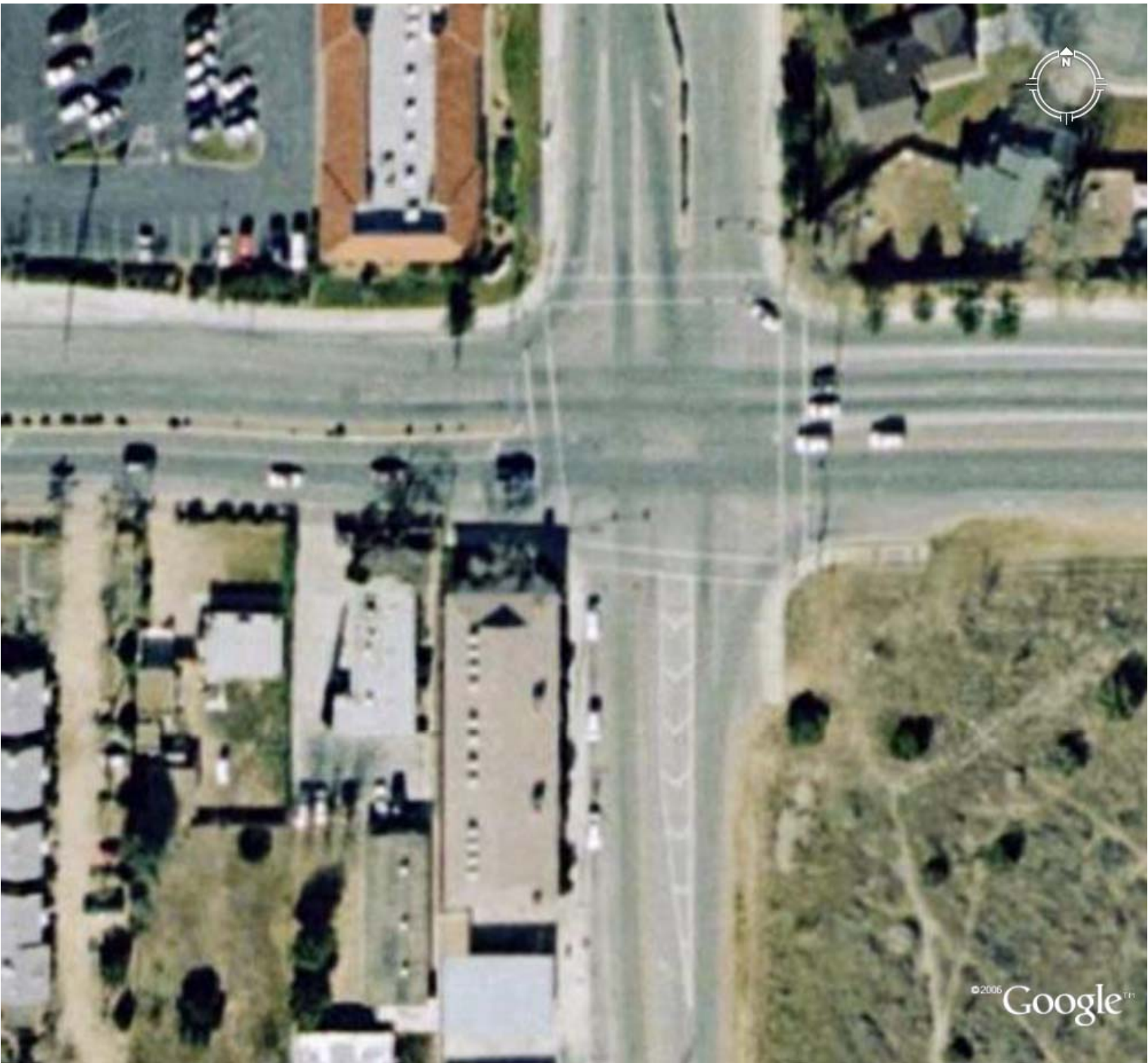
Ave L and 50th St



Ave L And 45th St

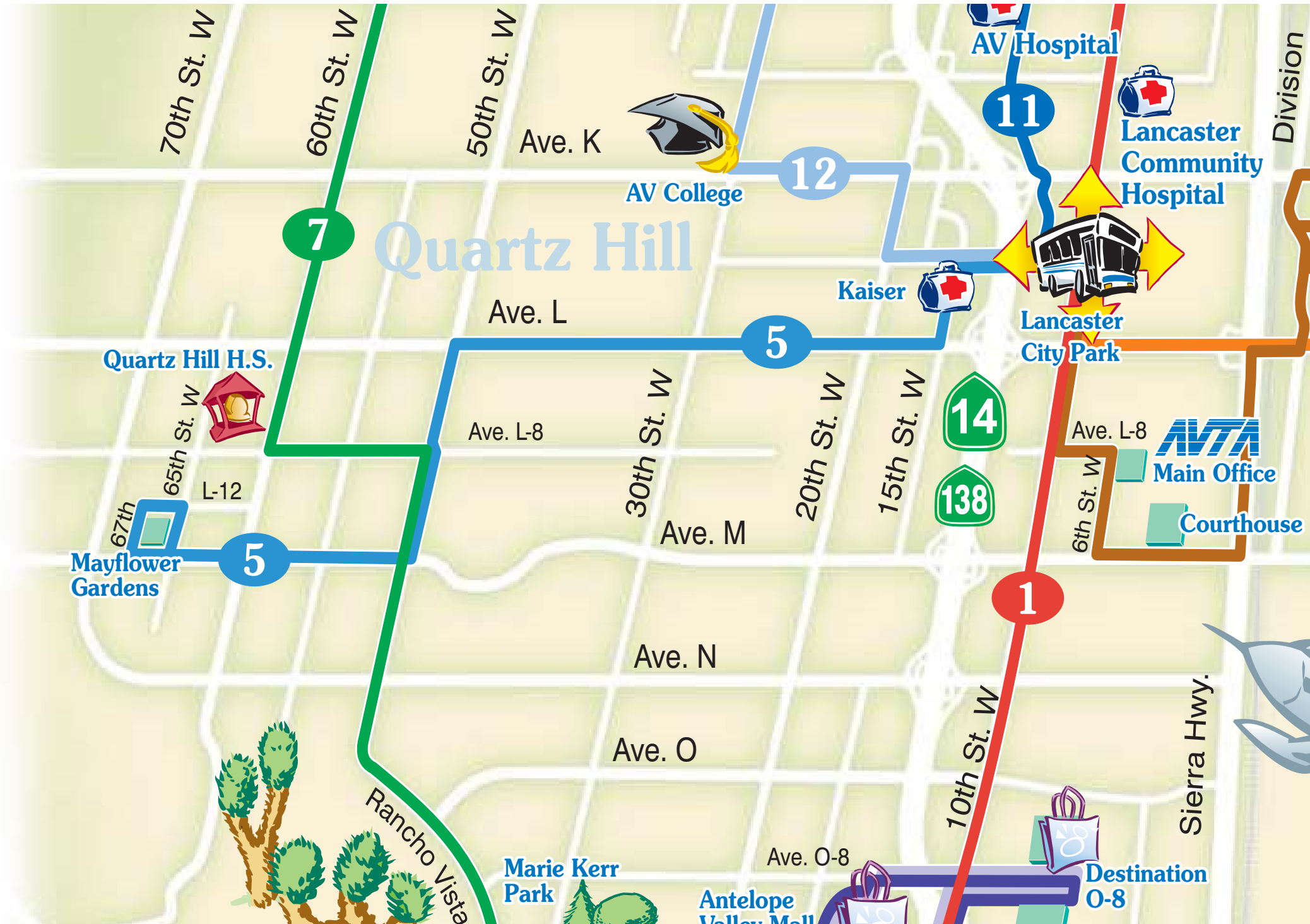


Ave L and 40th



APPENDIX C

TRANSIT ROUTES



7

Quartz Hill

Northbound to Jackman & Fern

Southbound to Palmdale Transportation Center

Depart Palmdale Transportation Center	Rancho Vista Blvd. and 25th St. W.	50th St. W. and Ave. M	Ave. L-8 and 60th St. W.	High Desert Hospital	Ave. H and 30th St. W. Rite Aid	Arrive Jackman and Fern	Depart Jackman and Fern	Ave. H and 30th St. W. Rite Aid	High Desert Hospital	Ave. L-8 and 60th St. W.	50th St. W. and Ave. M	Rancho Vista Blvd. and 25th St. W.	Arrive Palmdale Transportation Center
										6:09	6:15	6:32	6:40
6:45	6:53	7:10	7:15	7:23	7:36	7:43	6:46	6:53	7:06	7:12	7:18	7:35	7:43
7:45	7:53	8:10	8:15	8:23	8:36	8:43	7:43	7:50	8:00	8:06	8:12	8:29	8:37
8:48	8:56	9:13	9:18	9:26	9:39	9:46	8:46	8:53	9:06	9:12	9:18	9:35	9:43
9:45	9:53	10:10	10:15	10:23	10:36	10:43	9:46	9:53	10:03	10:09	10:15	10:32	10:40
10:45	10:53	11:10	11:15	11:23	11:36	11:43	10:46	10:53	11:06	11:12	11:18	11:35	11:43
11:45	11:53	12:10	12:15	12:23	12:36	12:43	11:43	11:50	12:00	12:06	12:12	12:29	12:37
12:48	12:56	1:13	1:18	1:26	1:39	1:46	12:46	12:53	1:06	1:12	1:18	1:35	1:43
1:45	1:53	2:10	2:15	2:23	2:36	2:43	1:46	1:53	2:03	2:09	2:15	2:32	2:40
2:45	2:53	3:10	3:15	3:23	3:36	3:43	2:46	2:53	3:06	3:12	3:18	3:35	3:43
3:45	3:53	4:10	4:15	4:23	4:36	4:43	3:43	3:50	4:00	4:06	4:12	4:29	4:37
4:48	4:56	5:13	5:18	5:26	5:39	5:46	4:46	4:53	5:06	5:12	5:18	5:35	5:43
5:45	5:53	6:10	6:15	6:23	6:36	6:43	5:46	5:53	6:03	6:09	6:15	6:32	6:40
6:45	6:53	7:10	7:15	7:23	7:36	7:43	6:46	6:53	7:06	7:12	7:18	7:35	7:43
7:45	7:53	8:10	8:15	8:23	8:36	8:43	7:46	7:53	8:03	8:09	8:15	8:32	8:40

Route 7 buses continue Northbound to Lancaster Senior Center

Route 7 buses continue Southbound to Palmdale Transportation Center

Weekend Service:

									8:00	8:06	8:23	8:40	
8:45	8:53	9:10	9:15	9:23	9:36	9:43	9:45	9:52	10:05	10:11	10:17	10:34	10:42
10:45	10:53	11:10	11:15	11:23	11:36	11:43	11:45	11:52	12:05	12:11	12:17	12:34	12:42
12:45	12:53	1:10	1:15	1:23	1:36	1:43	1:45	1:52	2:05	2:11	2:17	2:34	2:42
2:45	2:53	3:10	3:15	3:23	3:36	3:43	3:45	3:52	4:05	4:11	4:17	4:34	4:42
4:45	4:53	5:10	5:15	5:23	5:36	5:43	5:45	5:52	6:05	6:11	6:17	6:34	6:42
6:45	6:53	7:10	7:15	7:23	7:36	7:43							

APPENDIX D

TRAFFIC COUNTS

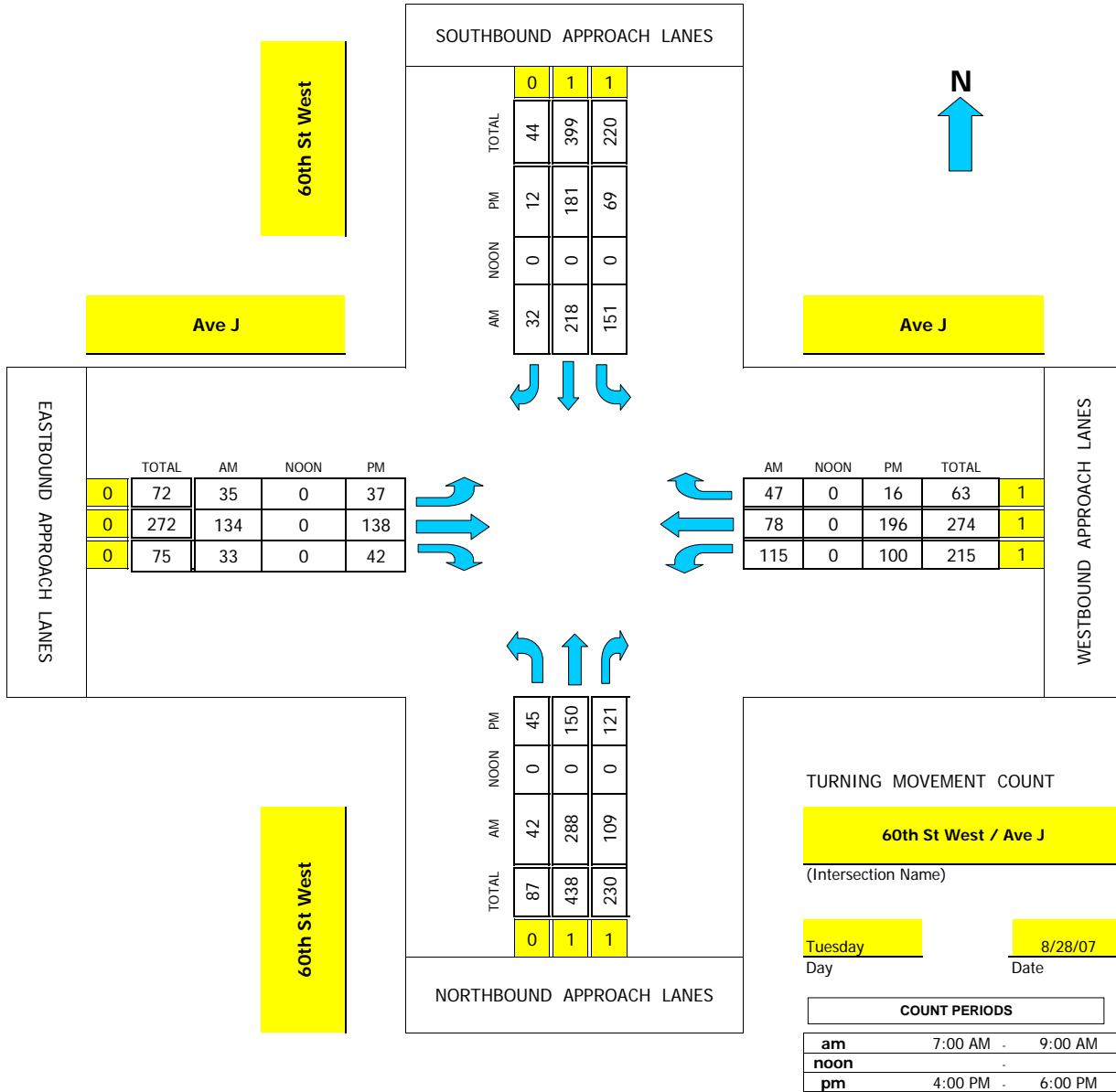
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave J

Project #: 07-8166-001



CONTROL: 1-Way Stop (ES),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave J

DAY: TUESDAY

PROJECT# 07-8166-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1.5	0.5	1	1	0	1	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	37	14	22	54	16	2	25	9	63	31	10	288
7:15 AM	14	96	40	48	56	6	21	31	8	24	20	15	379
7:30 AM	13	105	35	41	44	7	8	35	7	13	16	8	332
7:45 AM	10	50	20	40	64	3	4	43	9	15	11	14	283
8:00 AM	5	40	11	19	20	3	2	21	7	14	12	13	167
8:15 AM	5	30	18	28	23	2	2	32	6	13	11	13	183
8:30 AM	2	37	25	21	17	1	1	29	6	15	8	5	167
8:45 AM	10	31	23	19	17	0	0	37	4	12	5	3	161
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 64	NT 426	NR 186	SL 238	ST 295	SR 38	EL 40	ET 253	ER 56	WL 169	WT 114	WR 81	TOTAL 1960
-----------------	----------	-----------	-----------	-----------	-----------	----------	----------	-----------	----------	-----------	-----------	----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	42	288	109	151	218	32	35	134	33	115	78	47	1282
PEAK HR. FACTOR:		0.717		0.911			0.842			0.577			0.846

CONTROL: 1-Way Stop (ES),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave J

DAY: TUESDAY

PROJECT# 07-8166-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1.5	0.5	1	1	0	1	1	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	14	29	25	32	50	6	11	39	11	45	60	4	326
4:15 PM	18	40	30	22	49	1	11	41	12	22	54	3	303
4:30 PM	6	32	29	8	36	4	8	32	8	15	37	5	220
4:45 PM	7	49	37	7	46	1	7	26	11	18	45	4	258
5:00 PM	4	38	20	5	55	0	5	19	15	16	35	5	217
5:15 PM	4	28	23	5	46	3	5	24	9	24	33	2	206
5:30 PM	6	30	11	8	38	0	3	39	8	24	43	5	215
5:45 PM	4	27	17	4	37	1	14	20	12	45	32	7	220
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
	63	273	192	91	357	16	64	240	86	209	339	35	1965

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	45	150	121	69	181	12	37	138	42	100	196	16	1107
PEAK HR. FACTOR:		0.849			0.744			0.848			0.716		0.849

CONTROL: 1-Way Stop (ES),

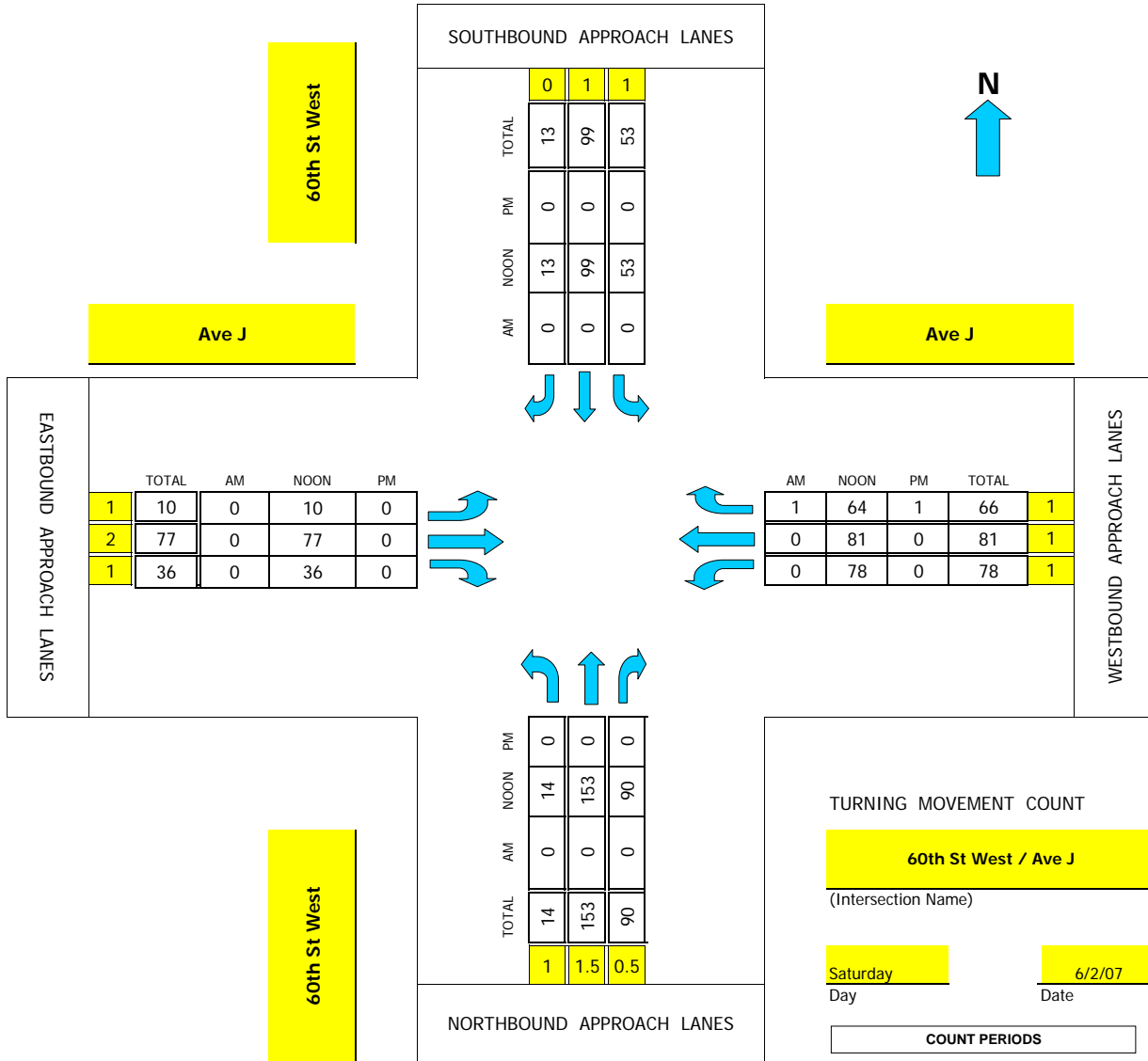
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave J

Project #: 07-2280-013



AM PEAK HOUR	845 AM
NOON PEAK HOUR	100 PM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave J

DAY: SATURDAY

PROJECT# 07-2280-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1.5	0.5	1	1	0	1	2	1	1	1	1	

10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	4	29	19	16	33	5	3	22	6	19	21	3	180
12:15 PM	1	20	27	17	23	5	2	8	8	22	23	8	164
12:30 PM	4	19	19	16	29	1	1	13	10	21	22	6	161
12:45 PM	5	15	19	18	31	3	1	15	6	27	34	4	178
1:00 PM	6	36	16	14	23	1	0	12	5	14	16	8	151
1:15 PM	2	26	25	12	21	3	2	28	6	20	23	21	189
1:30 PM	0	60	25	15	25	5	4	21	15	27	28	21	246
1:45 PM	6	31	24	12	30	4	4	16	10	17	14	14	182
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	236	174	120	215	27	17	135	66	167	181	85	1451

NOON Peak Hr Begins at: 100 PM

PEAK VOLUMES =	14	153	90	53	99	13	10	77	36	78	81	64	768
PEAK HR. FACTOR:		0.756		0.897			0.769			0.734			0.780

CONTROL: 4-Way Stop

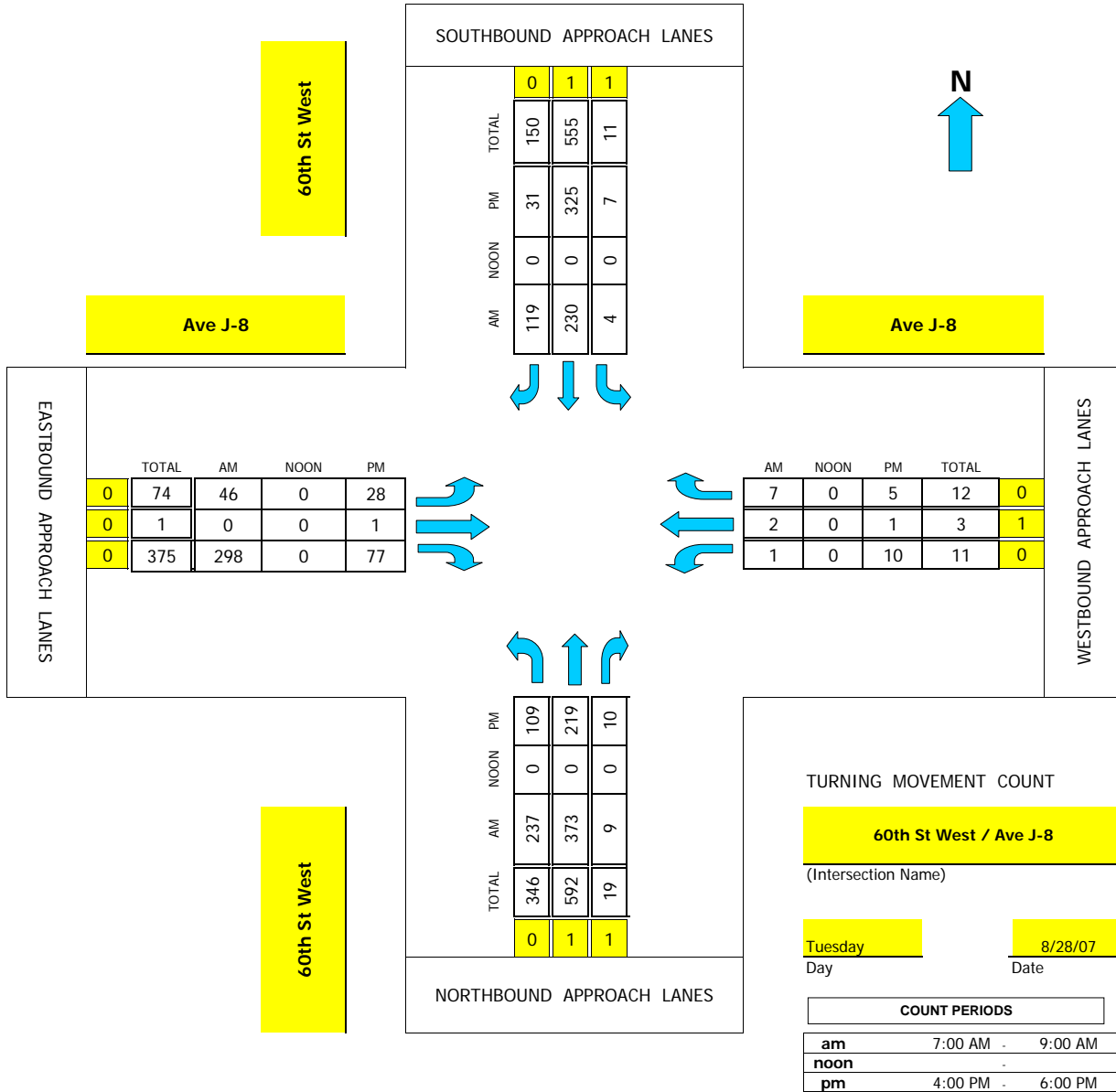
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave J-8

Project #: 07-8166-002



CONTROL: 1-Way Stop (ES),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave J-8

DAY: TUESDAY

PROJECT# 07-8166-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	0	1	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	42	73	3	1	88	13	4		42	0	0	2	268
7:15 AM	85	76	5	1	57	50	4		66	0	1	2	347
7:30 AM	94	123	1	0	43	50	14		129	0	1	3	458
7:45 AM	16	101	0	2	42	6	24		61	1	0	0	253
8:00 AM	17	56	1	0	35	2	5		17	0	0	2	135
8:15 AM	10	48	5	0	41	1	6		15	2	0	2	130
8:30 AM	6	54	1	0	38	1	4		11	0	0	2	117
8:45 AM	5	50	4	2	34	1	4		16	0	0	2	118
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 275	NT 581	NR 20	SL 6	ST 378	SR 124	EL 65	ET 0	ER 357	WL 3	WT 2	WR 15	TOTAL 1826
-----------------	-----------	-----------	----------	---------	-----------	-----------	----------	---------	-----------	---------	---------	----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	237	373	9	4	230	119	46	0	298	1	2	7	1326
PEAK HR. FACTOR:		0.710			0.817			0.601			0.625		0.724

CONTROL: 1-Way Stop (ES),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave J-8

DAY: TUESDAY

PROJECT# 07-8166-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	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	25	48	1	1	87	8	8	0	13	1	0	2	194
4:15 PM	13	58	0	5	65	2	9	1	16	1	0	2	172
4:30 PM	27	68	0	0	95	6	10	1	16	3	0	1	227
4:45 PM	23	52	1	0	77	11	2	0	18	2	0	0	186
5:00 PM	32	46	6	5	80	5	7	0	16	3	0	4	204
5:15 PM	27	53	3	2	73	9	9	0	27	2	1	0	206
5:30 PM	23	61	3	1	69	15	8	0	8	4	1	1	194
5:45 PM	17	68	0	0	58	6	6	0	16	3	1	1	176
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
	187	454	14	14	604	62	59	2	130	19	3	11	1559

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	109	219	10	7	325	31	28	1	77	10	1	5	823
PEAK HR. FACTOR:		0.889			0.899			0.736			0.571		0.906

CONTROL: 1-Way Stop (ES),

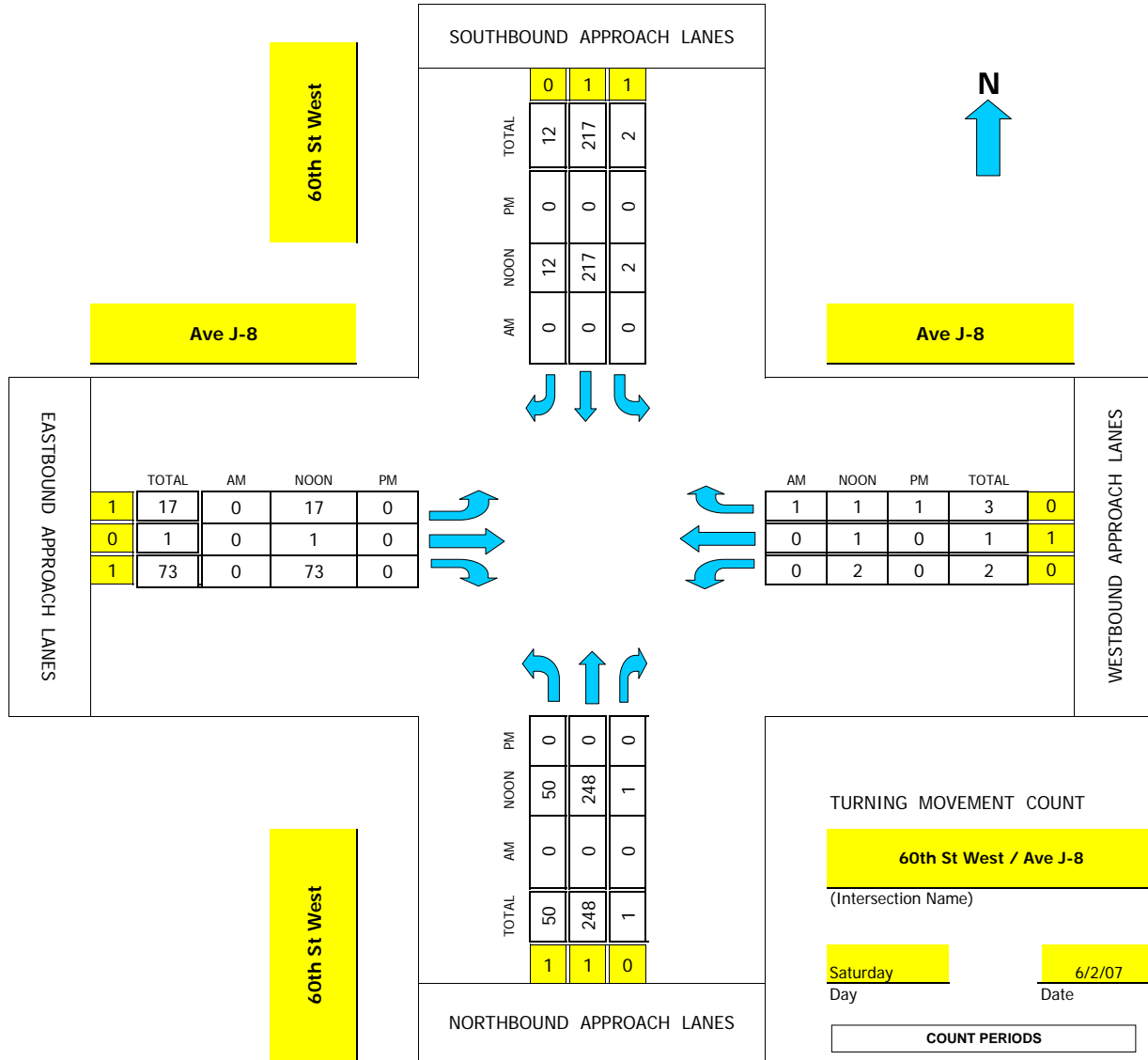
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave J-8

Project #: 07-2280-005



AM PEAK HOUR	845 AM
NOON PEAK HOUR	1200 PM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave J-8

DAY: SATURDAY

PROJECT# 07-2280-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	1	0	0	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	12	62	1	1	57	6	3	0	18	1	0	0	161
12:15 PM	12	56	0	0	61	0	6	0	25	1	0	0	161
12:30 PM	16	60	0	1	52	5	6	0	18	0	0	0	158
12:45 PM	10	70	0	0	47	1	2	1	12	0	1	1	145
1:00 PM	9	50	0	2	52	9	2	0	12	1	0	2	139
1:15 PM	15	56	0	2	41	2	2	0	25	0	0	2	145
1:30 PM	11	49	1	0	38	5	0	1	22	1	0	1	129
1:45 PM	8	53	2	0	32	3	4	0	22	0	0	0	124
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	93	456	4	6	380	31	25	2	154	4	1	6	1162

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	50	248	1	2	217	12	17	1	73	2	1	1	625
PEAK HR. FACTOR:		0.934			0.902			0.734			0.500		0.970

CONTROL: 2-Way Stop E & W

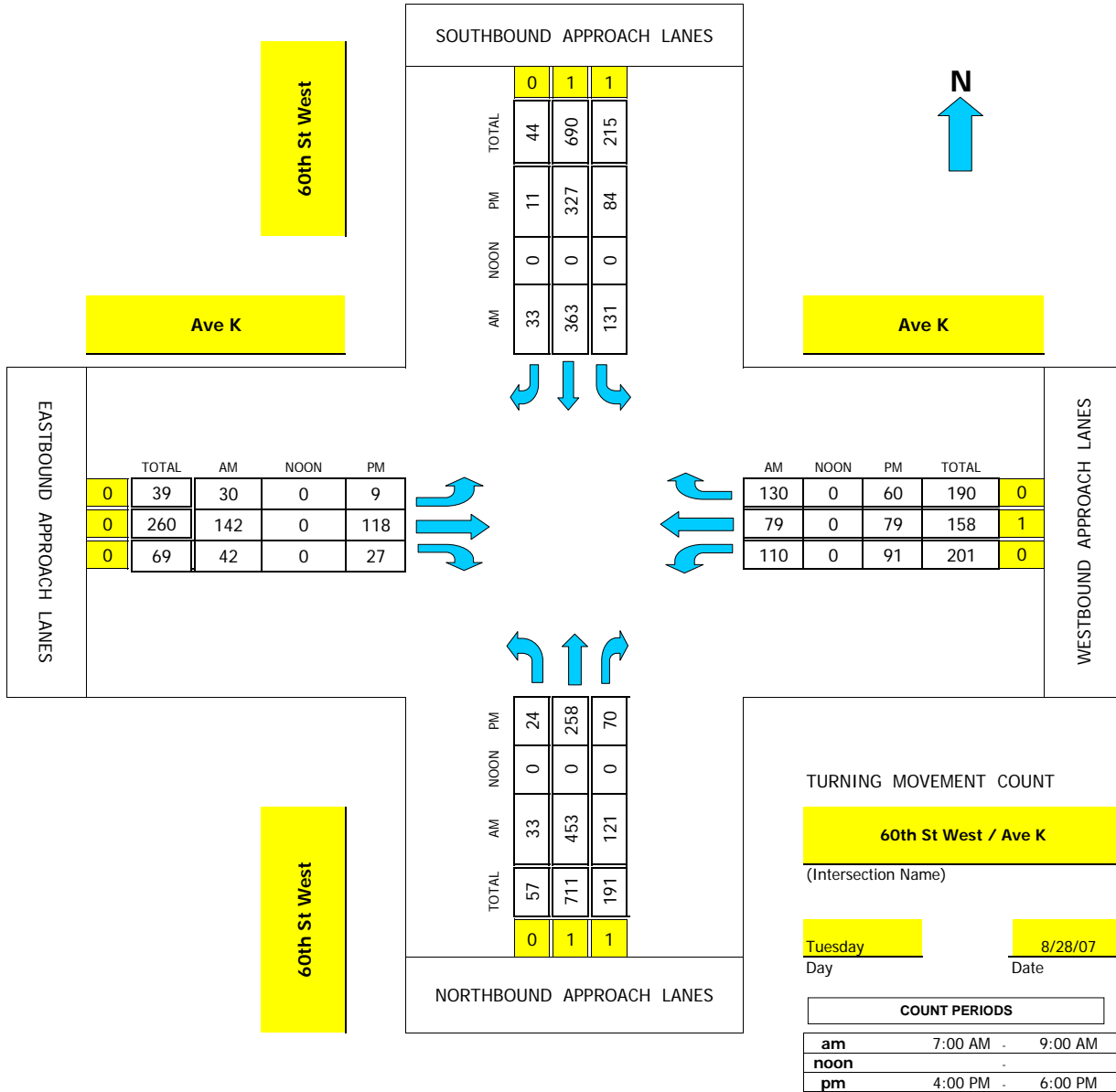
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave K

Project #: 07-8166-003



CONTROL: 1-Way Stop (ES),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave K

DAY: TUESDAY

PROJECT# 07-8166-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	1	0	0	1	0	0	1	0	0	1	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	79	29	23	90	12	5	33	12	59	18	32	400
7:15 AM	14	143	34	41	77	6	16	39	12	27	25	44	478
7:30 AM	7	170	32	36	117	10	5	39	10	13	19	42	500
7:45 AM	4	61	26	31	79	5	4	31	8	11	17	12	289
8:00 AM	5	54	12	17	35	1	0	21	4	9	17	26	201
8:15 AM	3	51	11	14	40	2	0	22	7	18	17	16	201
8:30 AM	1	51	20	19	33	0	0	22	7	11	7	6	177
8:45 AM	5	32	20	9	24	2	3	34	6	11	12	7	165
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 47	NT 641	NR 184	SL 190	ST 495	SR 38	EL 33	ET 241	ER 66	WL 159	WT 132	WR 185	TOTAL 2411
-----------------	----------	-----------	-----------	-----------	-----------	----------	----------	-----------	----------	-----------	-----------	-----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	33	453	121	131	363	33	30	142	42	110	79	130	1667
PEAK HR. FACTOR:		0.726		0.808				0.799		0.732			0.834

CONTROL: 1-Way Stop (ES),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave K

DAY: TUESDAY

PROJECT# 07-8166-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	
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	70	24	27	59	2	1	26	3	20	29	15	280
4:15 PM	6	60	14	26	62	0	4	36	1	15	23	18	265
4:30 PM	8	63	21	32	107	4	2	32	7	21	20	16	333
4:45 PM	10	61	12	17	73	1	2	30	8	24	14	11	263
5:00 PM	4	73	18	15	73	3	3	25	6	32	26	17	295
5:15 PM	2	61	19	20	74	3	2	31	6	14	19	16	267
5:30 PM	10	60	21	19	63	1	0	36	5	24	28	13	280
5:45 PM	5	57	17	18	58	4	0	26	4	20	19	18	246
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
	49	505	146	174	569	18	14	242	40	170	178	124	2229

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	24	258	70	84	327	11	9	118	27	91	79	60	1158
PEAK HR. FACTOR:		0.926			0.738			0.939			0.767		0.869

CONTROL: 1-Way Stop (ES),

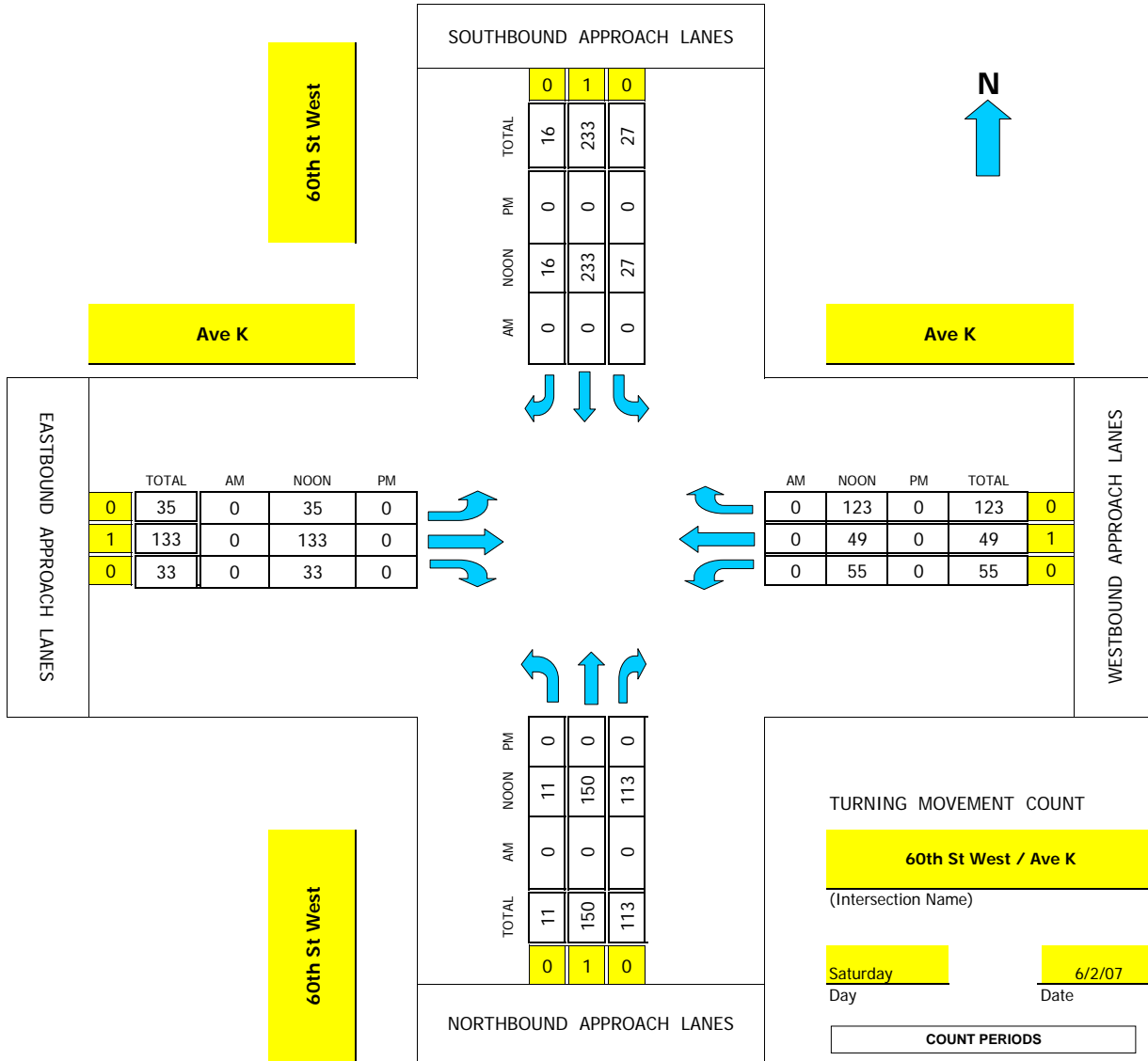
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave K

Project #: 07-2280-003



AM PEAK HOUR 0 AM

NOON PEAK HOUR 1200 PM

PM PEAK HOUR 0 AM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 06/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave K

DAY: SATURDAY

PROJECT# 07-2280-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	1	0	0	1	0	0	1	0	0	1	0	
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	2	25	27	6	60	1	11	28	11	15	15	30	231
12:15 PM	1	30	30	7	67	2	10	40	8	10	16	34	255
12:30 PM	3	40	28	6	56	6	8	35	6	15	10	34	247
12:45 PM	5	55	28	8	50	7	6	30	8	15	8	25	245
1:00 PM	2	40	30	9	54	6	8	21	6	11	15	23	225
1:15 PM	1	35	33	10	40	7	6	20	7	12	13	20	204
1:30 PM	3	33	25	11	33	8	5	15	6	15	11	20	185
1:45 PM	2	30	24	10	32	8	4	11	5	15	8	15	164
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	19	288	225	67	392	45	58	200	57	108	96	201	1756

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	11	150	113	27	233	16	35	133	33	55	49	123	978
PEAK HR. FACTOR:		0.778		0.908			0.866			0.946			0.959

CONTROL: 4-Way Stop

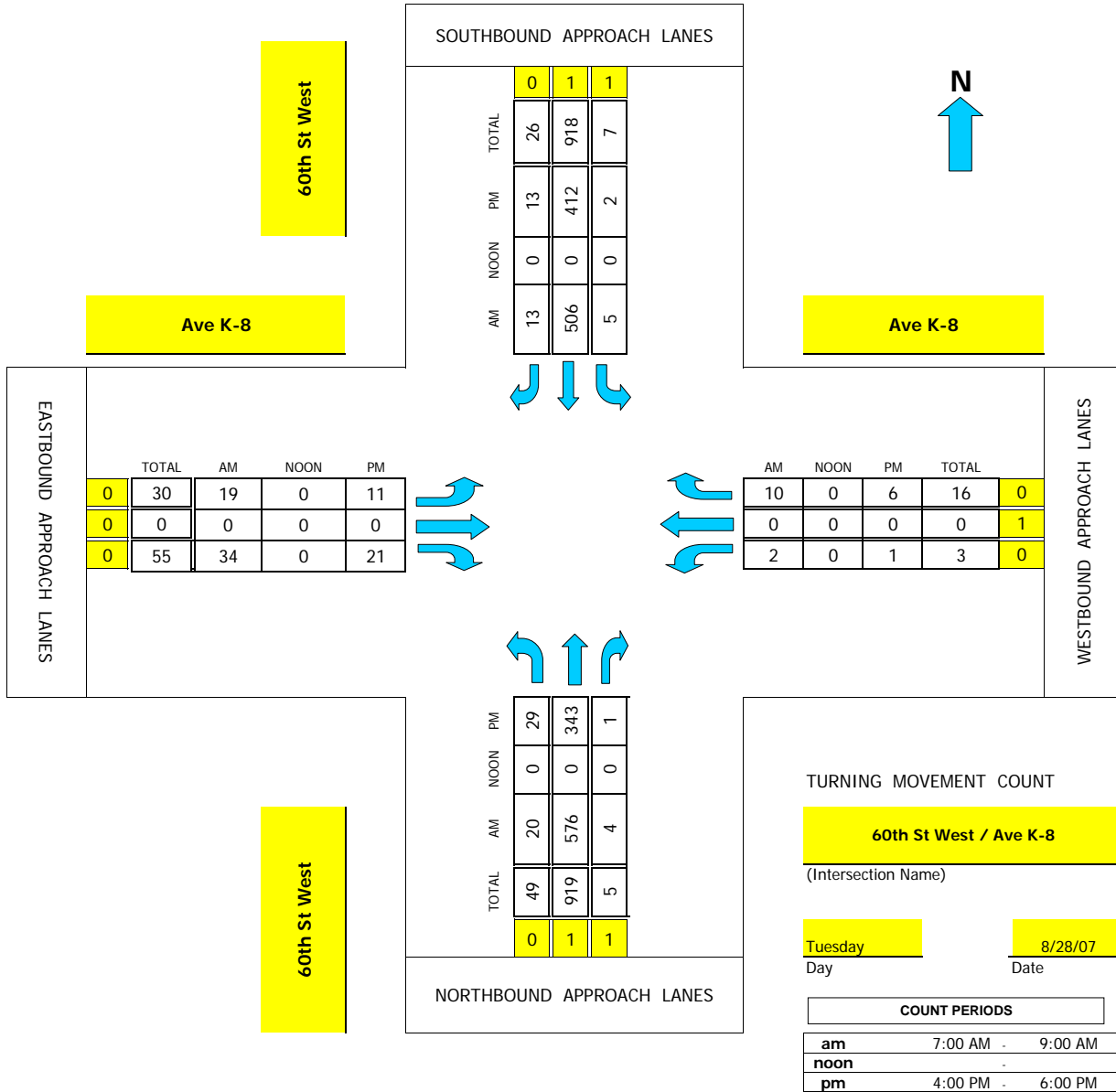
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave K-8

Project #: 07-8166-004



CONTROL: 1-Way Stop (ES),

AM PEAK HOUR 700 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave K-8

DAY: TUESDAY

PROJECT# 07-8166-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	2	1	1	0	1	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	131	0	1	162	1	7		8	1		2	319
7:15 AM	2	189	2	1	146	4	6		10	1		3	364
7:30 AM	7	153	1	3	99	4	6		9	0		4	286
7:45 AM	5	103	1	0	99	4	0		7	0		1	220
8:00 AM	4	72	1	1	41	4	2		6	1		1	133
8:15 AM	2	42	0	0	51	2	4		5	0		1	107
8:30 AM	4	54	0	2	46	1	1		5	1		2	116
8:45 AM	1	64	0	0	48	1	6		5	1		2	128
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 31	NT 808	NR 5	SL 8	ST 692	SR 21	EL 32	ET 0	ER 55	WL 5	WT 0	WR 16	TOTAL 1673
-----------------	----------	-----------	---------	---------	-----------	----------	----------	---------	----------	---------	---------	----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	20	576	4	5	506	13	19	0	34	2	0	10	1189
PEAK HR. FACTOR:		0.777			0.799			0.828			0.750		0.817

CONTROL: 1-Way Stop (ES),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave K-8

DAY: TUESDAY

PROJECT# 07-8166-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	2	1	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	5	82	1	0	92	4	3		4	0		1	192
4:15 PM	9	71	0	1	84	5	5		5	0		0	180
4:30 PM	9	102	0	1	109	1	1		7	1		3	234
4:45 PM	5	83	0	0	93	1	4		5	0		1	192
5:00 PM	8	74	0	0	92	9	2		6	0		2	193
5:15 PM	7	84	1	1	118	2	4		3	0		0	220
5:30 PM	6	82	1	0	79	1	1		7	0		0	177
5:45 PM	7	92	0	0	81	3	2		4	0		2	191
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
	56	670	3	3	748	26	22	0	41	1	0	9	1579

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	29	343	1	2	412	13	11	0	21	1	0	6	839
PEAK HR. FACTOR:		0.840			0.882			0.889			0.438		0.896

CONTROL: 1-Way Stop (ES),

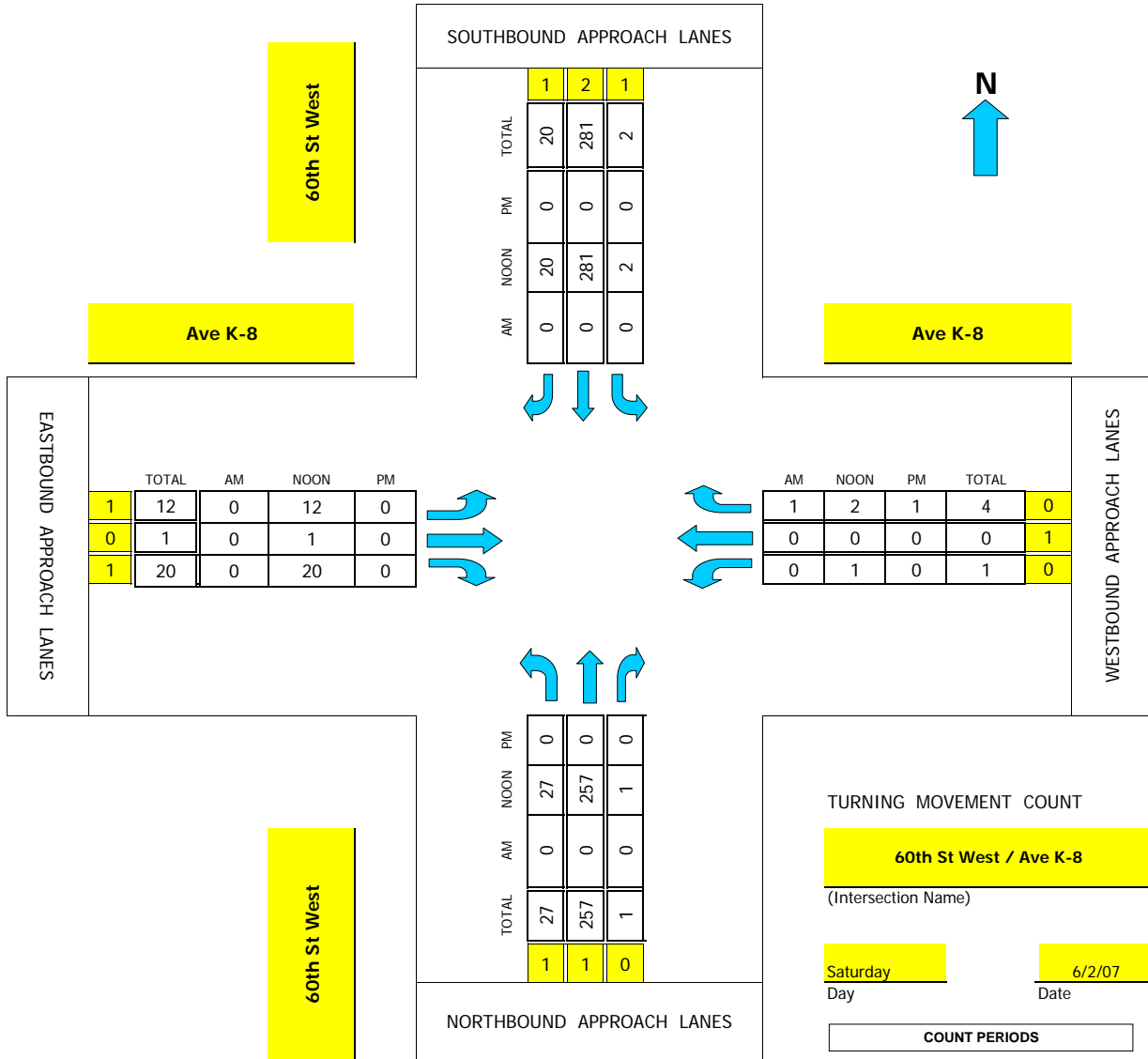
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave K-8

Project #: 07-2280-012



AM PEAK HOUR 845 AM

NOON PEAK HOUR 1215 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave K-8

DAY: SATURDAY

PROJECT# 07-2280-012

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	2	1	1	0	1	0	1	0	

10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	5	72	0	0	64	3	6	0	2	0		1	153
12:15 PM	7	57	1	0	71	5	5	0	3	0		1	150
12:30 PM	4	76	0	0	79	6	1	0	6	0		1	173
12:45 PM	5	56	0	2	70	5	1	1	6	1		0	147
1:00 PM	11	68	0	0	61	4	5	0	5	0		0	154
1:15 PM	5	50	0	0	55	4	1	0	4	0		1	120
1:30 PM	4	87	0	0	59	3	2	0	6	0		0	161
1:45 PM	6	78	0	0	69	3	1	0	6	0		1	164
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	47	544	1	2	528	33	22	1	38	1	0	5	1222

NOON Peak Hr Begins at: 1215 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	27	257	1	2	281	20	12	1	20	1	0	2	624
PEAK HR. FACTOR:		0.891			0.891			0.825			0.750		0.902

CONTROL: 2-Way Stop E & W

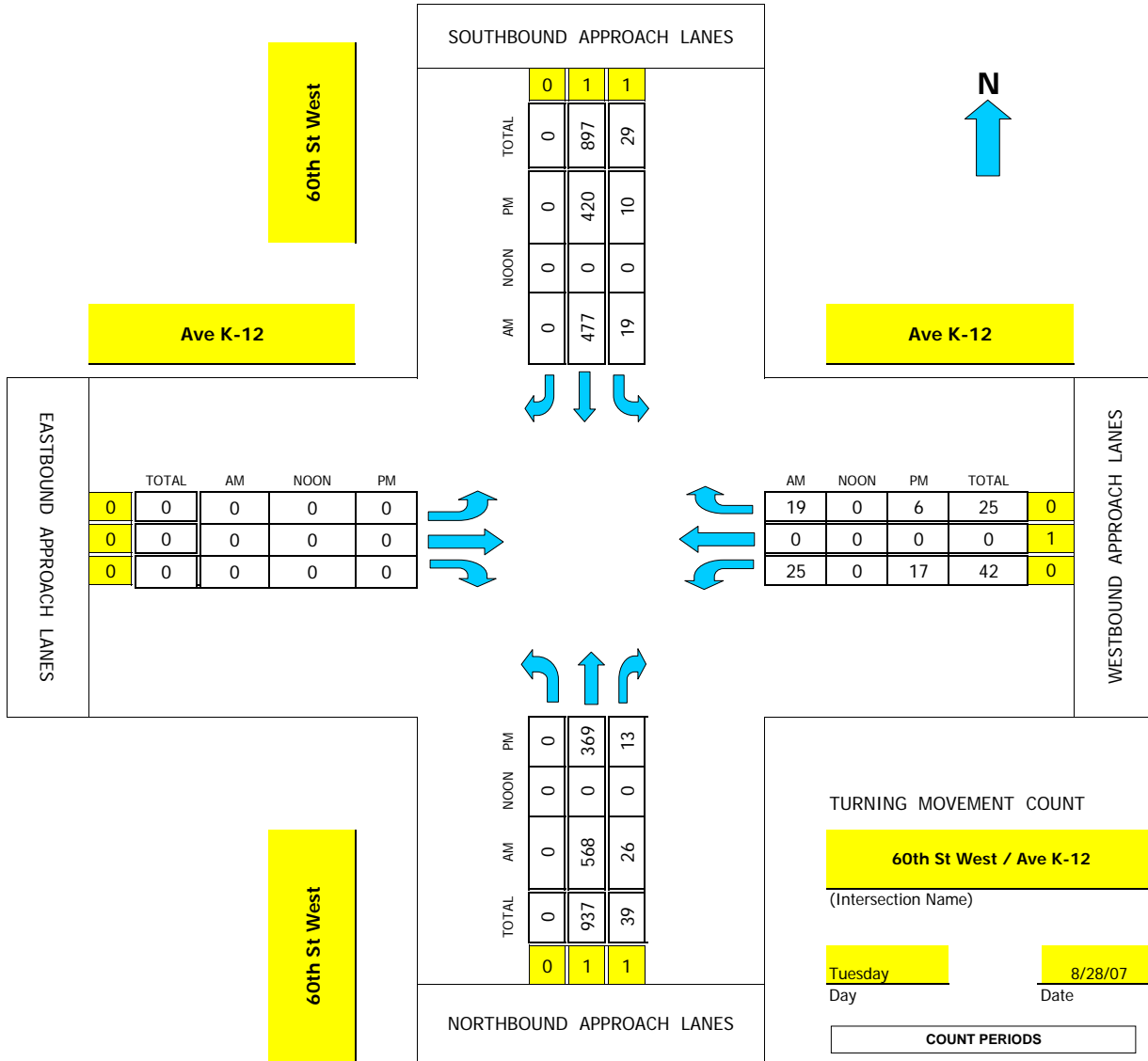
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave K-12

Project #: 07-8166-005



CONTROL: 1-Way Stop (ES),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave K-12

DAY: TUESDAY

PROJECT# 07-8166-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	1	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		156	2	1	141					2		2	304
7:15 AM		170	8	7	132					9		11	337
7:30 AM		139	7	10	119					7		4	286
7:45 AM		103	9	1	85					7		2	207
8:00 AM		50	6	4	55					2		5	122
8:15 AM		56	3	5	57					4		1	126
8:30 AM		60	5	1	55					7		1	129
8:45 AM		70	4	0	57					4		0	135
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
	0	804	44	29	701	0	0	0	0	42	0	26	1646

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	568	26	19	477	0	0	0	0	25	0	19	1134
PEAK HR. FACTOR:		0.834			0.873			0.000			0.550		0.841

CONTROL: 1-Way Stop (ES),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave K-12

DAY: TUESDAY

PROJECT# 07-8166-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	1	1	0	0	0	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		84	4	4	86					2		2	182
4:15 PM		76	7	3	87					4		2	179
4:30 PM		104	5	1	109					3		1	223
4:45 PM		88	3	2	103					4		2	202
5:00 PM		85	3	3	92					3		0	186
5:15 PM		92	2	4	116					7		3	224
5:30 PM		85	4	2	82					3		2	178
5:45 PM		106	4	0	80					3		0	193
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
	0	720	32	19	755	0	0	0	0	29	0	12	1567

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	369	13	10	420	0	0	0	0	17	0	6	835
PEAK HR. FACTOR:		0.876			0.896			0.000			0.575		0.932

CONTROL: 1-Way Stop (ES),

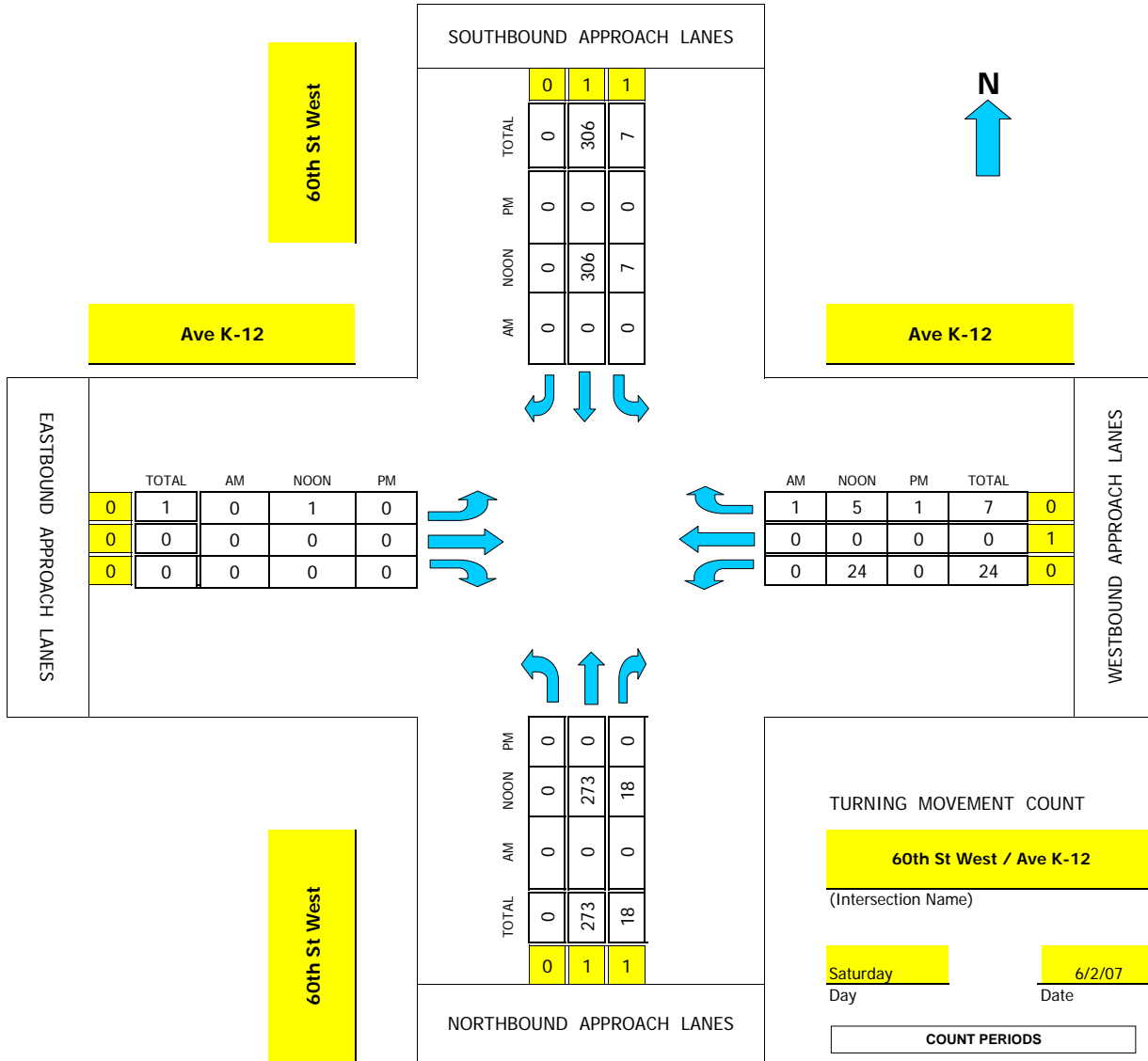
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave K-12

Project #: 07-2280-004



AM PEAK HOUR	<u>845 AM</u>
NOON PEAK HOUR	<u>1215 PM</u>
PM PEAK HOUR	<u>400 PM</u>

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave K-12

DAY: SATURDAY

PROJECT# 07-2280-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	1	1	1	1	0	0	0	0	0	1	0	
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM		73	6	0	66	1	0			4		3	153
12:15 PM		63	5	2	72	0	0			5		0	147
12:30 PM		75	6	3	84	0	1			2		0	171
12:45 PM		60	4	2	84	0	0			10		1	161
1:00 PM		75	3	0	66	0	0			7		4	155
1:15 PM		54	8	3	56	0	0			3		0	124
1:30 PM		89	1	0	65	0	0			5		2	162
1:45 PM		83	3	1	74	0	0			2		1	164
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	572	36	11	567	1	1	0	0	38	0	11	1237

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	0	273	18	7	306	0	1	0	0	24	0	5	634
PEAK HR. FACTOR:		0.898			0.899			0.250			0.659		0.927

CONTROL: 2-Way Stop E & W

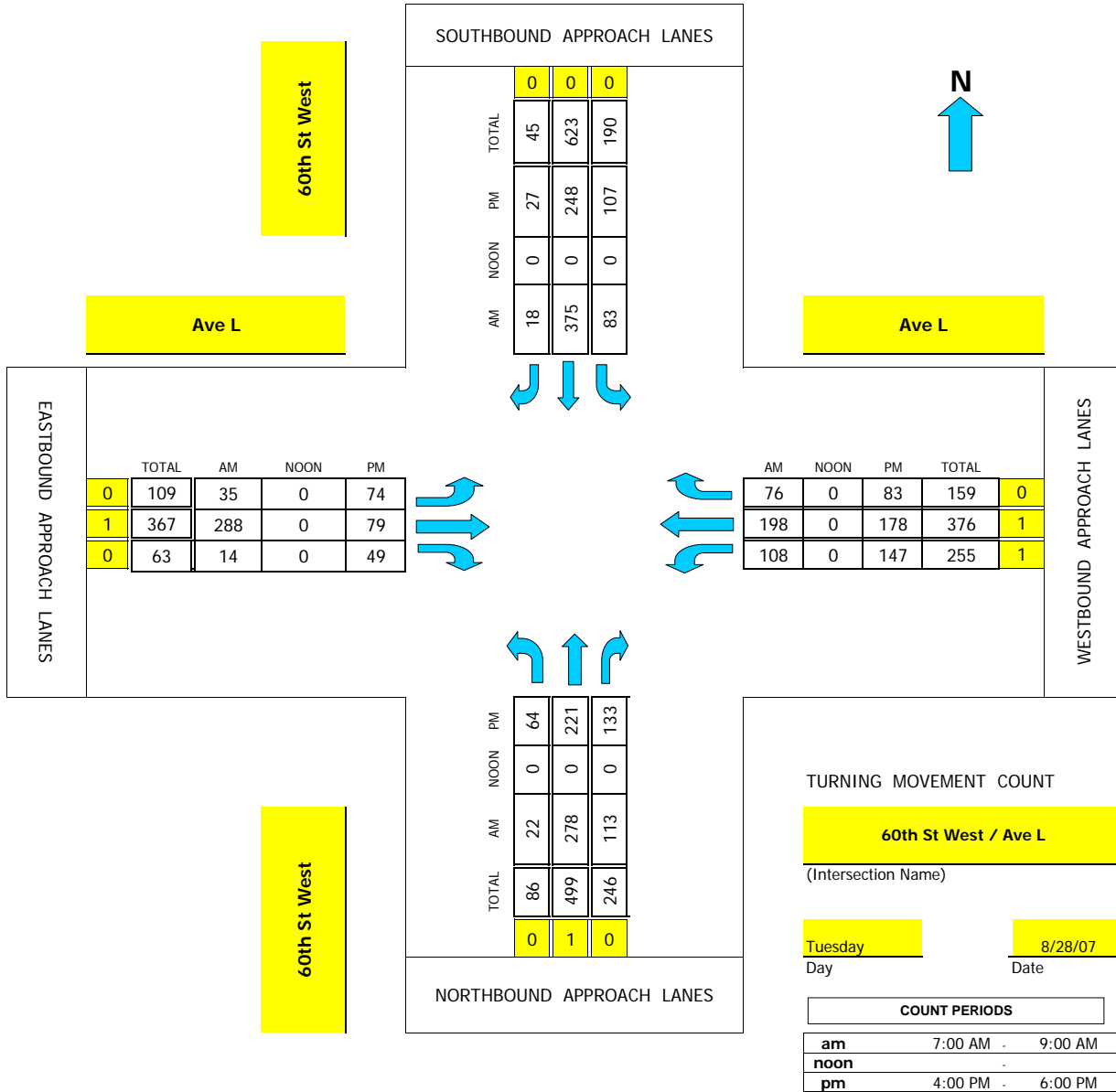
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave L

Project #: 07-8166-006



CONTROL: 1-Way Stop (SS),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: TUESDAY

PROJECT# 07-8166-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	72	27	16	115	4	11	86	2	21	56	16	430
7:15 AM	5	90	28	15	115	5	10	107	3	32	60	15	485
7:30 AM	6	66	26	30	100	3	8	50	5	30	40	24	388
7:45 AM	7	50	32	22	45	6	6	45	4	25	42	21	305
8:00 AM	5	48	24	25	50	5	7	40	6	22	30	16	278
8:15 AM	8	55	28	21	44	2	1	56	7	30	32	15	299
8:30 AM	6	34	32	20	42	4	8	44	5	25	22	21	263
8:45 AM	4	46	26	15	30	2	6	30	6	20	28	20	233
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
	45	461	223	164	541	31	57	458	38	205	310	148	2681

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	22	278	113	83	375	18	35	288	14	108	198	76	1608
PEAK HR. FACTOR:		0.839		0.881			0.702			0.893			0.829

CONTROL: 1-Way Stop (SS),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: TUESDAY

PROJECT# 07-8166-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	1	1	0	1	1	0	1	1	1	1	1	0	
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	59	22	22	49	2	16	18	11	33	33	13	287
4:15 PM	10	66	27	25	56	4	12	20	6	35	34	15	310
4:30 PM	11	60	30	30	50	5	16	21	8	40	32	18	321
4:45 PM	18	55	32	33	45	6	30	18	10	42	39	23	351
5:00 PM	15	50	36	25	56	7	22	25	13	30	36	24	339
5:15 PM	16	44	38	24	73	6	12	21	15	35	45	18	347
5:30 PM	15	72	27	25	74	8	10	15	11	40	58	18	373
5:45 PM	11	73	32	18	56	6	4	17	2	45	59	21	344
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
	105	479	244	202	459	44	122	155	76	300	336	150	2672

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	64	221	133	107	248	27	74	79	49	147	178	83	1410
PEAK HR. FACTOR:		0.917			0.893			0.842			0.879		0.945

CONTROL: 1-Way Stop (SS),

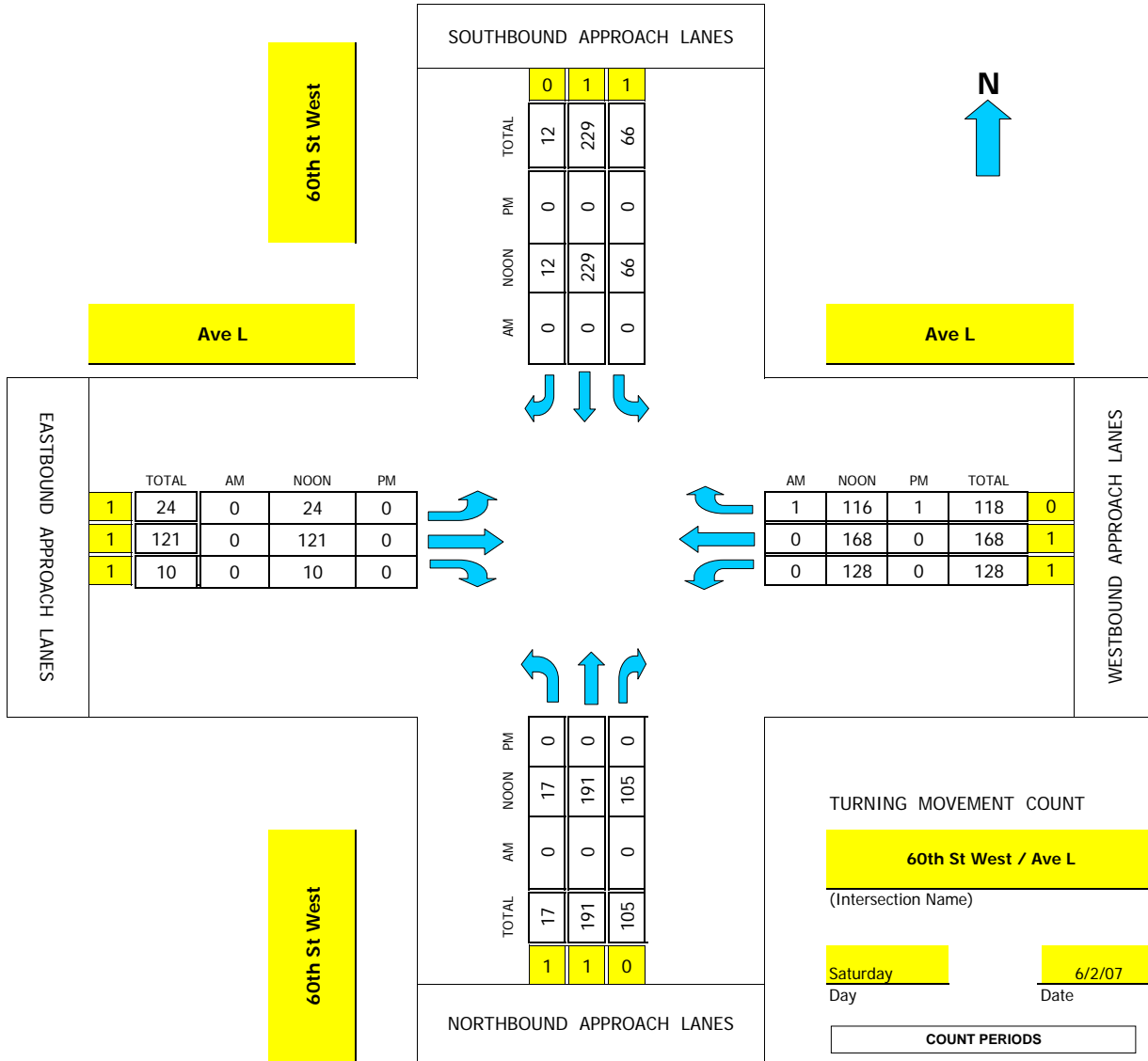
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave L

Project #: 07-2280-001



AM PEAK HOUR	<u>845 AM</u>
NOON PEAK HOUR	<u>1245 PM</u>
PM PEAK HOUR	<u>400 PM</u>

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	1	1	1	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	5	38	29	11	51	3	3	19	3	17	24	27	230
12:15 PM	7	35	25	18	55	5	4	21	5	25	37	25	262
12:30 PM	6	46	31	17	56	4	5	23	4	23	45	22	282
12:45 PM	7	51	32	21	55	3	5	30	3	27	42	32	308
1:00 PM	6	47	30	21	62	4	6	25	3	35	49	27	315
1:15 PM	1	35	20	14	56	1	5	35	0	48	40	26	281
1:30 PM	3	58	23	10	56	4	8	31	4	18	37	31	283
1:45 PM	6	51	27	19	58	6	4	25	4	34	25	33	292
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	41	361	217	131	449	30	40	209	26	227	299	223	2253

NOON Peak Hr Begins at: 1245 PM

PEAK VOLUMES =	17	191	105	66	229	12	24	121	10	128	168	116	1187
PEAK HR. FACTOR:		0.869		0.882			0.901			0.904			0.942

CONTROL: 2-Way Stop E & W

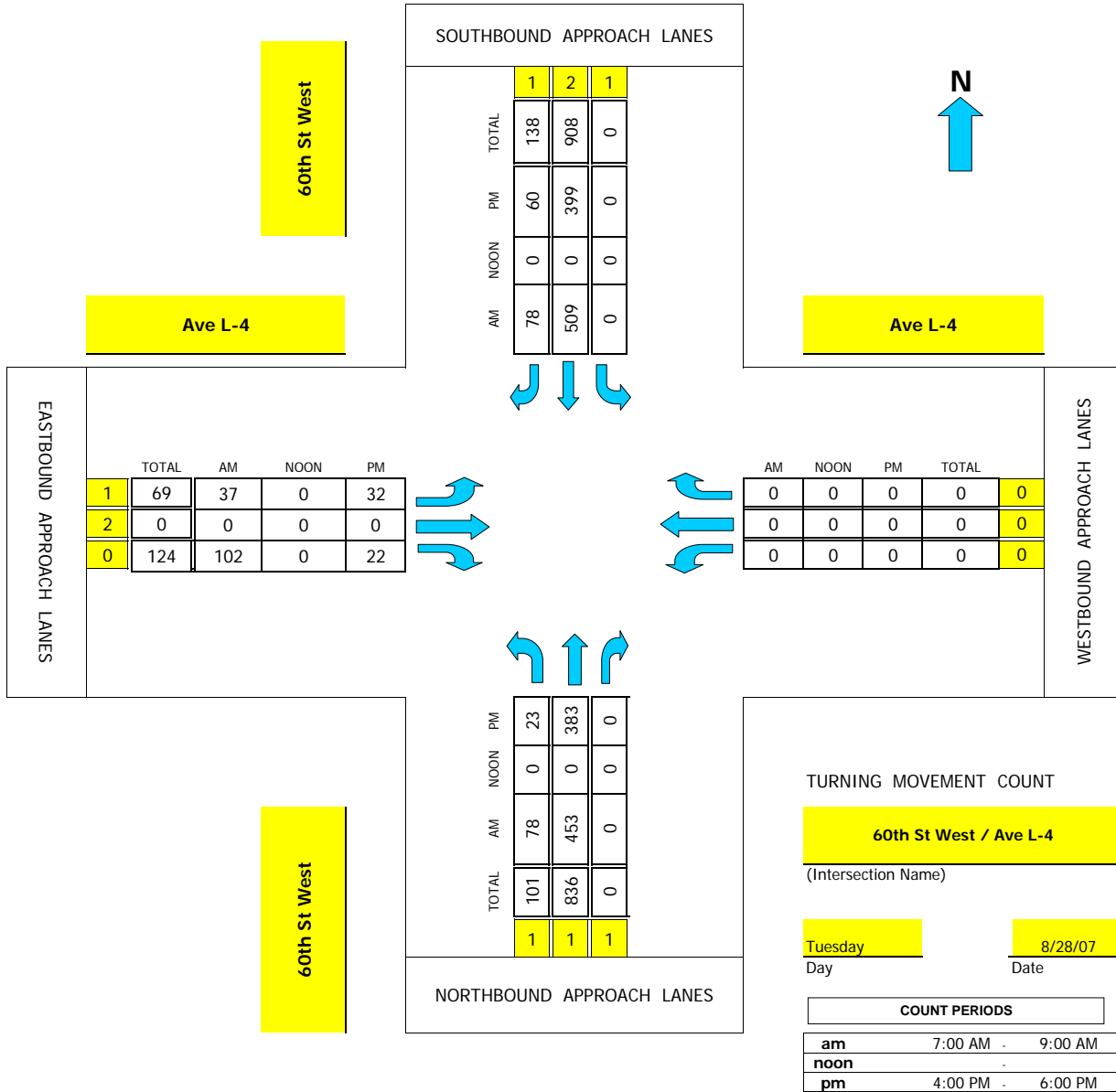
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave L-4

Project #: 07-8166-007



CONTROL: Signalized,

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L-4

DAY: TUESDAY

PROJECT# 07-8166-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	0	2	1	1	2	0				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	28	118			157	21	6		39				369
7:15 AM	35	125			172	32	8		50				422
7:30 AM	6	102			92	8	10		6				224
7:45 AM	9	108			88	17	13		7				242
8:00 AM	4	61			42	7	12		2				128
8:15 AM	3	50			47	8	3		1				112
8:30 AM	3	57			59	4	4		5				132
8:45 AM	5	71			44	8	6		5				139
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
	93	692	0	0	701	105	62	0	115	0	0	0	1768

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	78	453	0	0	509	78	37	0	102	0	0	0	1257
PEAK HR. FACTOR:		0.830			0.719			0.599			0.000		0.745

CONTROL: Signalized,

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L-4

DAY: TUESDAY

PROJECT# 07-8166-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	0	2	1	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	16	70			66	10	8		7				177
4:15 PM	13	92			94	15	9		3				226
4:30 PM	4	112			104	16	8		7				251
4:45 PM	9	99			107	16	6		3				240
5:00 PM	5	79			84	11	12		6				197
5:15 PM	5	93			104	17	6		6				231
5:30 PM	7	71			65	11	8		5				167
5:45 PM	3	108			90	14	8		4				227
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
	62	724	0	0	714	110	65	0	41	0	0	0	1716

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	23	383	0	0	399	60	32	0	22	0	0	0	919
PEAK HR. FACTOR:		0.875			0.933			0.750			0.000		0.915

CONTROL: Signalized,

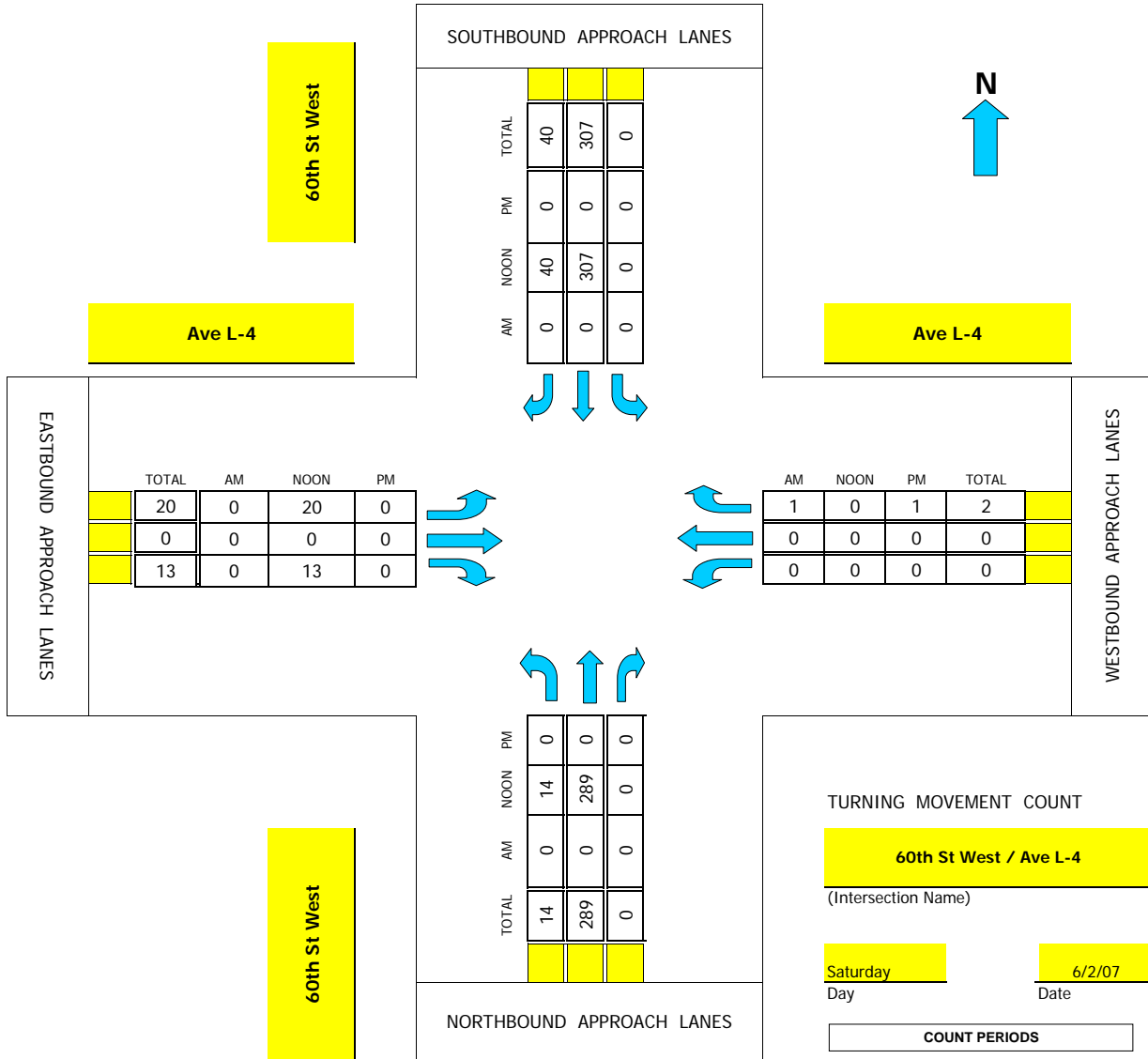
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave L-4

Project #: 07-2280-010



AM PEAK HOUR 845 AM

NOON PEAK HOUR 1215 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L-4

DAY: SATURDAY

PROJECT# 07-2280-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	2	0	0	1	0	0	0	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	4	38			39	4	8		2				95
12:15 PM	3	98			99	11	3		2				216
12:30 PM	3	82			87	13	8		7				200
12:45 PM	5	74			73	6	5		1				164
1:00 PM	3	35			48	10	4		3				103
1:15 PM	6	51			84	8	9		4				162
1:30 PM	3	79			86	5	10		6				189
1:45 PM	6	99			81	10	2		4				202
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	33	556	0	0	597	67	49	0	29	0	0	0	1331

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	14	289	0	0	307	40	20	0	13	0	0	0	683
PEAK HR. FACTOR:		0.750			0.789			0.550			0.000		0.791

CONTROL:

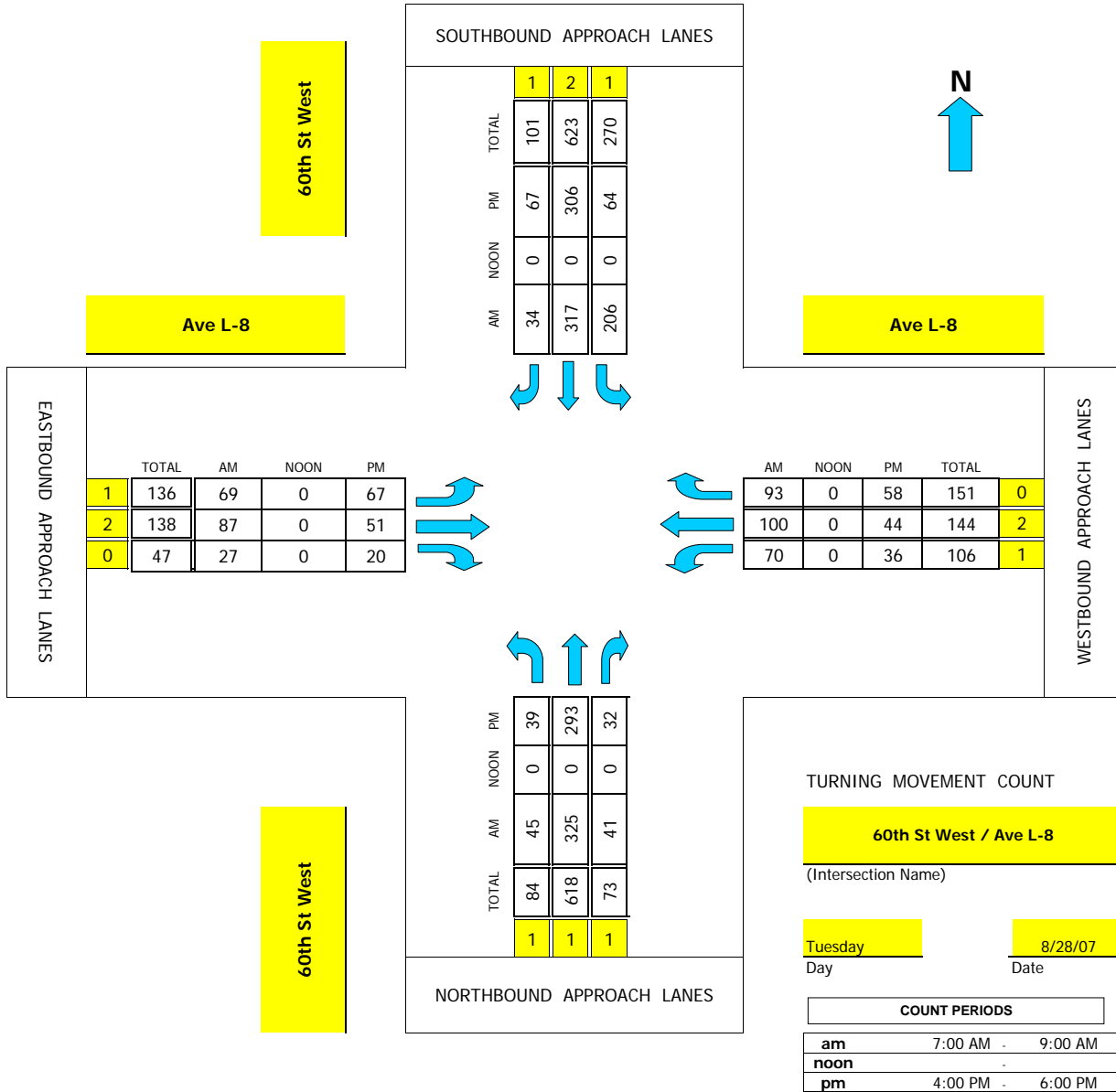
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave L-8

Project #: 07-8166-008



CONTROL: Signalized,

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L-8

DAY: TUESDAY

PROJECT# 07-8166-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	2	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	74	19	90	87	2	20	34	4	23	47	20	427
7:15 AM	13	66	11	40	70	11	18	25	6	18	13	25	316
7:30 AM	10	90	5	30	80	8	17	9	10	18	16	25	318
7:45 AM	15	95	6	46	80	13	14	19	7	11	24	23	353
8:00 AM	14	42	1	17	30	7	11	5	4	6	5	13	155
8:15 AM	4	54	1	8	43	4	11	3	4	7	5	16	160
8:30 AM	4	58	4	9	54	7	13	3	3	3	4	9	171
8:45 AM	3	52	5	6	41	4	14	4	11	7	7	3	157
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
	70	531	52	246	485	56	118	102	49	93	121	134	2057

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	45	325	41	206	317	34	69	87	27	70	100	93	1414
PEAK HR. FACTOR:		0.886		0.778			0.789			0.731			0.828

CONTROL: Signalized,

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L-8

DAY: TUESDAY

PROJECT# 07-8166-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	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	13	42	5	15	62	12	10	7	7	5	11	16	205
4:15 PM	15	58	5	11	48	14	11	2	5	12	12	23	216
4:30 PM	11	60	7	14	66	15	28	4	3	9	12	9	238
4:45 PM	15	84	6	16	68	19	16	10	3	3	9	18	267
5:00 PM	8	81	6	20	106	18	15	4	3	13	7	11	292
5:15 PM	11	61	11	16	50	20	25	22	6	8	19	16	265
5:30 PM	5	67	9	12	82	10	11	15	8	12	9	13	253
5:45 PM	18	44	6	18	51	11	11	21	8	10	9	4	211
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
	96	497	55	122	533	119	127	85	43	72	88	110	1947

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	39	293	32	64	306	67	67	51	20	36	44	58	1077
PEAK HR. FACTOR:		0.867			0.759			0.651			0.802		0.922

CONTROL: Signalized,

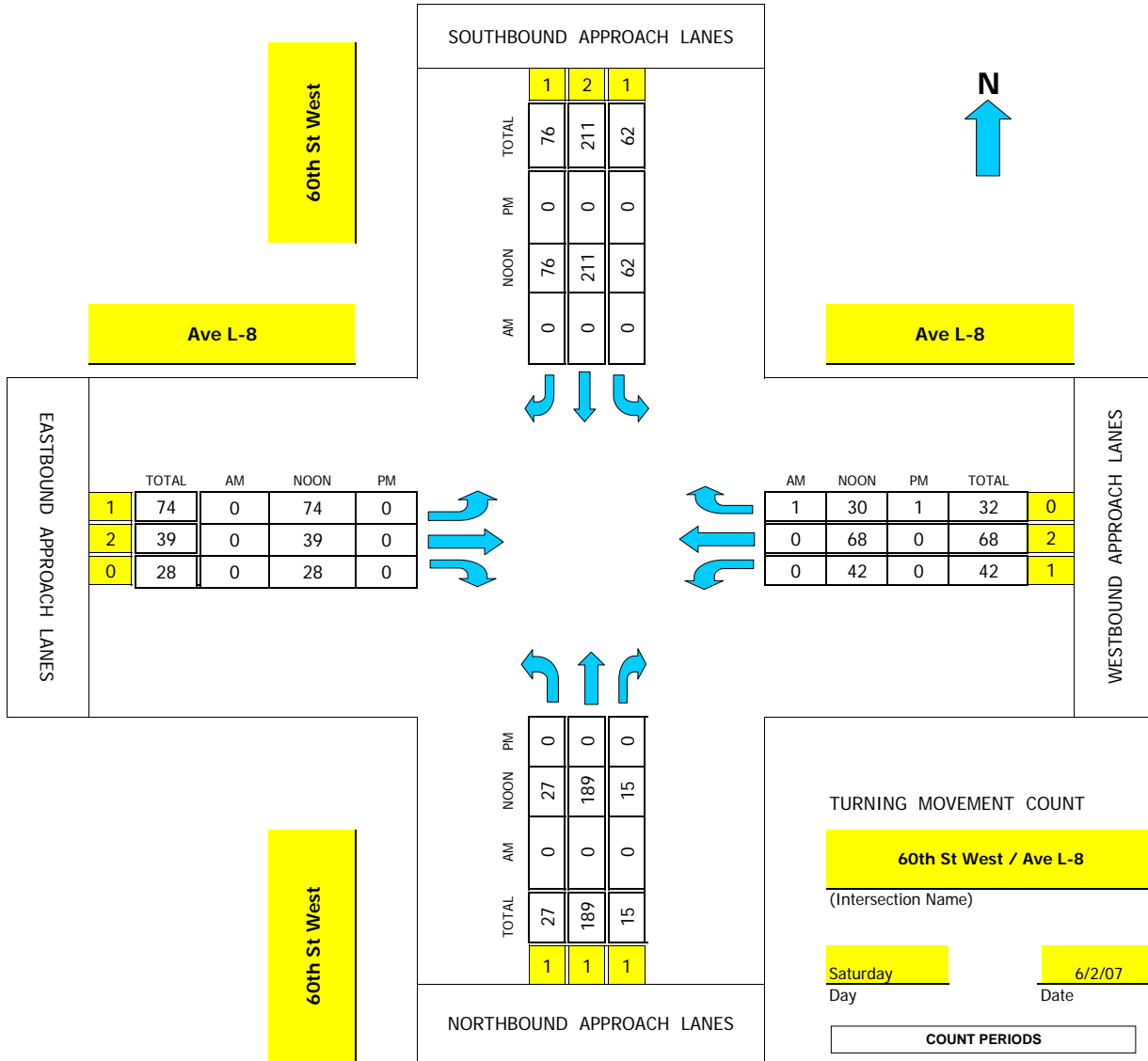
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave L-8

Project #: 07-2280-002



AM PEAK HOUR	<u>845 AM</u>
NOON PEAK HOUR	<u>1200 PM</u>
PM PEAK HOUR	<u>400 PM</u>

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L-8

DAY: SATURDAY

PROJECT# 07-2280-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	2	1	1	2	0	1	2	0	

10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	8	54	1	14	56	15	21	9	9	13	25	11	236
12:15 PM	6	47	8	18	54	23	24	10	7	10	18	7	232
12:30 PM	11	48	4	16	60	22	18	9	6	11	15	8	228
12:45 PM	2	40	2	14	41	16	11	11	6	8	10	4	165
1:00 PM	12	51	7	18	49	15	26	5	13	15	15	4	230
1:15 PM	5	45	1	10	48	17	16	11	14	17	15	3	202
1:30 PM	10	44	4	13	38	10	17	10	10	12	9	5	182
1:45 PM	5	59	4	9	22	7	12	8	12	4	15	4	161
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	59	388	31	112	368	125	145	73	77	90	122	46	1636

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	27	189	15	62	211	76	74	39	28	42	68	30	861
PEAK HR. FACTOR:		0.917			0.890			0.860			0.714		0.912

CONTROL: Signalized

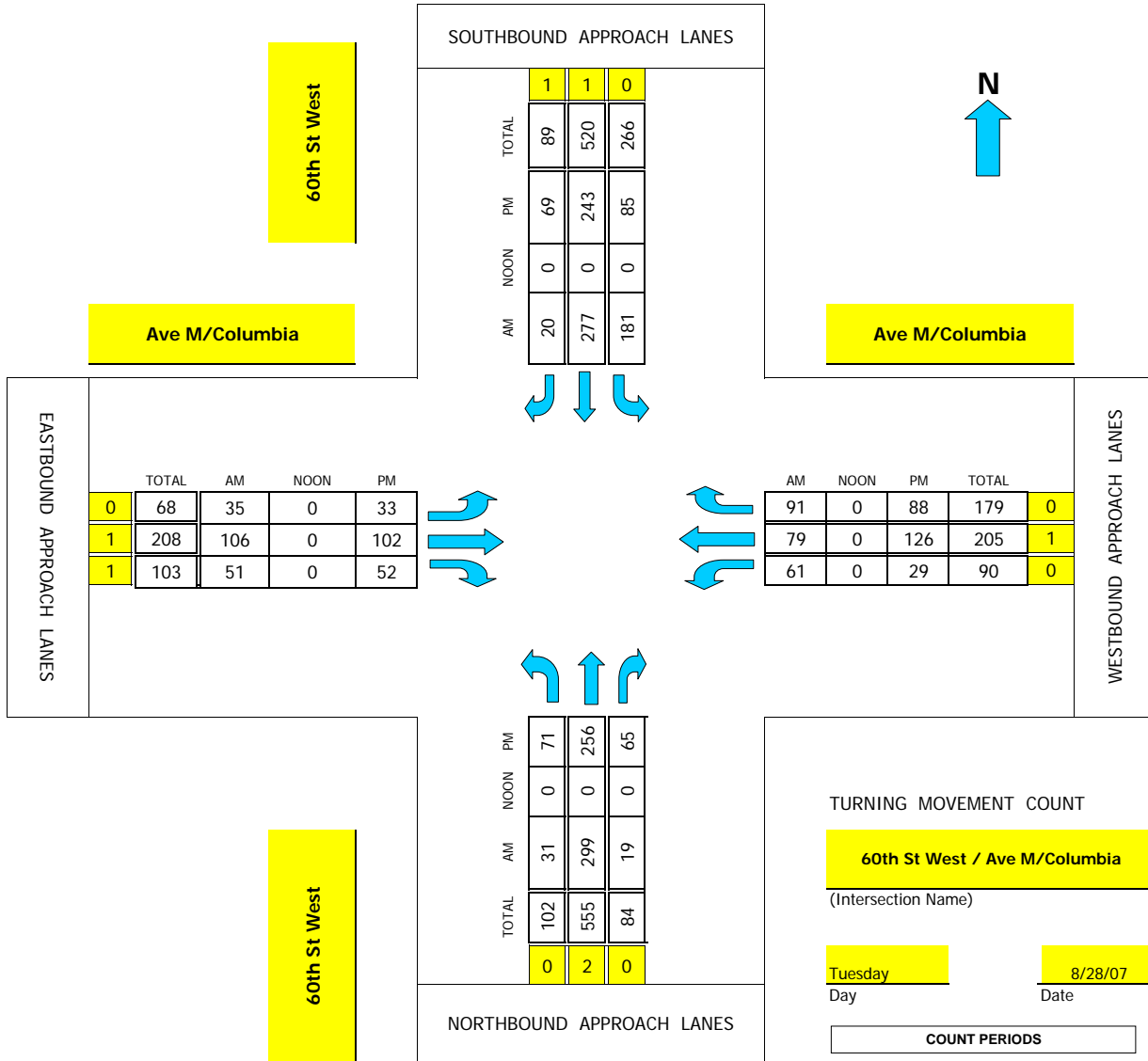
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave M/Columbia

Project #: 07-8166-009



CONTROL: 4-way stop,

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave M/Columbia

DAY: TUESDAY

PROJECT# 07-8166-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	1	0	1	1	0	0	1	1	0	1	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	107	6	66	75	2	9	30	12	9	25	35	385
7:15 AM	9	74	0	71	88	3	12	34	25	16	25	32	389
7:30 AM	4	54	6	29	68	7	7	31	6	20	19	12	263
7:45 AM	9	64	7	15	46	8	7	11	8	16	10	12	213
8:00 AM	6	42	4	5	34	2	5	21	5	15	7	7	153
8:15 AM	4	30	9	12	22	2	5	25	13	9	13	8	152
8:30 AM	5	52	6	9	33	1	1	28	5	6	11	2	159
8:45 AM	2	36	5	6	35	9	6	32	4	5	12	8	160
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 48	NT 459	NR 43	SL 213	ST 401	SR 34	EL 52	ET 212	ER 78	WL 96	WT 122	WR 116	TOTAL 1874
-----------------	----------	-----------	----------	-----------	-----------	----------	----------	-----------	----------	----------	-----------	-----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	31	299	19	181	277	20	35	106	51	61	79	91	1250
PEAK HR. FACTOR:		0.715		0.738			0.676			0.791			0.803

CONTROL: 4-way stop,

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave M/Columbia

DAY: TUESDAY

PROJECT# 07-8166-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1	1	0	0	1	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	20	78	28	29	81	24	11	27	15	11	31	21	376
4:15 PM	20	66	19	31	59	17	5	27	14	5	34	33	330
4:30 PM	21	65	11	15	68	24	6	26	12	10	40	24	322
4:45 PM	10	47	7	10	35	4	11	22	11	3	21	10	191
5:00 PM	6	35	13	15	35	3	5	5	11	9	22	11	170
5:15 PM	15	46	17	12	33	8	3	13	14	7	16	14	198
5:30 PM	10	50	32	21	56	7	4	14	17	7	12	10	240
5:45 PM	11	50	22	11	36	8	10	9	10	3	14	19	203
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
	113	437	149	144	403	95	55	143	104	55	190	142	2030

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	71	256	65	85	243	69	33	102	52	29	126	88	1219
PEAK HR. FACTOR:		0.778		0.741			0.882			0.821			0.811

CONTROL: 4-way stop,

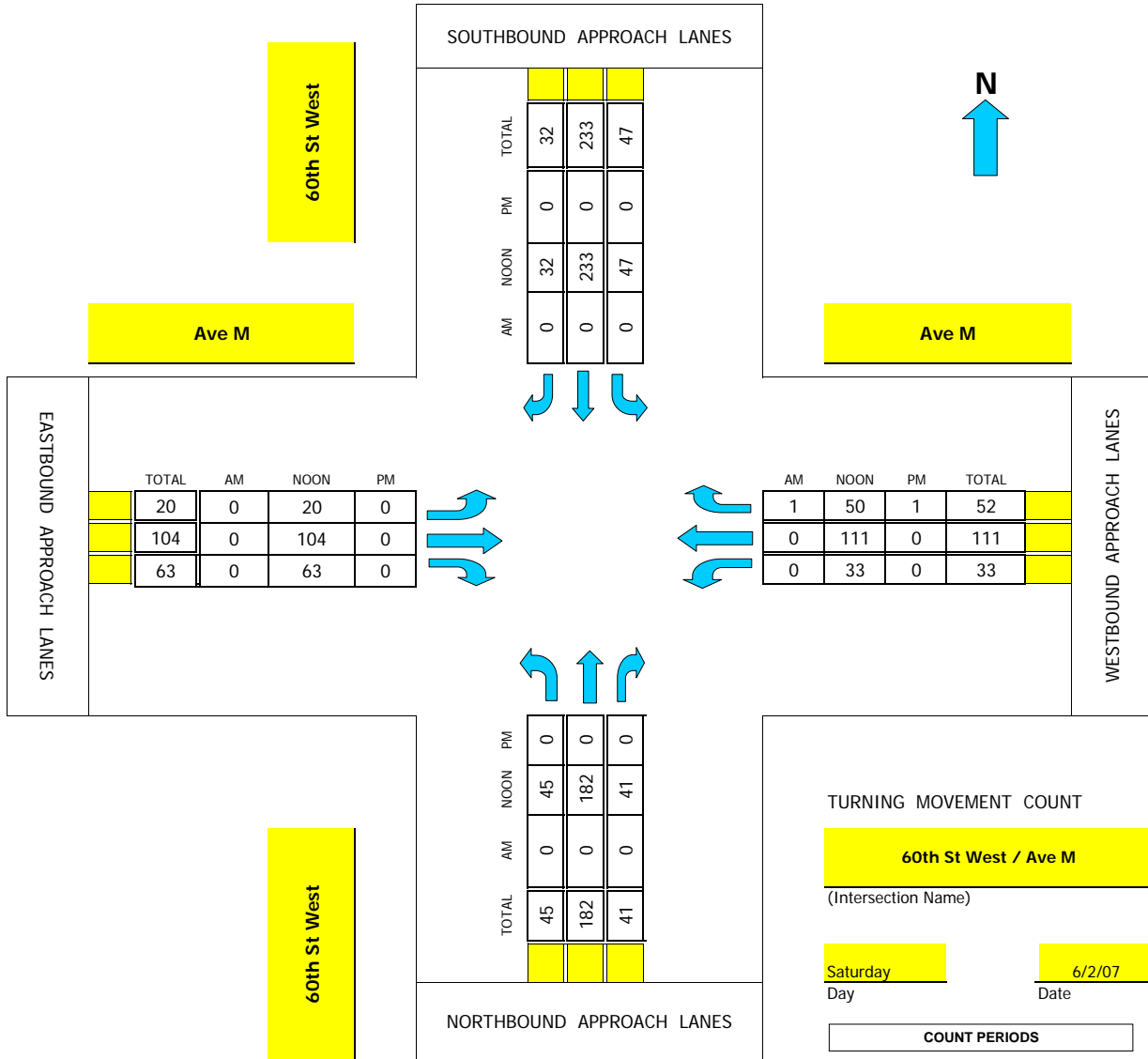
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 60th St West/Ave M

Project #: 07-2280-011



AM PEAK HOUR 845 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 60th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave M

DAY: SATURDAY

PROJECT# 07-2280-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	14	34	12	8	53	7	8	22	13	11	38	10	230
12:15 PM	9	39	5	12	55	7	4	28	12	7	14	13	205
12:30 PM	13	43	18	12	54	9	4	30	18	8	22	14	245
12:45 PM	7	53	8	14	65	10	5	27	11	6	30	7	243
1:00 PM	14	53	9	11	64	7	8	22	13	10	33	15	259
1:15 PM	11	33	6	10	50	6	3	25	21	9	26	14	214
1:30 PM	11	41	9	11	59	10	9	30	10	5	27	11	233
1:45 PM	4	37	8	14	53	6	5	28	6	13	21	21	216
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	83	333	75	92	453	62	46	212	104	69	211	105	1845

NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	45	182	41	47	233	32	20	104	63	33	111	50	961
PEAK HR. FACTOR:		0.882			0.876			0.899			0.836		0.928

CONTROL:

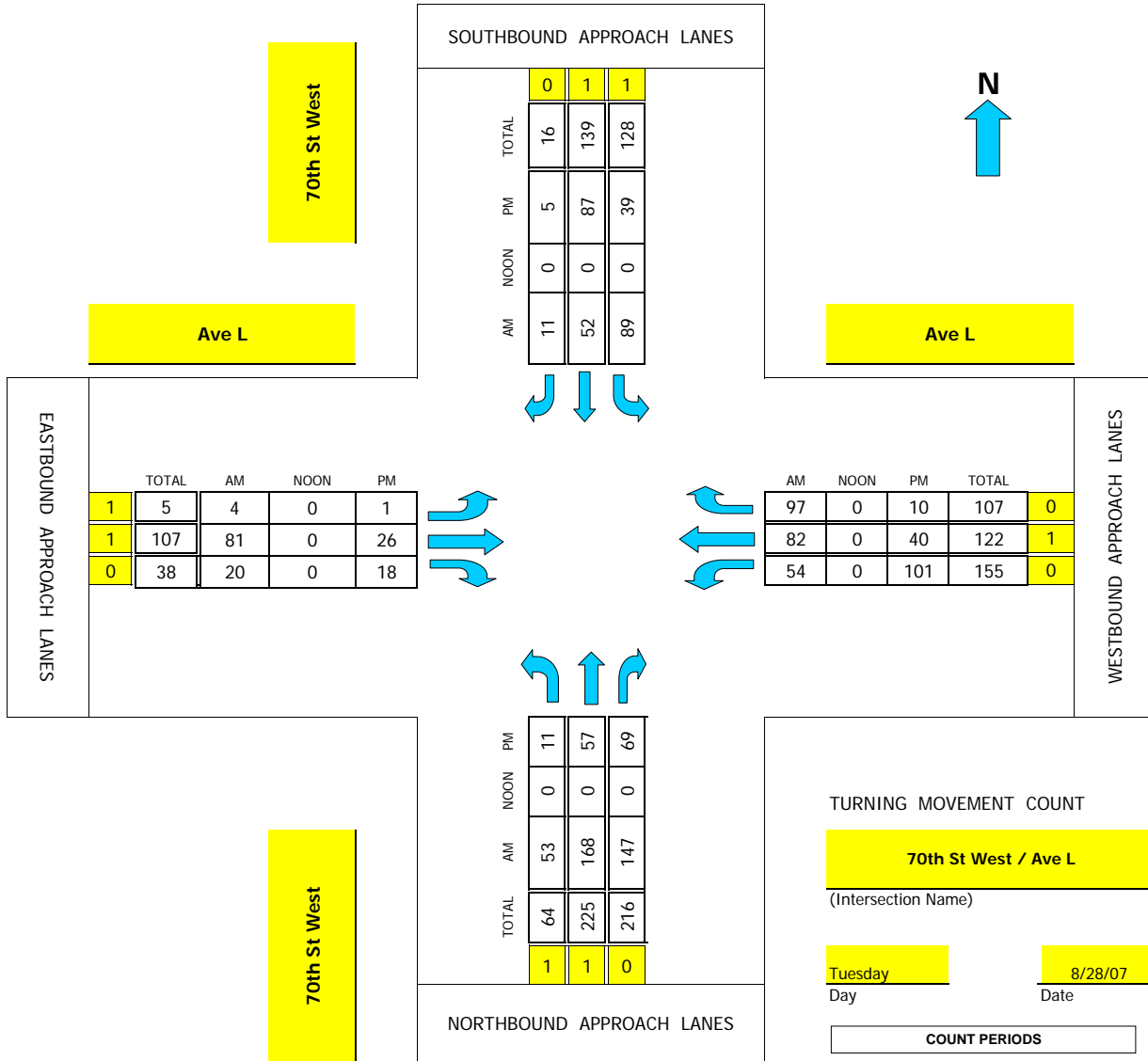
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 70th St West/Ave L

Project #: 07-8166-010



CONTROL: 4-Way Stop,

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: TUESDAY

PROJECT# 07-8166-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	1	0	0	1	0	0	1	0	0	1	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	35	61	39	11	5	0	30	0	12	29	14	250
7:15 AM	18	59	55	41	8	1	2	37	1	21	19	40	302
7:30 AM	14	53	17	3	16	5	1	7	8	15	21	41	201
7:45 AM	7	21	14	6	17	0	1	7	11	6	13	2	105
8:00 AM	3	16	14	3	6	0	2	4	10	8	6	2	74
8:15 AM	2	13	15	5	12	0	1	9	2	8	10	3	80
8:30 AM	2	24	7	6	11	1	0	6	4	6	6	4	77
8:45 AM	3	21	9	1	8	2	1	6	2	8	6	1	68
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 63	NT 242	NR 192	SL 104	ST 89	SR 14	EL 8	ET 106	ER 38	WL 84	WT 110	WR 107	TOTAL 1157
-----------------	----------	-----------	-----------	-----------	----------	----------	---------	-----------	----------	----------	-----------	-----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	53	168	147	89	52	11	4	81	20	54	82	97	858
PEAK HR. FACTOR:		0.697		0.691				0.656		0.728			0.710

CONTROL: 4-Way Stop,

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: TUESDAY

PROJECT# 07-8166-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	
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	19	14	4	15	1	0	6	5	18	7	3	97
4:15 PM	3	14	18	2	20	2	0	8	4	23	10	2	106
4:30 PM	4	18	16	16	19	0	0	9	8	20	9	4	123
4:45 PM	3	13	17	7	20	1	0	7	3	27	12	2	112
5:00 PM	1	12	18	14	28	2	1	2	3	31	9	2	123
5:15 PM	1	16	13	2	18	0	0	5	5	32	7	2	101
5:30 PM	3	20	16	5	17	0	0	5	7	25	11	4	113
5:45 PM	1	16	14	7	30	0	0	1	3	18	11	1	102
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
	21	128	126	57	167	6	1	43	38	194	76	20	877

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	11	57	69	39	87	5	1	26	18	101	40	10	464
PEAK HR. FACTOR:		0.901			0.744			0.662			0.899		0.943

CONTROL: 4-Way Stop,

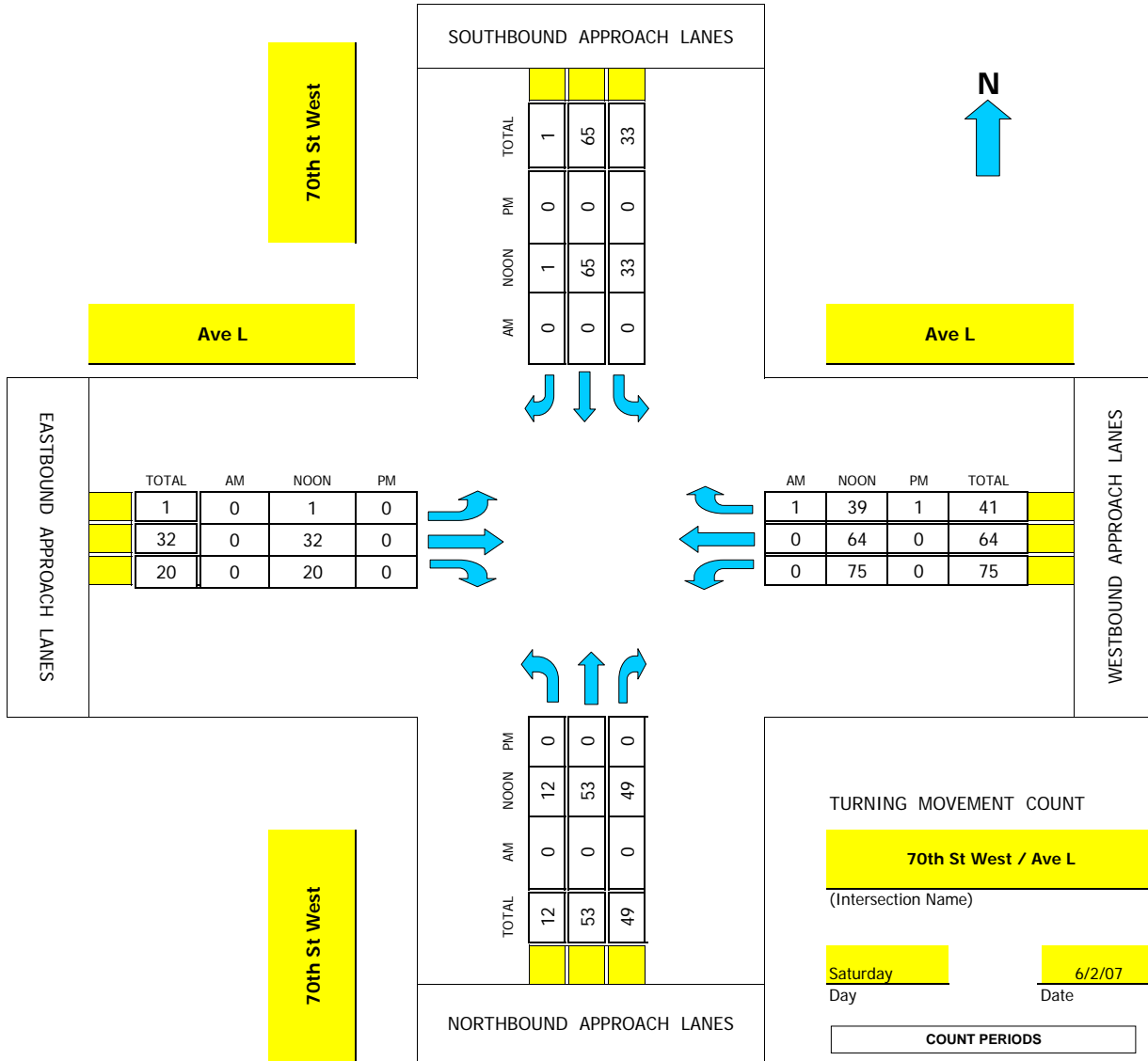
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 70th St West/Ave L

Project #: 07-2280-014



AM PEAK HOUR 845 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 70th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	1	0	0	1	0	0	1	0	0	1	0	
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	3	30	14	4	14	0	1	4	0	16	7	3	96
12:15 PM	7	29	14	2	12	0	1	4	1	11	15	3	99
12:30 PM	6	12	9	3	9	0	1	9	3	27	11	8	98
12:45 PM	3	9	21	23	26	0	0	8	4	16	12	8	130
1:00 PM	2	10	12	4	17	1	0	7	6	14	22	15	110
1:15 PM	1	22	7	3	13	0	0	8	7	18	19	8	106
1:30 PM	3	12	10	1	10	1	1	5	7	15	12	4	81
1:45 PM	7	12	11	3	12	2	0	11	3	16	16	4	97
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	32	136	98	43	113	4	4	56	31	133	114	53	817

NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	12	53	49	33	65	1	1	32	20	75	64	39	444
PEAK HR. FACTOR:		0.864			0.505			0.883			0.873		0.854

CONTROL:

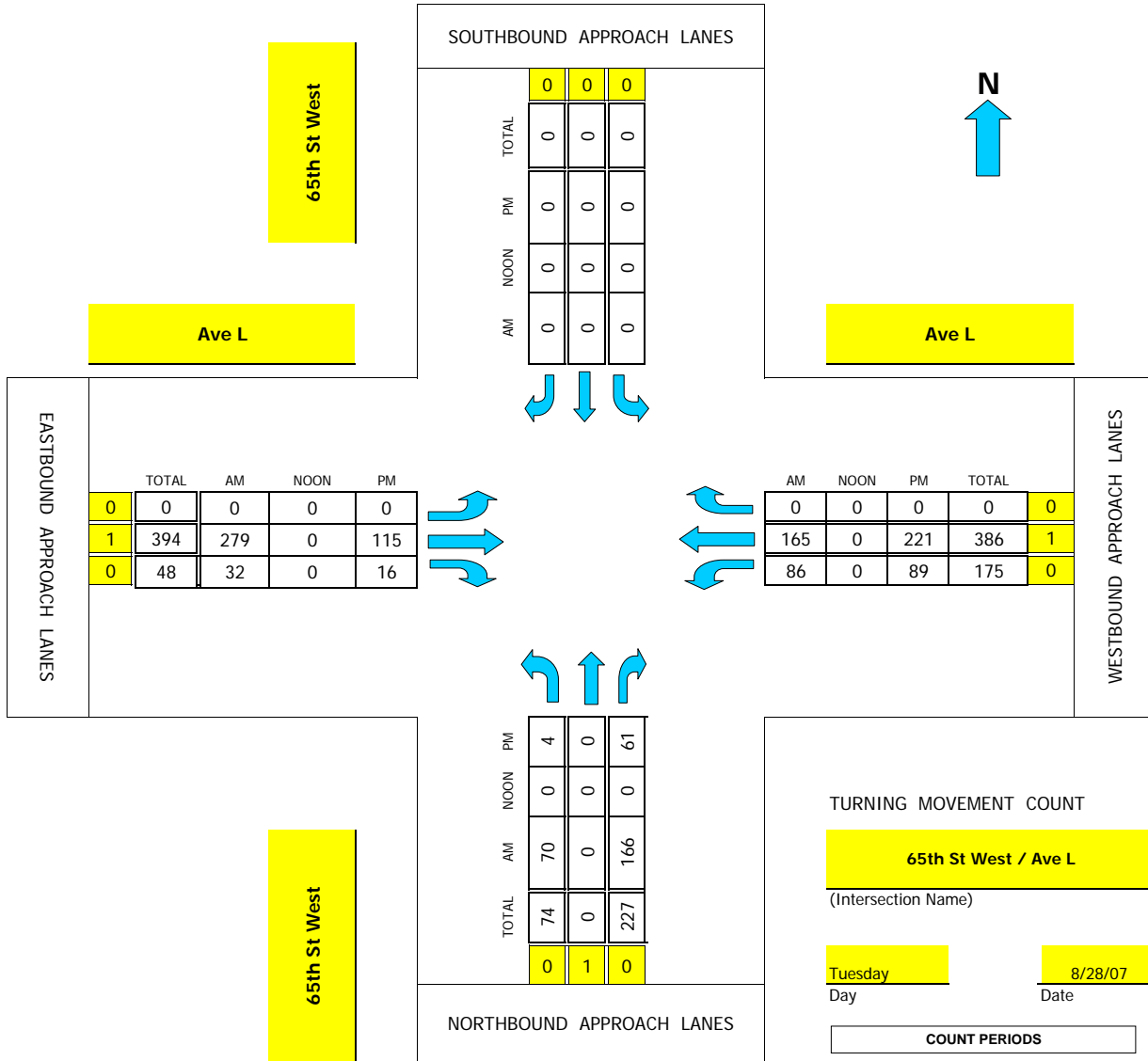
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 65th St West/Ave L

Project #: 07-8166-011



CONTROL: 1-Way Stop (SS),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 65th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: TUESDAY

PROJECT# 07-8166-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10		79				134	13	20	53			309
7:15 AM	38		56				100	13	26	64			297
7:30 AM	16		16				25	3	22	31			113
7:45 AM	6		15				20	3	18	17			79
8:00 AM	1		11				27	0	9	16			64
8:15 AM	1		8				23	1	10	16			59
8:30 AM	1		9				16	2	6	13			47
8:45 AM	0		10				14	2	3	14			43
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
	73	0	204	0	0	0	0	359	37	114	224	0	1011

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	70	0	166	0	0	0	0	279	32	86	165	0	798
PEAK HR. FACTOR:		0.628			0.000			0.529			0.697		0.646

CONTROL: 1-Way Stop (SS),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 65th St West

DATE: 08/28/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: TUESDAY

PROJECT# 07-8166-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	0	0	0	1	0	0	1	0	
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		17					27	5	16	40		106
4:15 PM	1		14					22	2	20	52		111
4:30 PM	0		18					36	8	25	44		131
4:45 PM	1		20					32	2	20	60		135
5:00 PM	1		13					29	4	22	56		125
5:15 PM	2		10					18	2	22	61		115
5:30 PM	3		13					26	3	22	61		128
5:45 PM	0		12					20	1	6	34		73
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
	9	0	117	0	0	0	0	210	27	153	408	0	924

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	4	0	61	0	0	0	0	115	16	89	221	0	506
PEAK HR. FACTOR:		0.774			0.000			0.744			0.934		0.937

CONTROL: 1-Way Stop (SS),

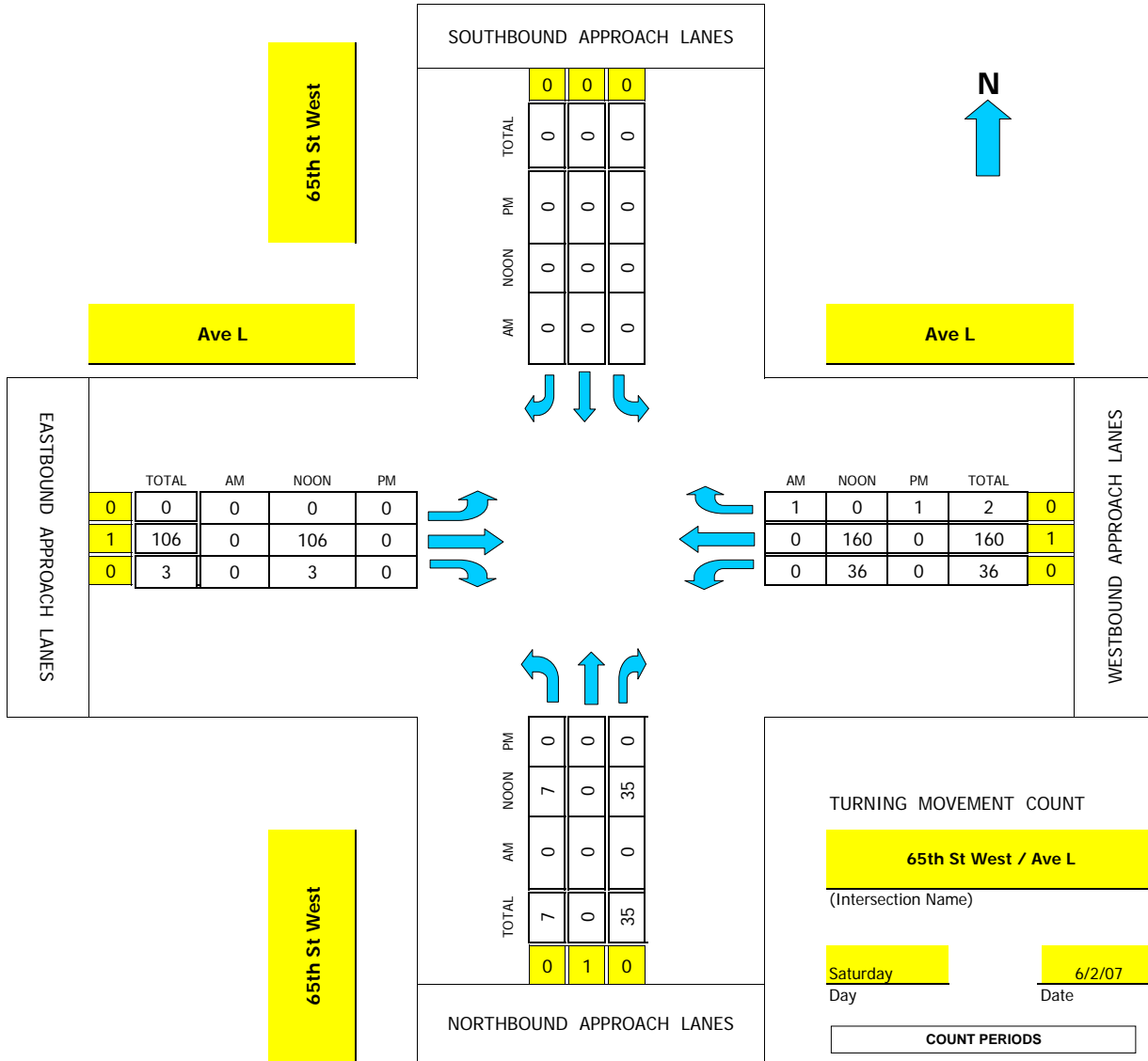
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 65th St West/Ave L

Project #: 07-2280-006



AM PEAK HOUR	845 AM
NOON PEAK HOUR	100 PM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 65th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	0		9					25	0	7	32		73
12:15 PM	1		14					22	2	10	34		83
12:30 PM	0		8					23	2	10	30		73
12:45 PM	1		9					25	0	13	32		80
1:00 PM	2		4					34	1	8	49		98
1:15 PM	4		10					22	0	9	38		83
1:30 PM	0		10					22	0	12	31		75
1:45 PM	1		11					28	2	7	42		91
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	9	0	75	0	0	0	0	201	7	76	288	0	656

NOON Peak Hr Begins at: 100 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	7	0	35	0	0	0	0	106	3	36	160	0	347
PEAK HR. FACTOR:		0.750			0.000			0.779			0.000		0.885

CONTROL: 1-Way Stop N

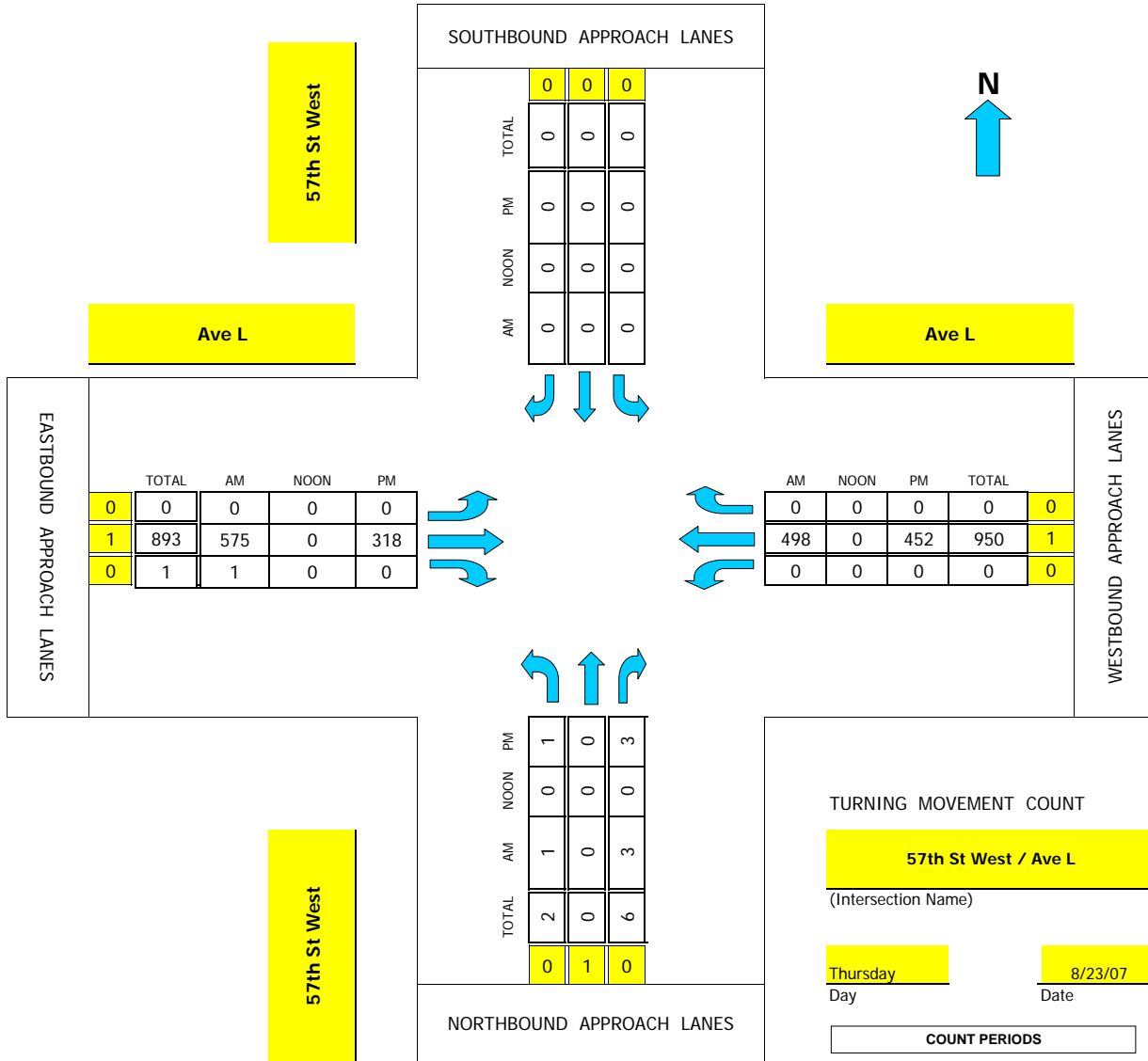
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 57th St West/Ave L

Project #: 07-8166-012



CONTROL: 1-Way Stop (NB)

AM PEAK HOUR 700 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-012

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		0					131	0		160		291
7:15 AM	0		2					164	0		151		317
7:30 AM	0		0					133	0		100		233
7:45 AM	1		1					147	1		87		237
8:00 AM	0		0					88	0		65		153
8:15 AM	1		0					62	0		47		110
8:30 AM	0		0					54	0		36		90
8:45 AM	0		1					60	0		37		98
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
	2	0	4	0	0	0	0	839	1	0	683	0	1529

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	1	0	3	0	0	0	0	575	1	0	498	0	1078
PEAK HR. FACTOR:		0.500			0.000			0.878			0.778		0.850

CONTROL: 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-012

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	0	0	0	1	0	0	1	0	
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		2					97			90		189
4:15 PM	0		2					84			87		173
4:30 PM	1		3					80			107		191
4:45 PM	0		0					75			116		191
5:00 PM	0		0					81			130		211
5:15 PM	0		0					82			99		181
5:30 PM	0		0					75			102		177
5:45 PM	0		0					64			87		151
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
	1	0	7	0	0	0	0	638	0	0	818	0	1464

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	3	0	0	0	0	318	0	0	452	0	774
PEAK HR. FACTOR:		0.250			0.000			0.970			0.869		0.917

CONTROL: 1-Way Stop (NB)

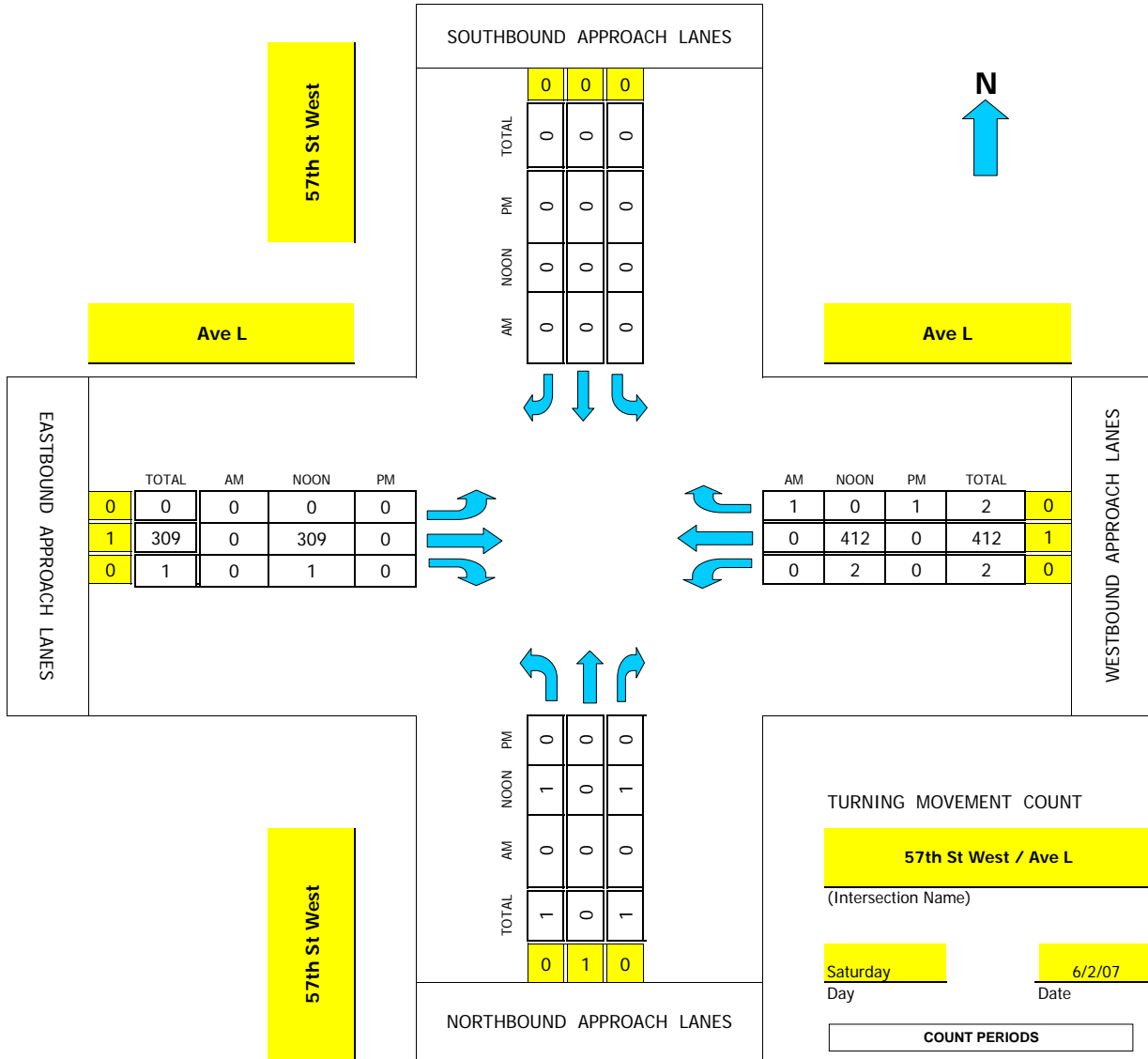
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 57th St West/Ave L

Project #: 07-2280-007



AM PEAK HOUR 845 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	0		0					59	0	0	68		127
12:15 PM	1		1					63	1	0	87		153
12:30 PM	0		0					71	0	1	90		162
12:45 PM	1		1					83	1	0	101		187
1:00 PM	0		0					86	0	1	111		198
1:15 PM	0		0					69	0	0	110		179
1:30 PM	0		1					63	1	0	86		151
1:45 PM	0		0					71	0	0	92		163
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	0	3	0	0	0	0	565	3	2	745	0	1320

NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	1	0	0	0	0	309	1	2	412	0	726
PEAK HR. FACTOR:		0.250			0.000			0.901			0.000		0.917

CONTROL: 1-Way Stop N

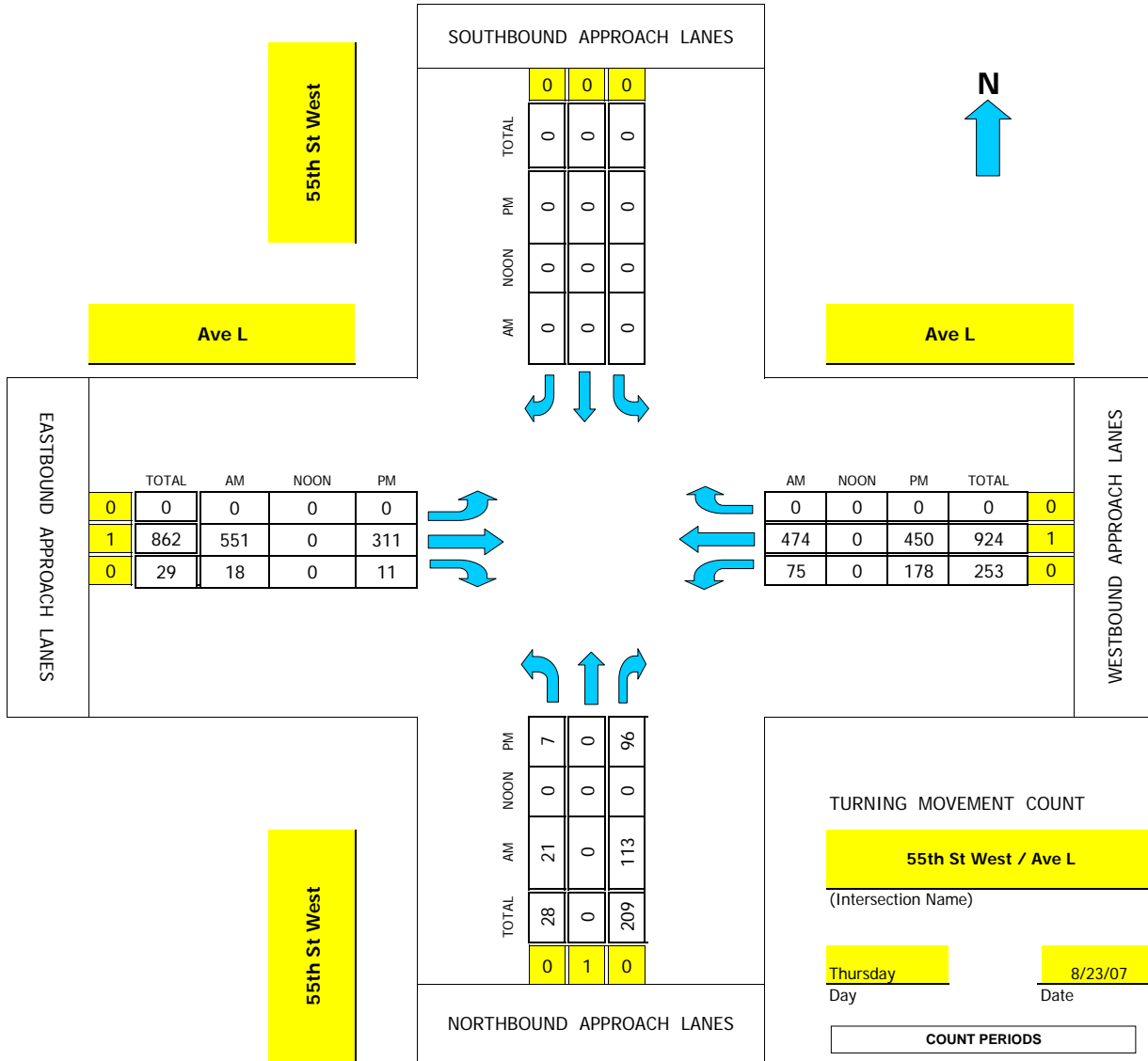
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 55th St West/Ave L

Project #: 07-8166-013



CONTROL: 1-Way Stop Sign (NB)

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 55th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-013

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	0	0	0	2	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4		17					125	4	12	155		317
7:15 AM	6		21					155	7	9	143		341
7:30 AM	7		36					126	5	26	94		294
7:45 AM	4		39					145	2	28	82		300
8:00 AM	3		31					85	1	20	60		200
8:15 AM	1		25					65	0	17	45		153
8:30 AM	3		27					55	1	10	32		128
8:45 AM	2		23					61	2	13	35		136
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
	30	0	219	0	0	0	0	817	22	135	646	0	1869

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	21	0	113	0	0	0	0	551	18	75	474	0	1252
PEAK HR. FACTOR:		0.779			0.000			0.878			0.822		0.918

CONTROL: 1-Way Stop Sign (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 55th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-013

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	0	0	0	2	0	0	1	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2		25					96	1	23	90		237
4:15 PM	5		34					83	2	37	86		247
4:30 PM	1		23					79	2	33	110		248
4:45 PM	2		15					72	4	44	118		255
5:00 PM	0		24					83	2	40	126		275
5:15 PM	3		27					81	3	55	101		270
5:30 PM	2		30					75	2	39	105		253
5:45 PM	5		27					64	3	47	86		232
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
	20	0	205	0	0	0	0	633	19	318	822	0	2017

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	7	0	96	0	0	0	0	311	11	178	450	0	1053
PEAK HR. FACTOR:		0.805			0.000			0.947			0.946		0.957

CONTROL: 1-Way Stop Sign (NB)

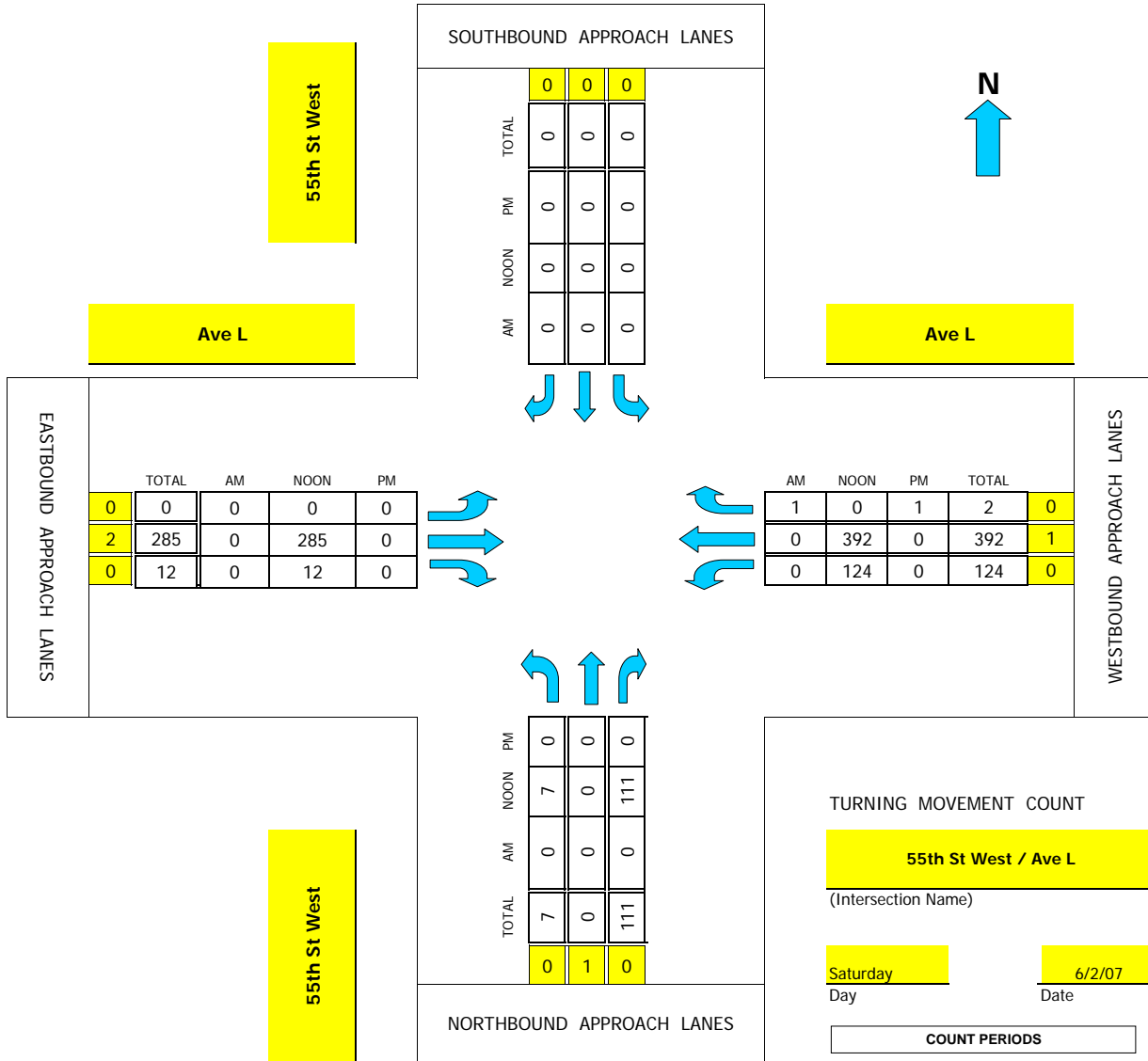
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 55th St West/Ave L

Project #: 07-2280-016



AM PEAK HOUR	845 AM
NOON PEAK HOUR	1215 PM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 55th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-016

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	1	0	0	0	0	0	2	0	0	1	0	
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	4		24					63	1	20	55		167
12:15 PM	3		31					65	3	29	90		221
12:30 PM	0		22					75	3	35	109		244
12:45 PM	2		38					86	4	28	102		260
1:00 PM	2		20					59	2	32	91		206
1:15 PM	1		28					58	0	26	99		212
1:30 PM	2		36					62	4	25	91		220
1:45 PM	4		39					72	2	40	90		247
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	18	0	238	0	0	0	0	540	19	235	727	0	1777

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	7	0	111	0	0	0	0	285	12	124	392	0	931
PEAK HR. FACTOR:		0.738			0.000			0.825			0.000		0.895

CONTROL: 1-Way Stop N

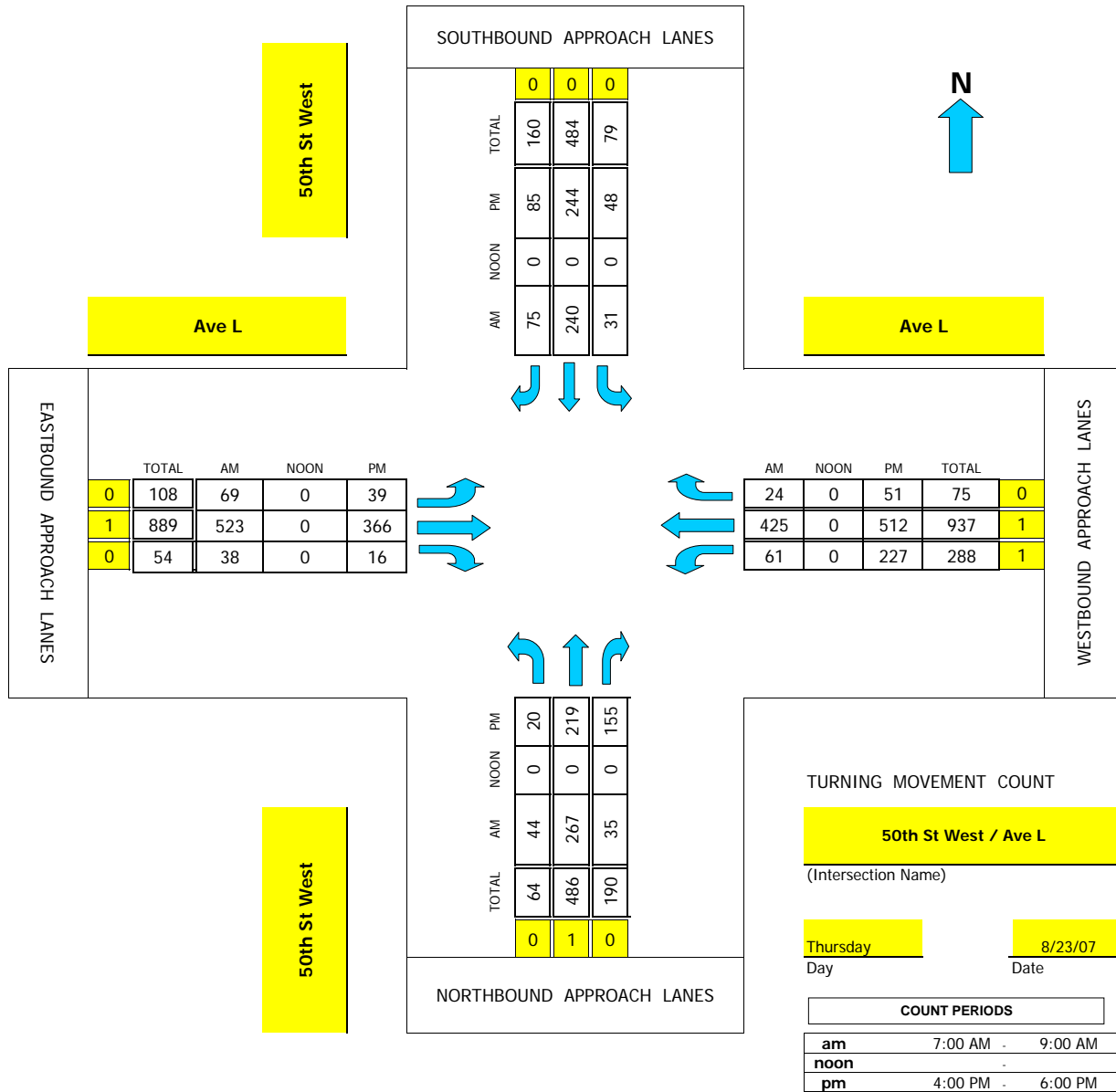
Intersection Turning Movement



Prepared by:
National Data & Surveying Services

TMC Summary of 50th St West/Ave L

Project #: 07-8166-014



CONTROL: 1-Way Stop (SS),

AM PEAK HOUR 700 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	53	10	9	42	17	12	121	9	10	106	5	404
7:15 AM	17	71	11	11	68	25	16	180	11	12	135	7	564
7:30 AM	9	69	5	4	71	19	21	137	10	17	94	4	460
7:45 AM	8	74	9	7	59	14	20	85	8	22	90	8	404
8:00 AM	6	59	7	5	50	17	17	90	11	19	70	6	357
8:15 AM	7	61	6	3	40	16	25	68	7	12	48	3	296
8:30 AM	7	53	8	1	37	11	19	65	9	11	35	2	258
8:45 AM	4	43	6	2	26	10	23	66	6	9	39	4	238
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 68	NT 483	NR 62	SL 42	ST 393	SR 129	EL 153	ET 812	ER 71	WL 112	WT 617	WR 39	TOTAL 2981
-----------------	----------	-----------	----------	----------	-----------	-----------	-----------	-----------	----------	-----------	-----------	----------	---------------

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	44	267	35	31	240	75	69	523	38	61	425	24	1832
PEAK HR. FACTOR:		0.874			0.832			0.761			0.828		0.812

CONTROL: 1-Way Stop (SS),

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	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	6	40	39	17	39	17	7	107	4	59	105	15	455
4:15 PM	6	58	36	14	53	14	6	93	3	49	93	19	444
4:30 PM	6	55	41	13	70	16	9	89	4	52	100	12	467
4:45 PM	3	63	42	16	64	17	8	82	5	65	118	11	494
5:00 PM	9	59	37	9	73	29	12	88	3	61	119	12	511
5:15 PM	2	52	40	12	59	17	10	100	2	53	133	10	490
5:30 PM	6	45	36	11	48	22	9	96	6	48	142	18	487
5:45 PM	4	80	39	14	46	16	6	84	3	44	129	12	477
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
	42	452	310	106	452	148	67	739	30	431	939	109	3825

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	20	219	155	48	244	85	39	366	16	227	512	51	1982
PEAK HR. FACTOR:		0.912		0.849			0.940			0.950			0.970

CONTROL: 1-Way Stop (SS),

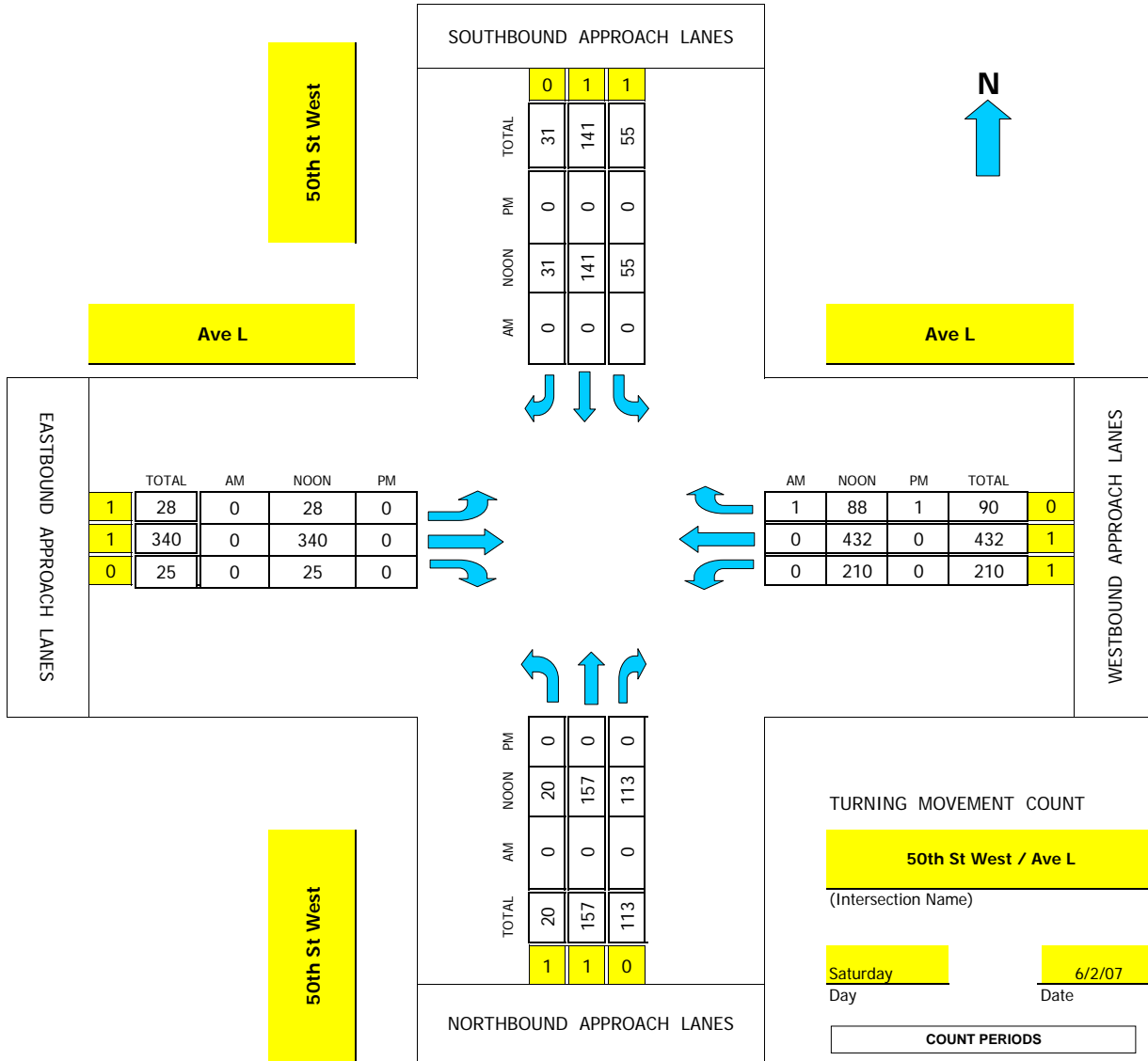
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 50th St West/Ave L

Project #: 07-2280-008



AM PEAK HOUR	845 AM
NOON PEAK HOUR	1245 PM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 50th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	1	0	1	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	3	28	24	12	28	7	3	79	6	35	98	19	342
12:15 PM	2	33	29	7	23	9	2	85	4	41	103	21	359
12:30 PM	5	27	27	12	31	8	2	87	7	39	117	27	389
12:45 PM	5	23	16	17	29	8	11	103	9	48	122	35	426
1:00 PM	4	50	27	5	37	9	7	83	5	48	103	27	405
1:15 PM	5	45	36	16	42	10	5	79	6	46	111	12	413
1:30 PM	6	39	34	17	33	4	5	75	5	68	96	14	396
1:45 PM	1	42	34	9	32	9	13	89	5	51	114	6	405
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	31	287	227	95	255	64	48	680	47	376	864	161	3135

NOON Peak Hr Begins at: 1245 PM

PEAK VOLUMES =	20	157	113	55	141	31	28	340	25	210	432	88	1640
PEAK HR. FACTOR:		0.843		0.835			0.799			0.890			0.962

CONTROL: Signalized

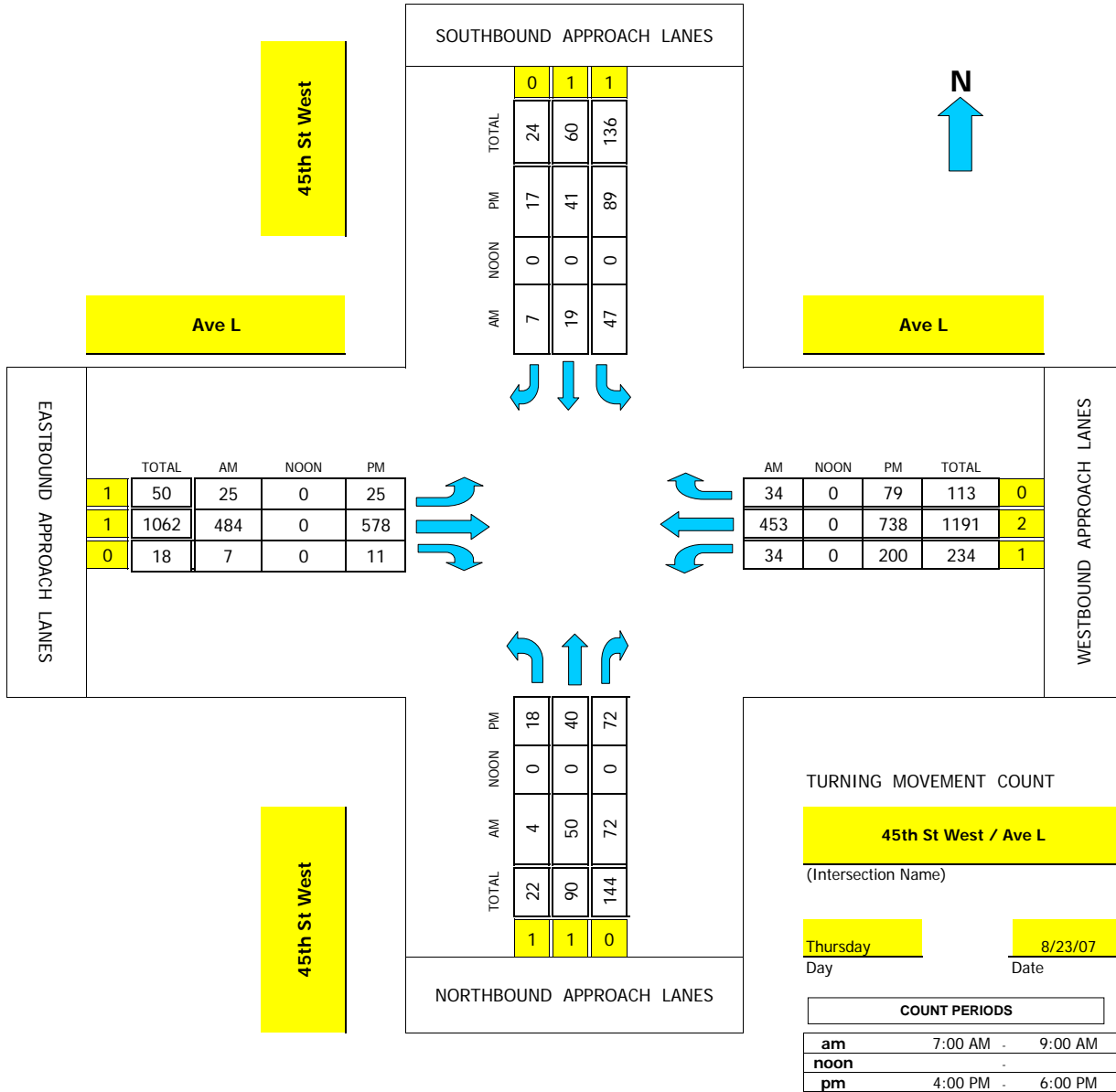
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 45th St West/Ave L

Project #: 07-8166-015



CONTROL: Signalized

AM PEAK HOUR 700 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 45th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-015

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	11	14	13	3	2	5	140	2	5	116	9	321
7:15 AM	2	17	17	15	5	1	6	129	1	7	133	7	340
7:30 AM	0	12	22	10	7	3	8	117	3	10	98	10	300
7:45 AM	1	10	19	9	4	1	6	98	1	12	106	8	275
8:00 AM	3	9	17	14	6	2	7	109	2	9	59	7	244
8:15 AM	1	7	14	9	4	4	5	101	1	14	93	4	257
8:30 AM	2	8	16	10	3	1	6	87	3	13	77	7	233
8:45 AM	0	6	12	12	4	2	4	90	0	10	65	4	209
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
	10	80	131	92	36	16	47	871	13	80	747	56	2179

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	4	50	72	47	19	7	25	484	7	34	453	34	1236
PEAK HR. FACTOR:		0.875		0.869			0.878			0.886			0.909

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 45th St West

DATE: 08/23/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-8166-015

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	1	1	1	1	1	0	1	2	0	1	2	0	
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	9	14	14	9	3	5	175	4	28	178	14	460
4:15 PM	8	12	18	17	10	2	8	159	7	31	150	12	434
4:30 PM	5	14	21	21	8	1	3	178	5	42	164	15	477
4:45 PM	7	7	17	23	14	4	5	150	3	49	197	21	497
5:00 PM	4	10	14	26	7	7	10	153	2	58	180	24	495
5:15 PM	2	9	20	19	12	5	7	97	1	51	197	19	439
5:30 PM	1	10	27	22	9	6	4	89	2	47	211	20	448
5:45 PM	3	8	17	17	8	3	2	98	4	43	191	13	407
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
	37	79	148	159	77	31	44	1099	28	349	1468	138	3657

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	18	40	72	89	41	17	25	578	11	200	738	79	1908
PEAK HR. FACTOR:		0.813		0.896			0.825			0.952			0.960

CONTROL: Signalized

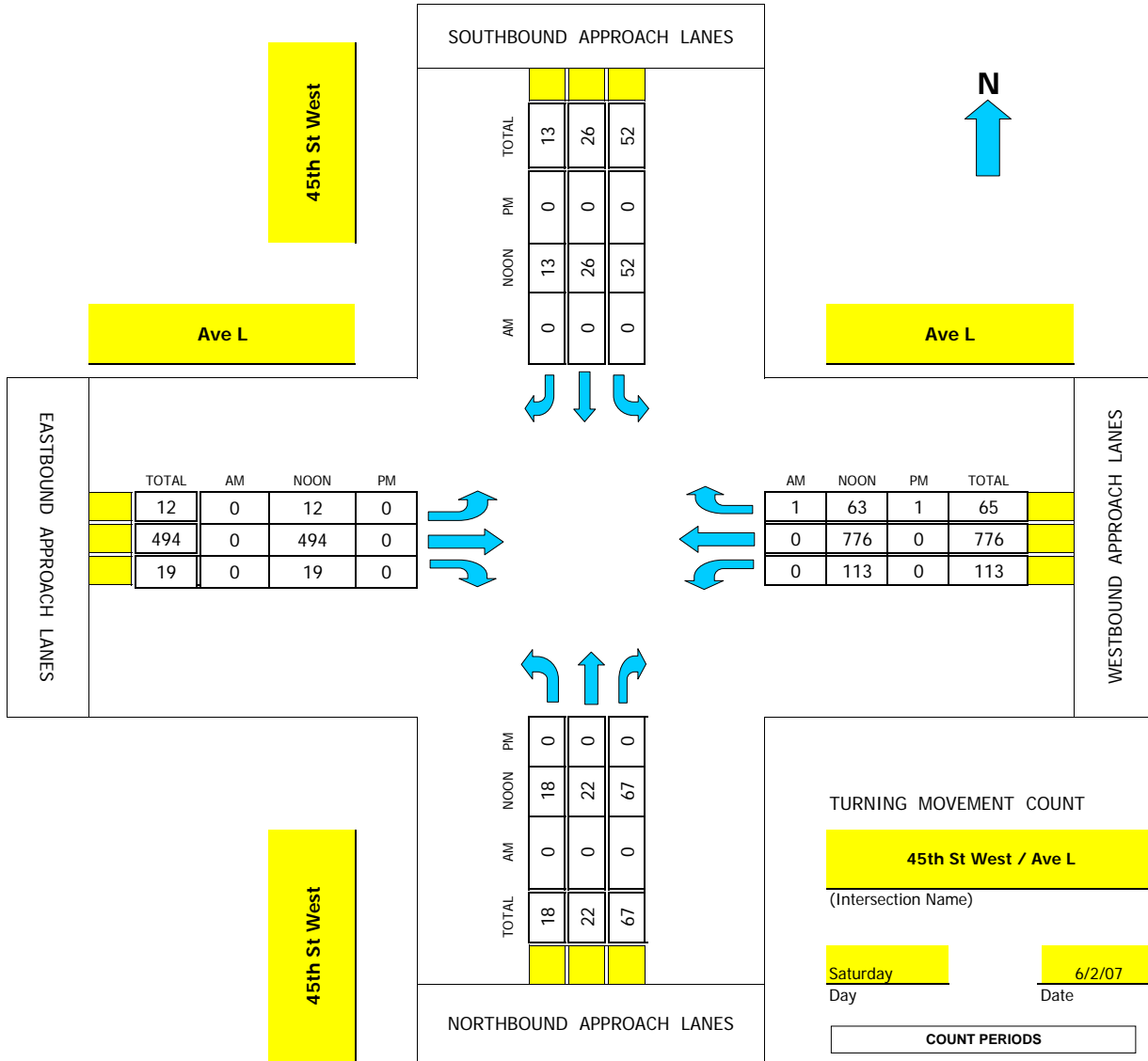
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 45th St West/Ave L

Project #: 07-2280-017



AM PEAK HOUR	<u>845 AM</u>
NOON PEAK HOUR	<u>100 PM</u>
PM PEAK HOUR	<u>400 PM</u>

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 45th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	0	1	2	1	1	2	0	

10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	4	8	30	7	6	5	10	99	4	23	114	28	338
12:15 PM	1	9	27	14	10	1	13	123	3	22	166	15	404
12:30 PM	3	9	22	6	8	3	3	100	2	19	121	10	306
12:45 PM	3	2	26	7	5	2	3	108	2	14	164	17	353
1:00 PM	3	9	15	14	15	4	4	108	4	19	200	16	411
1:15 PM	5	6	18	17	1	1	2	132	1	29	217	16	445
1:30 PM	5	6	14	9	5	4	3	125	6	26	184	24	411
1:45 PM	5	1	20	12	5	4	3	129	8	39	175	7	408
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	29	50	172	86	55	24	41	924	30	191	1341	133	3076

NOON Peak Hr Begins at: 100 PM

PEAK VOLUMES =	18	22	67	52	26	13	12	494	19	113	776	63	1675
PEAK HR. FACTOR:		0.922		0.689			0.938			0.908			0.941

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 40th St West

DATE: 5/31/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-2280-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	1	1	1	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	34	50	53	12	10	20	120	4	1	100	11	422
7:15 AM	9	51	47	55	11	9	10	127	4	2	95	13	433
7:30 AM	10	66	63	66	13	14	26	137	6	1	86	24	512
7:45 AM	4	57	53	54	8	21	33	133	3	4	120	17	507
8:00 AM	2	23	23	40	13	24	17	119	0	10	86	19	376
8:15 AM	1	15	23	47	12	12	21	113	1	5	111	25	386
8:30 AM	6	18	16	41	9	7	19	76	4	15	93	17	321
8:45 AM	3	11	17	29	10	16	12	85	3	6	103	18	313
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
	42	275	292	385	88	113	158	910	25	44	794	144	3270

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	30	208	213	228	44	54	89	517	17	8	401	65	1874
PEAK HR. FACTOR:		0.811		0.876			0.922			0.840			0.915

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 40th St West

DATE: 5/31/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: THURSDAY

PROJECT# 07-2280-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	1	1	0	1	1	1	1	1	1	1	2	1	
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	7	4	26	16	15	13	77	0	16	172	16	363
4:15 PM	10	25	10	53	11	13	25	132	2	12	213	25	531
4:30 PM	4	11	10	40	20	24	13	132	3	15	237	24	533
4:45 PM	5	12	5	52	24	19	11	154	2	31	281	29	625
5:00 PM	6	9	13	49	18	30	26	182	3	23	254	42	655
5:15 PM	5	12	12	43	14	29	22	155	0	25	260	53	630
5:30 PM	8	15	22	54	22	30	25	124	1	17	254	52	624
5:45 PM	9	26	16	60	22	26	16	156	4	24	243	37	639
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
	48	117	92	377	147	186	151	1112	15	163	1914	278	4600

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	62	63	206	76	115	89	617	8	89	1011	184	2548
PEAK HR. FACTOR:		0.750		0.919			0.846			0.950			0.973

CONTROL: Signalized

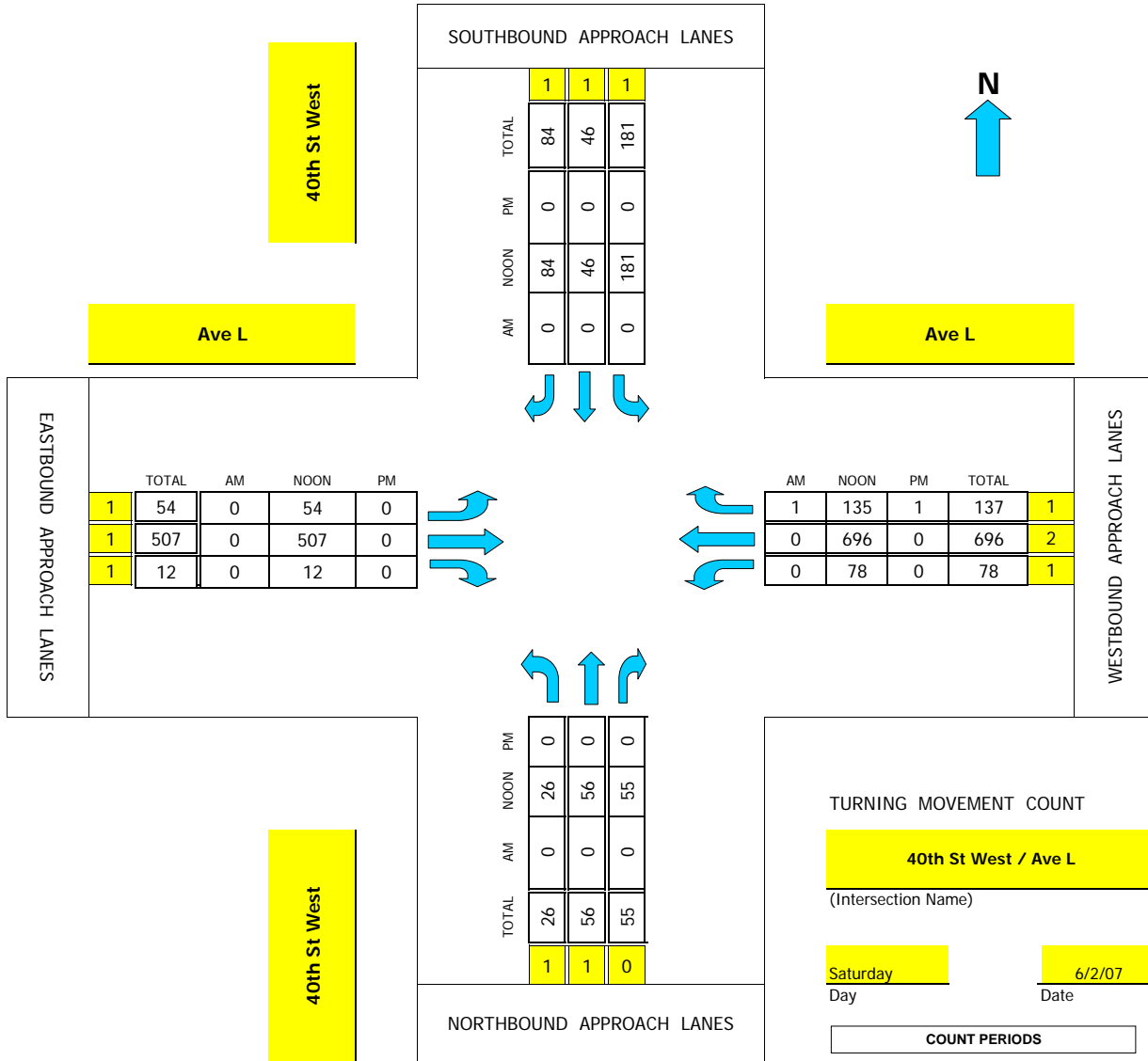
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 40th St West/Ave L

Project #: 07-2280-009



AM PEAK HOUR	845 AM
NOON PEAK HOUR	100 PM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 40th St West

DATE: 6/2/2007

LOCATION: City of Lancaster

E-W STREET: Ave L

DAY: SATURDAY

PROJECT# 07-2280-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	1	1	1	1	1	2	1	

10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
12:00 PM	5	15	11	35	17	16	15	112	6	6	154	25	417
12:15 PM	5	10	17	46	15	14	19	149	7	13	166	22	483
12:30 PM	8	5	6	47	15	24	25	139	3	12	175	39	498
12:45 PM	2	14	8	45	21	16	12	112	2	12	154	15	413
1:00 PM	7	17	16	47	12	14	13	146	8	23	195	31	529
1:15 PM	9	12	12	49	14	28	9	123	0	20	156	38	470
1:30 PM	5	14	13	44	12	24	17	119	1	16	169	26	460
1:45 PM	5	13	14	41	8	18	15	119	3	19	176	40	471
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													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	46	100	97	354	114	154	125	1019	30	121	1345	236	3741

NOON Peak Hr Begins at: 100 PM

PEAK VOLUMES =	26	56	55	181	46	84	54	507	12	78	696	135	1930
PEAK HR. FACTOR:		0.856		0.854			0.858			0.913			0.912

CONTROL: Signalized

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-002

Location: Ave L btwn 62nd St & 60th St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			2	3	12:00			31	43				
00:15			0	2	12:15			34	42				
00:30			1	3	12:30			44	36				
00:45			2	5	3	11	16	12:45	35	144	36	157	301
01:00			0	3	13:00			28	39				
01:15			0	4	13:15			33	29				
01:30			1	0	13:30			39	29				
01:45			0	1	0	7	8	13:45	45	145	45	142	287
02:00			0	3	14:00			52	42				
02:15			2	5	14:15			50	56				
02:30			1	3	14:30			61	50				
02:45			1	4	2	13	17	14:45	93	256	74	222	478
03:00			1	1	15:00			155	82				
03:15			1	1	15:15			86	60				
03:30			3	2	15:30			60	55				
03:45			2	7	3	7	14	15:45	65	366	60	257	623
04:00			5	2	16:00			48	43				
04:15			2	2	16:15			35	34				
04:30			8	4	16:30			34	46				
04:45			6	21	5	13	34	16:45	29	146	36	159	305
05:00			5	1	17:00			30	38				
05:15			5	3	17:15			31	44				
05:30			19	7	17:30			38	47				
05:45			13	42	8	19	61	17:45	26	125	45	174	299
06:00			14	12	18:00			31	64				
06:15			22	23	18:15			31	34				
06:30			18	33	18:30			29	37				
06:45			43	97	66	134	231	18:45	35	126	37	172	298
07:00			94	57	19:00			22	23				
07:15			139	49	19:15			20	22				
07:30			70	41	19:30			15	39				
07:45			67	370	68	215	585	19:45	12	69	24	108	177
08:00			62	38	20:00			11	31				
08:15			24	22	20:15			16	33				
08:30			26	23	20:30			11	27				
08:45			36	148	18	101	249	20:45	13	51	24	115	166
09:00			27	22	21:00			11	23				
09:15			23	24	21:15			13	21				
09:30			32	15	21:30			7	17				
09:45			29	111	28	89	200	21:45	7	38	22	83	121
10:00			31	24	22:00			4	11				
10:15			33	26	22:15			11	18				
10:30			76	43	22:30			6	11				
10:45			42	182	35	128	310	22:45	4	25	7	47	72
11:00			39	31	23:00			6	4				
11:15			29	60	23:15			6	5				
11:30			69	62	23:30			1	5				
11:45			46	183	69	222	405	23:45	4	17	6	20	37

Total Vol. 1171 959 **2130** 1508 1656 **3164**

		Daily Totals			
NB	SB	EB	WB	Combined	
		2679	2615	5294	

Split %	AM			PM		
	55.0%	45.0%	40.2%	47.7%	52.3%	59.8%
Peak Hour	07:00	11:15	07:00	14:30	14:45	14:45
Volume	370	234	585	395	271	665
P.H.F.	0.67	0.85	0.78	0.64	0.83	0.70

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-003

Location: Ave L btwn 60th St & 57th St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	5	12:00			64	76			
00:15			3	2	12:15			72	69			
00:30			8	2	12:30			72	68			
00:45			9	27	2	11	38	61	269	75	288	557
01:00			6	3	13:00			63	59			
01:15			3	2	13:15			68	66			
01:30			4	2	13:30			67	59			
01:45			0	13	0	7	20	77	275	80	264	539
02:00			4	1	14:00			63	82			
02:15			4	2	14:15			82	98			
02:30			4	3	14:30			104	91			
02:45			3	15	5	11	26	145	394	121	392	786
03:00			2	6	15:00			119	212			
03:15			0	3	15:15			92	168			
03:30			3	3	15:30			78	118			
03:45			4	9	4	16	25	82	371	113	611	982
04:00			9	16	16:00			94	118			
04:15			6	12	16:15			86	94			
04:30			7	26	16:30			89	100			
04:45			8	30	31	85	115	75	344	91	403	747
05:00			10	20	17:00			106	91			
05:15			11	16	17:15			101	85			
05:30			22	35	17:30			105	97			
05:45			29	72	32	103	175	82	394	100	373	767
06:00			26	36	18:00			94	75			
06:15			47	42	18:15			88	79			
06:30			71	45	18:30			67	70			
06:45			129	273	66	189	462	76	325	56	280	605
07:00			206	114	19:00			59	39			
07:15			199	143	19:15			45	40			
07:30			91	111	19:30			76	40			
07:45			152	648	76	444	1092	64	244	27	146	390
08:00			78	67	20:00			57	54			
08:15			54	52	20:15			56	49			
08:30			58	48	20:30			62	40			
08:45			52	242	48	215	457	50	225	34	177	402
09:00			45	57	21:00			55	32			
09:15			45	51	21:15			61	27			
09:30			38	82	21:30			47	25			
09:45			46	174	67	257	431	52	215	17	101	316
10:00			49	63	22:00			31	18			
10:15			49	60	22:15			32	24			
10:30			52	115	22:30			20	9			
10:45			65	215	94	332	547	10	93	6	57	150
11:00			51	63	23:00			14	15			
11:15			83	78	23:15			14	11			
11:30			85	85	23:30			14	7			
11:45			84	303	99	325	628	11	53	3	36	89

Total Vol. 2021 1995 **4016** 3202 3128 **6330**

		Daily Totals			
NB	SB	EB	WB	Combined	
		5223	5123	10346	

Split %	AM			PM		
	NB	SB	EB	NB	SB	EB
	50.3%	49.7%	38.8%	50.6%	49.4%	61.2%
Peak Hour	07:00	07:00	07:00	14:30	14:45	14:45
Volume	648	444	1092	460	619	1053
P.H.F.	0.79	0.78	0.80	0.79	0.73	0.80

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-004

Location: Ave L btwn 57th St & 55th St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			5	8	12:00			75	68				
00:15			2	2	12:15			73	78				
00:30			2	11	12:30			68	84				
00:45			3	12	9	30	42	12:45	71	287	64	294	581
01:00			3	6	13:00			65	79				
01:15			2	4	13:15			63	79				
01:30			2	4	13:30			61	67				
01:45			1	8	1	15	23	13:45	87	276	90	315	591
02:00			1	4	14:00			78	73				
02:15			2	4	14:15			101	90				
02:30			3	4	14:30			84	121				
02:45			5	11	4	16	27	14:45	125	388	161	445	833
03:00			6	1	15:00			224	128				
03:15			3	0	15:15			157	96				
03:30			4	5	15:30			119	88				
03:45			5	18	3	9	27	15:45	113	613	102	414	1027
04:00			16	10	16:00			104	102				
04:15			11	5	16:15			82	98				
04:30			28	7	16:30			87	98				
04:45			34	89	10	32	121	16:45	85	358	87	385	743
05:00			19	10	17:00			79	116				
05:15			17	15	17:15			75	112				
05:30			35	23	17:30			84	112				
05:45			33	104	31	79	183	17:45	87	325	92	432	757
06:00			35	27	18:00			78	106				
06:15			47	50	18:15			78	104				
06:30			44	77	18:30			67	79				
06:45			67	193	137	291	484	18:45	58	281	83	372	653
07:00			147	159	19:00			40	69				
07:15			194	150	19:15			41	52				
07:30			134	73	19:30			40	85				
07:45			95	570	124	506	1076	19:45	26	147	75	281	428
08:00			86	63	20:00			59	62				
08:15			63	44	20:15			49	60				
08:30			60	49	20:30			37	71				
08:45			62	271	41	197	468	20:45	39	184	56	249	433
09:00			62	49	21:00			28	60				
09:15			51	48	21:15			27	70				
09:30			75	33	21:30			26	50				
09:45			71	259	49	179	438	21:45	17	98	63	243	341
10:00			64	47	22:00			18	31				
10:15			58	48	22:15			26	37				
10:30			124	54	22:30			7	21				
10:45			88	334	75	224	558	22:45	7	58	13	102	160
11:00			65	58	23:00			16	16				
11:15			74	76	23:15			10	15				
11:30			88	81	23:30			6	15				
11:45			98	325	90	305	630	23:45	4	36	13	59	95

Total Vol. 2194 1883 **4077** 3051 3591 **6642**

		Daily Totals			
NB	SB	EB	WB	Combined	
		5245	5474	10719	

Split %	AM			PM		
	53.8%	46.2%	38.0%	45.9%	54.1%	62.0%

Peak Hour	07:00	06:30	07:00	14:45	14:30	14:45
Volume	570	523	1076	625	506	1098
P.H.F.	0.73	0.82	0.78	0.70	0.79	0.78

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-007

Location: 60th St West btwn Ave L & Ave L-4

AM Period				PM Period							
NB	SB	EB	WB	NB	SB	EB	WB				
00:00	8	15		12:00	88	66					
00:15	4	4		12:15	117	91					
00:30	3	6		12:30	84	94					
00:45	3	18	3	28	46	12:45	70	359	80	331	690
01:00	2	5		13:00	97	82					
01:15	1	2		13:15	89	82					
01:30	0	3		13:30	82	72					
01:45	3	6	3	13	19	13:45	115	383	136	372	755
02:00	1	2		14:00	128	141					
02:15	3	2		14:15	106	97					
02:30	3	2		14:30	114	110					
02:45	4	11	3	9	20	14:45	175	523	171	519	1042
03:00	5	2		15:00	188	263					
03:15	2	2		15:15	135	153					
03:30	1	2		15:30	112	110					
03:45	3	11	4	10	21	15:45	106	541	101	627	1168
04:00	4	5		16:00	90	102					
04:15	7	6		16:15	104	107					
04:30	12	7		16:30	97	106					
04:45	13	36	10	28	64	16:45	104	395	102	417	812
05:00	11	18		17:00	95	92					
05:15	20	22		17:15	104	112					
05:30	31	27		17:30	91	100					
05:45	32	94	22	89	183	17:45	94	384	92	396	780
06:00	28	28		18:00	92	92					
06:15	45	30		18:15	85	97					
06:30	66	41		18:30	87	76					
06:45	115	254	63	162	416	18:45	98	362	84	349	711
07:00	165	100		19:00	66	56					
07:15	192	150		19:15	55	64					
07:30	111	86		19:30	53	61					
07:45	115	583	86	422	1005	19:45	60	234	82	263	497
08:00	71	54		20:00	74	56					
08:15	50	44		20:15	57	76					
08:30	38	52		20:30	52	67					
08:45	41	200	44	194	394	20:45	57	240	50	249	489
09:00	46	45		21:00	30	58					
09:15	64	52		21:15	48	53					
09:30	52	46		21:30	46	41					
09:45	60	222	47	190	412	21:45	33	157	43	195	352
10:00	54	52		22:00	38	37					
10:15	45	34		22:15	36	26					
10:30	57	69		22:30	25	18					
10:45	87	243	98	253	496	22:45	10	109	12	93	202
11:00	60	78		23:00	20	16					
11:15	58	72		23:15	13	14					
11:30	52	70		23:30	9	21					
11:45	54	224	53	273	497	23:45	11	53	11	62	115
Total Vol.	1902	1671			3573		3740	3873			7613
							Daily Totals				
							NB	SB	EB	WB	Combined
							5642	5544			11186
							AM				
Split %	53.2%	46.8%			31.9%		PM				
							49.1%	50.9%			68.1%
Peak Hour	06:45	07:00			07:00		14:30	14:30			14:30
Volume	583	422			1005		612	697			1309
P.H.F.	0.76	0.70			0.73		0.88	0.66			0.73

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-008

Location: 60th St West btwn Ave L-4 & Ave L-8

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	10	12			12:00	74	66				
00:15	6	5			12:15	98	81				
00:30	3	5			12:30	74	89				
00:45	3	22	4	26	48	12:45	56	302	80	316	618
01:00	3	4			13:00	84	76				
01:15	1	2			13:15	70	72				
01:30	1	3			13:30	69	65				
01:45	3	8	2	11	19	13:45	87	310	132	345	655
02:00	0	2			14:00	115	149				
02:15	3	2			14:15	98	96				
02:30	2	1			14:30	102	89				
02:45	5	10	3	8	18	14:45	156	471	172	506	977
03:00	5	2			15:00	130	283				
03:15	2	1			15:15	97	169				
03:30	2	2			15:30	92	119				
03:45	3	12	4	9	21	15:45	93	412	95	666	1078
04:00	3	6			16:00	82	130				
04:15	7	8			16:15	91	95				
04:30	11	9			16:30	86	94				
04:45	14	35	11	34	69	16:45	101	360	92	411	771
05:00	13	20			17:00	81	77				
05:15	24	25			17:15	83	95				
05:30	30	30			17:30	91	96				
05:45	34	101	20	95	196	17:45	94	349	77	345	694
06:00	28	30			18:00	80	84				
06:15	50	33			18:15	79	84				
06:30	77	43			18:30	78	74				
06:45	130	285	80	186	471	18:45	95	332	82	324	656
07:00	213	148			19:00	66	57				
07:15	207	213			19:15	52	60				
07:30	126	84			19:30	55	61				
07:45	142	688	91	536	1224	19:45	54	227	76	254	481
08:00	80	50			20:00	70	53				
08:15	58	41			20:15	50	63				
08:30	38	50			20:30	43	66				
08:45	48	224	53	194	418	20:45	52	215	43	225	440
09:00	53	44			21:00	28	57				
09:15	74	50			21:15	47	51				
09:30	54	42			21:30	45	39				
09:45	63	244	52	188	432	21:45	26	146	36	183	329
10:00	54	48			22:00	40	38				
10:15	47	37			22:15	35	26				
10:30	46	98			22:30	20	13				
10:45	85	232	107	290	522	22:45	9	104	14	91	195
11:00	64	86			23:00	20	12				
11:15	60	72			23:15	8	16				
11:30	46	72			23:30	9	18				
11:45	63	233	52	282	515	23:45	11	48	10	56	104

Total Vol. 2094 1859 **3953** 3276 3722 **6998**

Daily Totals				
NB	SB	EB	WB	Combined
5370	5581			10951

	AM			PM		
Split %	53.0%	47.0%	36.1%	46.8%	53.2%	63.9%
Peak Hour	07:00	07:00	07:00	14:15	14:45	14:45
Volume	688	536	1224	486	743	1218
P.H.F.	0.81	0.63	0.73	0.82	0.66	0.74

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-006

Location: 60th St West btwn K-14 & Ave L

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	8	15			12:00	70	71				
00:15	5	5			12:15	72	72				
00:30	5	3			12:30	63	66				
00:45	8	26	3	26	52	12:45	59	264	63	272	536
01:00	3	5			13:00	64	55				
01:15	2	5			13:15	60	65				
01:30	0	2			13:30	78	60				
01:45	3	8	4	16	24	13:45	92	294	112	292	586
02:00	1	2			14:00	85	116				
02:15	4	2			14:15	73	103				
02:30	3	2			14:30	75	84				
02:45	2	10	3	9	19	14:45	84	317	113	416	733
03:00	5	3			15:00	130	131				
03:15	0	1			15:15	129	113				
03:30	2	2			15:30	101	104				
03:45	3	10	4	10	20	15:45	83	443	93	441	884
04:00	3	9			16:00	86	82				
04:15	7	10			16:15	89	78				
04:30	9	19			16:30	75	99				
04:45	9	28	20	58	86	16:45	93	343	88	347	690
05:00	7	22			17:00	87	76				
05:15	31	28			17:15	76	85				
05:30	34	35			17:30	85	77				
05:45	52	124	20	105	229	17:45	74	322	81	319	641
06:00	36	43			18:00	79	79				
06:15	58	45			18:15	92	79				
06:30	78	46			18:30	68	58				
06:45	90	262	85	219	481	18:45	74	313	65	281	594
07:00	93	143			19:00	64	36				
07:15	105	121			19:15	53	59				
07:30	106	126			19:30	64	51				
07:45	110	414	123	513	927	19:45	75	256	66	212	468
08:00	75	55			20:00	56	52				
08:15	54	47			20:15	56	52				
08:30	45	63			20:30	57	52				
08:45	53	227	60	225	452	20:45	46	215	39	195	410
09:00	63	68			21:00	38	43				
09:15	62	55			21:15	59	36				
09:30	51	58			21:30	56	33				
09:45	66	242	54	235	477	21:45	41	194	32	144	338
10:00	59	65			22:00	43	34				
10:15	53	36			22:15	40	26				
10:30	53	53			22:30	26	11				
10:45	82	247	61	215	462	22:45	8	117	9	80	197
11:00	68	63			23:00	20	13				
11:15	48	77			23:15	13	6				
11:30	62	65			23:30	10	18				
11:45	57	235	69	274	509	23:45	10	53	6	43	96

Total Vol. 1833 1905 **3738** 3131 3042 **6173**

		Daily Totals				
		NB	SB	EB	WB	Combined
		4964	4947			9911

	AM			PM		
Split %	49.0%	51.0%	37.7%	50.7%	49.3%	62.3%
Peak Hour	07:00	07:00	07:00	14:45	14:45	14:45
Volume	414	513	927	444	461	905
P.H.F.	0.94	0.90	0.98	0.91	0.88	0.87

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-005

Location: 60th St West btwn Ave K-8 & Ave K-14

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	6	15			12:00	68	68				
00:15	7	6			12:15	74	70				
00:30	3	2			12:30	59	66				
00:45	9	25	3	26	51	12:45	59	260	59	263	523
01:00	3	6			13:00	70	57				
01:15	2	4			13:15	56	65				
01:30	1	2			13:30	85	55				
01:45	3	9	4	16	25	13:45	95	306	106	283	589
02:00	0	2			14:00	76	120				
02:15	3	2			14:15	75	99				
02:30	3	2			14:30	72	84				
02:45	2	8	3	9	17	14:45	76	299	106	409	708
03:00	5	3			15:00	133	129				
03:15	0	2			15:15	126	107				
03:30	2	2			15:30	91	105				
03:45	3	10	4	11	21	15:45	89	439	90	431	870
04:00	3	9			16:00	80	94				
04:15	7	10			16:15	72	73				
04:30	11	18			16:30	80	92				
04:45	9	30	17	54	84	16:45	73	305	85	344	649
05:00	7	19			17:00	72	76				
05:15	33	25			17:15	65	61				
05:30	34	35			17:30	85	78				
05:45	58	132	19	98	230	17:45	72	294	73	288	582
06:00	38	38			18:00	75	76				
06:15	57	37			18:15	85	80				
06:30	91	44			18:30	68	53				
06:45	95	281	83	202	483	18:45	78	306	68	277	583
07:00	119	134			19:00	64	39				
07:15	125	104			19:15	55	55				
07:30	117	107			19:30	65	54				
07:45	117	478	119	464	942	19:45	75	259	66	214	473
08:00	76	58			20:00	57	52				
08:15	55	44			20:15	59	52				
08:30	45	58			20:30	59	51				
08:45	50	226	61	221	447	20:45	48	223	39	194	417
09:00	65	58			21:00	40	44				
09:15	59	55			21:15	58	35				
09:30	56	50			21:30	56	31				
09:45	62	242	52	215	457	21:45	41	195	33	143	338
10:00	57	61			22:00	35	30				
10:15	50	34			22:15	38	24				
10:30	55	45			22:30	28	10				
10:45	70	232	45	185	417	22:45	9	110	10	74	184
11:00	66	70			23:00	18	13				
11:15	55	74			23:15	12	5				
11:30	62	63			23:30	8	19				
11:45	57	240	64	271	511	23:45	12	50	7	44	94

Total Vol. 1913 1772 **3685** 3046 2964 **6010**

Daily Totals				
NB	SB	EB	WB	Combined
4959	4736			9695

Split %	AM			PM		
	51.9%	48.1%	38.0%	50.7%	49.3%	62.0%
Peak Hour	07:00	07:00	07:00	15:00	14:45	14:45
Volume	478	464	942	439	447	873
P.H.F.	0.96	0.87	0.93	0.83	0.87	0.83

Volumes for: Tuesday, May 29, 2007

City: Lancaster

Project #: 07-2281-001

Location: Ave L btwn 65th St & 62nd St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			1	4	12:00			25	37				
00:15			0	3	12:15			25	37				
00:30			1	4	12:30			32	30				
00:45			1	3	4	15	18	12:45	26	108	23	127	235
01:00			0	4	13:00			27	37				
01:15			0	4	13:15			24	28				
01:30			1	3	13:30			28	22				
01:45			0	1	0	11	12	13:45	39	118	44	131	249
02:00			0	4	14:00			43	38				
02:15			2	6	14:15			46	40				
02:30			1	6	14:30			46	23				
02:45			1	4	3	19	23	14:45	69	204	46	147	351
03:00			1	1	15:00			74	102				
03:15			1	0	15:15			55	51				
03:30			3	1	15:30			48	41				
03:45			1	6	4	6	12	15:45	55	232	44	238	470
04:00			4	1	16:00			45	36				
04:15			1	3	16:15			30	40				
04:30			6	4	16:30			32	50				
04:45			5	16	7	15	31	16:45	31	138	37	163	301
05:00			5	0	17:00			28	44				
05:15			4	4	17:15			28	47				
05:30			15	9	17:30			36	49				
05:45			11	35	10	23	58	17:45	24	116	50	190	306
06:00			10	19	18:00			21	54				
06:15			19	25	18:15			25	34				
06:30			18	22	18:30			23	32				
06:45			61	108	53	119	227	18:45	29	98	27	147	245
07:00			131	54	19:00			18	27				
07:15			148	59	19:15			15	21				
07:30			64	43	19:30			10	36				
07:45			63	406	59	215	621	19:45	10	53	23	107	160
08:00			54	40	20:00			10	29				
08:15			18	28	20:15			12	35				
08:30			21	34	20:30			5	25				
08:45			29	122	18	120	242	20:45	8	35	25	114	149
09:00			22	26	21:00			9	21				
09:15			18	21	21:15			10	21				
09:30			33	10	21:30			7	18				
09:45			20	93	26	83	176	21:45	5	31	23	83	114
10:00			26	29	22:00			3	12				
10:15			27	22	22:15			9	16				
10:30			26	51	22:30			6	8				
10:45			27	106	29	131	237	22:45	3	21	6	42	63
11:00			24	43	23:00			5	4				
11:15			31	62	23:15			4	4				
11:30			51	68	23:30			1	5				
11:45			35	141	69	242	383	23:45	3	13	6	19	32

Total Vol. 1041 999 **2040** 1167 1508 **2675**

		Daily Totals		
NB	SB	EB	WB	Combined
		2208	2507	4715

Split %	AM			PM		
	51.0%	49.0%	43.3%	43.6%	56.4%	56.7%
Peak Hour	07:00	11:00	07:00	14:45	14:45	14:45
Volume	406	242	621	246	240	486
P.H.F.	0.69	0.88	0.75	0.83	0.59	0.69

APPENDIX E

**RELATED PROJECT VOLUME
&
DISTRIBUTION**

RELATED PROJECT LIST
 LANE RANCH TOWNE CENTER

#	Project	Size	TTM	Location	Daily Traffic	AM Peak Hour			PM Peak Hours			Sat Peak Hours		
						In	Out	Total	In	Out	Total	In	Out	Total
1	Sing. Family homes	111	66062	85th St and Ave L-8 (SE Corner)	1062	21	62	83	71	41	112	57	48	105
2	Sing. Family homes	183	62925	80th St and Ave M (NW Corner)	1751	35	102	137	117	68	185	93	79	172
3	Sing. Family homes	300	60057	80th St and Ave M (NE Corner)	2871	57	168	225	192	111	303	153	129	282
4	Sing. Family homes	204	62403	80th St and Ave L (SE Corner)	1371	20	84	104	82	45	127	104	88	192
5	Sing. Family homes	62	53641	75th St and Ave L-8 SW	593	12	35	47	40	23	63	32	27	59
6	Sing. Family homes	64	64843	75th St and Ave M (NW Corner)	612	12	36	48	41	24	65	33	28	61
7	Sing. Family homes	2	60938	85th St and Ave L (NW Corner)	19	0	1	1	1	1	2	1	1	2
8	Active Adult	600	62604	80th St and Ave L (NW Corner)	2226	48	72	120	96	60	156	78	84	162
9	Active Adult	600	62332	80th St and Ave K (NW Corner)	2226	48	72	120	96	60	156	78	84	162
10	Sing. Family homes	23	44439	70th St and Ave M (NW Corner)	155	2	9	11	9	5	14	12	10	22
11	Sing. Family homes	207	54370	70th St and Ave L (SW Corner)	2278	45	133	178	152	88	240	121	102	223
	Sing. Family homes	31	54369	70th St and Ave L (SW Corner)				0						0
12	Sing. Family homes	245	65509	70th St and Ave L (SW Corner)	2345	47	133	180	157	184	341	125	105	230
13	A.Sing. Family homes	59	66802	70th St and Ave L-8(NE Corner)	1129	22	66	88	76	44	120	30	25	55
13	B.Sing. Family homes	59	66802	70th St and Ave L (SW Corner)	1129	22	66	88	76	44	120	30	25	55
14	Sing. Family homes	176	45474	70th St and Ave L (SW Corner)	16844	33	99	132	113	65	178	90	76	166
15	Sing. Family homes	56	61989	70th St and Ave L (SW Corner)	536	11	31	42	36	21	57	29	24	53
16	Sing. Family homes	1,594	53229	70th St and West Ave K	15945	418	988	1406	1020	590	1610	813	685	1498
	Park	28.05	acres					0						0
	School	13.39	acres					0						0
17	Sing. Family homes	84	64922	60th And Ave k-12 (NW Corner)	804	16	47	63	54	31	85	43	36	79
18	Sing. Family homes	77	61680	60th And Ave K (SW Corner)	737	15	43	58	49	29	78	39	33	72
19	Sing. Family homes	21	61992	60th And Ave J-12 (NW Corner)	201	4	12	16	13	8	21	11	9	20
20	Sing. Family homes	77	60502	65th And Ave K (NW Corner)	737	15	43	58	49	28	77	39	33	72
21	Sing. Family homes	36	62409	65th And Ave K (NE Corner)	354	7	21	28	24	14	38	19	16	35
22	Sing. Family homes	19	61734	60th And Ave J-8 (SW Corner)	182	4	11	15	12	14	26	10	8	18
23	Sing. Family homes	49	60885	60th And Ave J-8 (SW Corner)	469	9	27	36	31	37	68	25	21	46
24	Sing. Family homes	36	60003	60th And Ave J-8 (SW Corner)	345	7	20	27	23	13	36	18	15	33
25	Sing. Family homes	650	62757	65th And Ave J (SW Corner)	6221	124	364	488	416	241	657	332	280	612
26	Sing. Family homes	104	60294	60th And Ave J (NW Corner)	995	20	58	78	67	38	105	53	45	98
27	Sing. Family homes	32	61118	60th And Ave J (NW Corner)	306	6	18	24	20	12	32	16	14	30
28	Sing. Family homes	41	61038	60th And Ave J (NW Corner)	392	8	23	31	26	15	41	21	18	39
29	Sing. Family homes	112	39910	55th And Ave L (SE Corner)	1,072	21	63	84	72	41	113	57	48	105
30	Sing. Family homes	85	60889	60th And Ave L (NE Corner)	813	16	48	64	54	31	85	43	37	80
31	Sing. Family homes	33	61600	60th And Ave L (NE Corner)	316	6	18	24	21	12	33	17	14	31

#	Project	Size	TTM	Location	Daily Traffic	AM Peak Hour			PM Peak Hours			Sat Peak Hours		
						In	Out	Total	In	Out	Total	In	Out	Total
32	Sing. Family homes	40	61041	55th And Ave L (NE Corner)	383	8	23	31	26	15	41	20	17	37
33	Sing. Family homes	58	61040	55th And Ave K-14 (NE Corner)	555	11	32	43	37	21	58	30	25	55
34	Sing. Family homes	41	60811	60th And Ave K-12 (NE Corner)	392	8	23	31	26	15	41	21	18	39
35	Sing. Family homes	43	60524	60th And Ave K-8 (NE Corner)	412	8	24	32	28	16	44	22	18	40
36	Sing. Family homes	156	53642	60th And Ave K-8 (NE Corner)	1,493	30	87	117	100	58	158	80	67	147
37	Sing. Family homes	86	61042	60th And Ave K-4 (NE Corner)	823	16	48	64	55	32	87	44	37	81
38	Sing. Family homes	58	61677	57th And Ave K (SW Corner)	555	11	32	43	37	21	58	30	25	55
39	Sing. Family homes	58	61678	58th And Ave K (SE Corner)	555	11	32	43	37	21	58	30	25	55
40	Sing. Family homes	60	61679	55th And Ave K (SE Corner)	574	11	34	45	38	22	60	31	26	57
41	Sing. Family homes	254	54401	60th And Ave K (NE Corner)	2431	48	142	190	163	94	257	130	109	239
42	Sing. Family homes	22	61542	56th And Ave J-12 (SW Corner)	211	4	12	16	14	8	22	11	9	20
43	Sing. Family homes	106	60034	60th And Ave J (SE Corner)	1,014	20	59	79	68	39	107	54	46	100
44	Sing. Family homes	73	53190	60th And Ave J (SE Corner)	699	14	41	55	47	27	74	37	31	68
45	Sing. Family homes	108	61920	55th And Ave K (NE Corner)	1,034	21	60	81	69	40	109	55	46	101
46	Sing. Family homes	73	61490	55th And Ave J-8 (NE Corner)	699	14	41	55	47	27	74	37	31	68
47	Sing. Family homes	20	61554	55th And Ave J-4 (NE Corner)	191	4	11	15	13	7	20	10	9	19
48	Sing. Family homes	42	60987	52th And Ave J (SW Corner)	402	8	24	32	27	16	43	21	18	39
49	Sing. Family homes	152	61489	50th And Ave J-8 (NW Corner)	1455	29	85	114	97	56	153	78	665	743
50	Sing. Family homes	65	53907	45th And Ave k (SW Corner)	622	12	36	48	42	24	66	33	28	61
51	Sing. Family homes	78	52719	50th And Ave K (NE Corner)	746	15	44	59	50	29	79	40	34	74
52	Sing. Family homes	39	60434	50th And Ave K (NE Corner)	373	7	22	29	25	14	39	20	17	37
53	Sing. Family homes	88	47609	50th And Ave K (NE Corner)	842	17	49	66	56	33	89	45	38	83
54	Sing. Family homes	38	60435	45th And Ave K (NW Corner)	364	7	21	28	24	14	38	19	16	35
55	Middle School	700	students	45th And Ave K (NW Corner)	1134	203	168	371	56	49	105	0	0	0
56	Sing. Family homes	215	53102	45th And Ave K (NW Corner)	2058	41	120	161	138	80	218	110	92	202
57	Sing. Family homes	54	53102-01	45th And Ave K (NW Corner)	517	10	30	40	35	20	55	28	23	51
58	Sing. Family homes	307	54197	50th And Ave J (SE Corner)	2938	58	172	230	196	114	310	157	132	289
59	Sing. Family homes	95	62643	45th And Ave J (SW Corner)	909	18	53	71	61	35	96	48	41	89
60	Sing. Family homes	20	60126	45th And Ave J (SW Corner)	191	4	11	15	13	7	20	10	9	19
61	Sing. Family homes	169	52491	45th And Ave J (SW Corner)	1617	32	95	127	108	63	171	86	73	159
62	Sing. Family homes	34	54261	45th And Ave J (SW Corner)	325	6	19	25	22	13	35	17	15	32
63	Sing. Family homes	101	46008	45th And Ave M (NE Corner)	967	19	57	76	65	37	102	52	43	95
64	Sing. Family homes	29	60574	40th And Ave L (NW Corner)	278	6	16	22	19	11	30	15	12	27
65	Sing. Family homes	116	62121	40th And Ave K (NE Corner)	1110	22	65	87	74	43	117	59	50	109
66	Sing. Family homes	87	62578	40th And Ave K (NE Corner)	833	17	49	66	56	32	88	44	37	81

#	Project	Size	TTM	Location	Daily	AM Peak Hour			PM Peak Hours			Sat Peak Hours		
					Traffic	In	Out	Total	In	Out	Total	In	Out	Total
67	Sing. Family homes	242	53184	40th And Ave K (NE Corner)	2316	46	136	182	155	90	245	123	104	227
68	Sing. Family homes	61	47775	40th And Ave K (NE Corner)	584	12	34	46	39	23	62	31	26	57
69	Sing. Family homes	94	60428	40th And Ave K (NE Corner)	900	18	53	71	60	35	95	48	40	88
70	Sing. Family homes	240	61535	45th And Ave J (SE Corner)	2297	46	134	180	154	89	243	122	103	225
71	Sing. Family homes	61	49146	40th And Ave J (SW Corner)	584	12	34	46	39	23	62	31	26	57
72	Sing. Family homes	19	60782	40th And Ave J (SW Corner)	182	4	11	15	12	7	19	10	8	18
73	Sing. Family homes	77	47179	40th And Ave J (SW Corner)	737	15	43	58	49	28	77	39	33	72
74	Sing. Family homes	74	65186	40th And Ave J (NW Corner)	708	14	41	55	47	27	74	38	32	70
75	Sing. Family homes	61	62841	40th And Ave J (NW Corner)	584	12	34	46	39	23	62	31	26	57
76	Sing. Family homes	450		M-8 And 60th St	4307	86	252	338	288	167	455	230	194	424
77	Sing. Family homes	650		60th And Ave M-4	6221	124	364	488	416	241	657	332	280	612
78	Shopping Center	344550sf	Commons	NW Corner 60th & L	17076	362	307	669	755	773	1528	1052	962	2014
79	Sing. Family homes	9		47th Bte. Ave M & Quartz	86	2	5	7	6	3	9	5	4	9
80	Retail	14112		4609 Quartz Hill	606	9	6	15	25	28	53	36	34	70
81	Senior Housing	75		6705 Quartz Hill	718	14	42	56	48	28	76	38	32	70
82	Retail	267,494	CUP 07-	60th And Ave K (NW Corner)	11486	169	107	276	481	522	1003	690	639	1329

Group		Daily	AM Peak Hour			PM Peak Hours			Sat Peak Hours		
		<u>Traffic</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	41-49	8,136	162	475	637	545	314	859	433	964	1,397
A-2	51-62,65-75	22,849	636	1,438	2,074	1,508	891	2,399	1,156	975	2,131
B	19-24,82	13,774	215	241	456	633	636	1,269	812	741	1,553
B-2	26-28	1,693	34	99	133	113	65	178	90	77	167
B-3	9,25	8,447	172	436	608	512	301	813	410	364	774
C	38-40,50	2,306	45	134	179	154	88	242	124	104	228
D	35-37	2,728	54	159	213	183	106	289	146	122	268
E	17,18	1,541	31	90	121	103	60	163	82	69	151
F	16	15,945	418	988	1,406	1,020	590	1,610	813	685	1,498
G	30-34,64	2,737	55	160	215	183	105	288	146	123	269
H	7,8,13a	3,374	70	139	209	173	105	278	109	110	219
I	4,11,12,15	6,530	123	381	504	427	338	765	379	319	698
J	1,2,3,5,6,10,13B,14,81	25,735	208	619	827	707	409	1,116	538	454	992
J-2	76,77	10,528	210	616	826	704	408	1,112	562	474	1,036
K	63,79,80	1,659	30	68	98	96	68	164	93	81	174
L	29	1,072	21	63	84	72	41	113	57	48	105
M	78	17,076	362	307	669	755	773	1,528	1,052	962	2,014

Group k	in	out	AM	PM	Sat	Trips AM	Trips PM	Trips Sat
AM 1 60th St W & Ave J						0	0	0
AM 2 60th St W & Ave J-8						0	0	0
AM 3 60th St W & Ave K						0	0	0
AM 4 60th St W & Ave K-8						0	0	0
AM 5 60th St W & Ave K-12						0	0	0
AM 6 60th St W & Ave L		3%				0	0	0
AM 7 60th St W & Ave L-4						0	0	0
AM 8 60th St & Ave L-8						0	0	0
AM 9 60th St W & Ave M(Columbia)						0	0	0
AM 10 Ave L & 70th St W						0	0	0
AM 11 Ave L & 65th St W						0	0	0
AM 12 Ave L & 57th St W						0	0	0
AM 13 Ave L & 55th St W						0	0	0
AM 14 Ave L & 50th St W						0	0	0
AM 15 Ave L & 45th St W						0	0	0
AM 16 Ave L & 40th St W						0	0	0
PM 1 60th St W & Ave J						0	0	0
PM 2 60th St W & Ave J-8						0	0	0
PM 3 60th St W & Ave K						0	0	0
PM 4 60th St W & Ave K-8						0	0	0
PM 5 60th St W & Ave K-12						0	0	0
PM 6 60th St W & Ave L		5%				0	0	0
PM 7 60th St W & Ave L-4		3%				0	0	0
PM 8 60th St & Ave L-8						0	0	0
PM 9 60th St W & Ave M(Columbia)						0	0	0
PM 10 Ave L & 70th St W						0	0	0
PM 11 Ave L & 65th St W						0	0	0
PM 12 Ave L & 57th St W						0	0	0
PM 13 Ave L & 55th St W						0	0	0
PM 14 Ave L & 50th St W						0	0	0
PM 15 Ave L & 45th St W						0	0	0
PM 16 Ave L & 40th St W						0	0	0
Sat 1 60th St W & Ave J						0	0	0
Sat 2 60th St W & Ave J-8						0	0	0
Sat 3 60th St W & Ave K						0	0	0
Sat 4 60th St W & Ave K-8						0	0	0
Sat 5 60th St W & Ave K-12						0	0	0
Sat 6 60th St W & Ave L		5%				0	0	0
Sat 7 60th St W & Ave L-4		3%				0	0	0
Sat 8 60th St & Ave L-8						0	0	0
Sat 9 60th St W & Ave M(Columbia)						0	0	0
Sat 10 Ave L & 70th St W						0	0	0
Sat 11 Ave L & 65th St W						0	0	0
Sat 12 Ave L & 57th St W						0	0	0
Sat 13 Ave L & 55th St W						0	0	0
Sat 14 Ave L & 50th St W						0	0	0
Sat 15 Ave L & 45th St W						0	0	0
Sat 16 Ave L & 40th St W						0	0	0

AM 30 68
PM 96 68
Sat 93 81

Group L	Distribution %												AM	PM	Sat												
	In			Out			In			Out						AM	PM	Sat									
Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Trips AM	Trips PM	Trips Sat
AM 1 60th St W & Ave J																									0	0	0
AM 2 60th St W & Ave J-8																									0	0	0
AM 3 60th St W & Ave K																									0	0	0
AM 4 60th St W & Ave K-8																									0	0	0
AM 5 60th St W & Ave K-12																									0	0	0
AM 6 60th St W & Ave L																									0	0	0
AM 7 60th St W & Ave L-4																									0	0	0
AM 8 60th St & Ave L-8																									0	0	0
AM 9 60th St W & Ave M(Columbia)																									0	0	0
AM 10 Ave L & 70th St W																									0	0	0
AM 11 Ave L & 65th St W																									0	0	0
AM 12 Ave L & 57th St W																									0	0	0
AM 13 Ave L & 55th St W																									0	0	0
AM 14 Ave L & 50th St W																									0	0	0
AM 15 Ave L & 45th St W																									0	0	0
AM 16 Ave L & 40th St W																									0	0	0
PM 1 60th St W & Ave J																									0	0	0
PM 2 60th St W & Ave J-8																									0	0	0
PM 3 60th St W & Ave K																									0	0	0
PM 4 60th St W & Ave K-8																									0	0	0
PM 5 60th St W & Ave K-12																									0	0	0
PM 6 60th St W & Ave L																									0	0	0
PM 7 60th St W & Ave L-4																									0	0	0
PM 8 60th St & Ave L-8																									0	0	0
PM 9 60th St W & Ave M(Columbia)																									0	0	0
PM 10 Ave L & 70th St W																									0	0	0
PM 11 Ave L & 65th St W																									0	0	0
PM 12 Ave L & 57th St W																									0	0	0
PM 13 Ave L & 55th St W																									0	0	0
PM 14 Ave L & 50th St W																									0	0	0
PM 15 Ave L & 45th St W																									0	0	0
PM 16 Ave L & 40th St W																									0	0	0
Sat 1 60th St W & Ave J																									0	0	0
Sat 2 60th St W & Ave J-8																									0	0	0
Sat 3 60th St W & Ave K																									0	0	0
Sat 4 60th St W & Ave K-8																									0	0	0
Sat 5 60th St W & Ave K-12																									0	0	0
Sat 6 60th St W & Ave L																									0	0	0
Sat 7 60th St W & Ave L-4																									0	0	0
Sat 8 60th St & Ave L-8																									0	0	0
Sat 9 60th St W & Ave M(Columbia)																									0	0	0
Sat 10 Ave L & 70th St W																									0	0	0
Sat 11 Ave L & 65th St W																									0	0	0
Sat 12 Ave L & 57th St W																									0	0	0
Sat 13 Ave L & 55th St W																									0	0	0
Sat 14 Ave L & 50th St W																									0	0	0
Sat 15 Ave L & 45th St W																									0	0	0
Sat 16 Ave L & 40th St W																									0	0	0

AM 21 63
PM 72 41
Sat 57 48

RELATED PROJECTS
LANE RANCH

Group	AM	PM	SAT
1 60th St W & Ave J	10%	10%	10%
2 60th St W & Ave J-8	25%	25%	25%
3 60th St W & Ave K	25%	25%	25%
4 60th St W & Ave K-8	40%	40%	40%
5 60th St W & Ave K-12	7%	7%	7%
6 60th St W & Ave L	20%	20%	20%
7 60th St W & Ave L-4	10%	10%	10%
8 60th St W & Ave L-8	30%	30%	30%
9 60th St W & Ave M(Columbia)	15%	15%	15%
10 Ave L & 70th St W	5%	5%	5%
11 Ave L & 65th St W	2%	2%	2%
12 Ave L & 57th St W	18%	18%	18%
13 Ave L & 55th St W	18%	18%	18%
14 Ave L & 50th St W	2%	2%	2%
15 Ave L & 45th St W	2%	2%	2%
16 Ave L & 40th St W	2%	2%	2%

Trips
AM 362 307
PM 755 773
SAT 1052 962

TOTAL
Intersection

AM	PM	SAT
1 60th St W & Ave J	10%	10%
2 60th St W & Ave J-8	25%	25%
3 60th St W & Ave K	25%	25%
4 60th St W & Ave K-8	40%	40%
5 60th St W & Ave K-12	7%	7%
6 60th St W & Ave L	20%	20%
7 60th St W & Ave L-4	10%	10%
8 60th St W & Ave L-8	30%	30%
9 60th St W & Ave M(Columbia)	15%	15%
10 Ave L & 70th St W	5%	5%
11 Ave L & 65th St W	2%	2%
12 Ave L & 57th St W	18%	18%
13 Ave L & 55th St W	18%	18%
14 Ave L & 50th St W	2%	2%
15 Ave L & 45th St W	2%	2%
16 Ave L & 40th St W	2%	2%

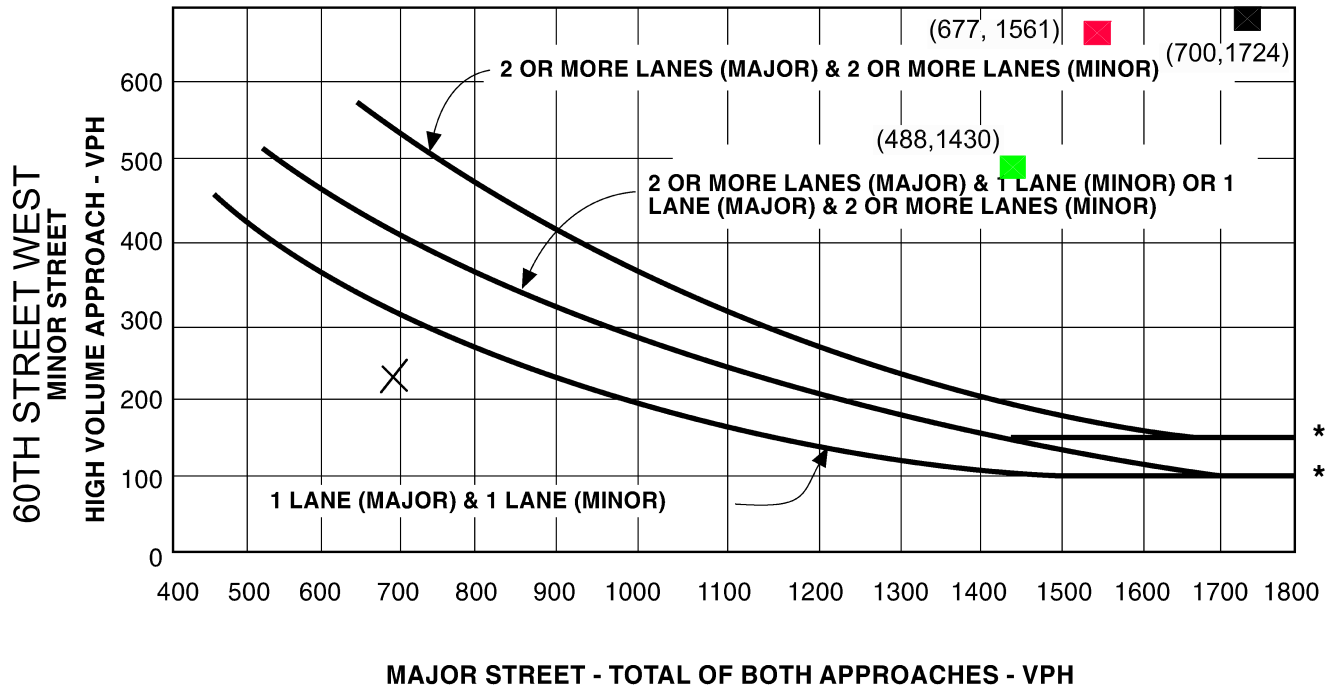
TOTAL TRIPS	NBL	EBT	WBL	WBT	WBR
36	106	71	2	70	9
4	156	6	6	153	4
78	150	114	27	183	25
14	213	24	0	296	0
25	149	0	0	358	36
8	208	55	85	347	39
0	240	0	0	310	0
0	229	0	0	297	6
0	124	0	45	226	15
21	143	35	27	135	15
0	0	0	0	0	0
0	0	0	0	0	0
9	0	9	0	0	0
8	0	0	0	7	6
0	6	0	0	14	0
7	29	0	0	63	7

APPENDIX F

**SIGNAL WARRANT SHEETS
WITH PROJECT CONDITIONS**

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

60TH STREET WEST AND AVENUE J
FUTURE WITH PROJECT CONDITIONS



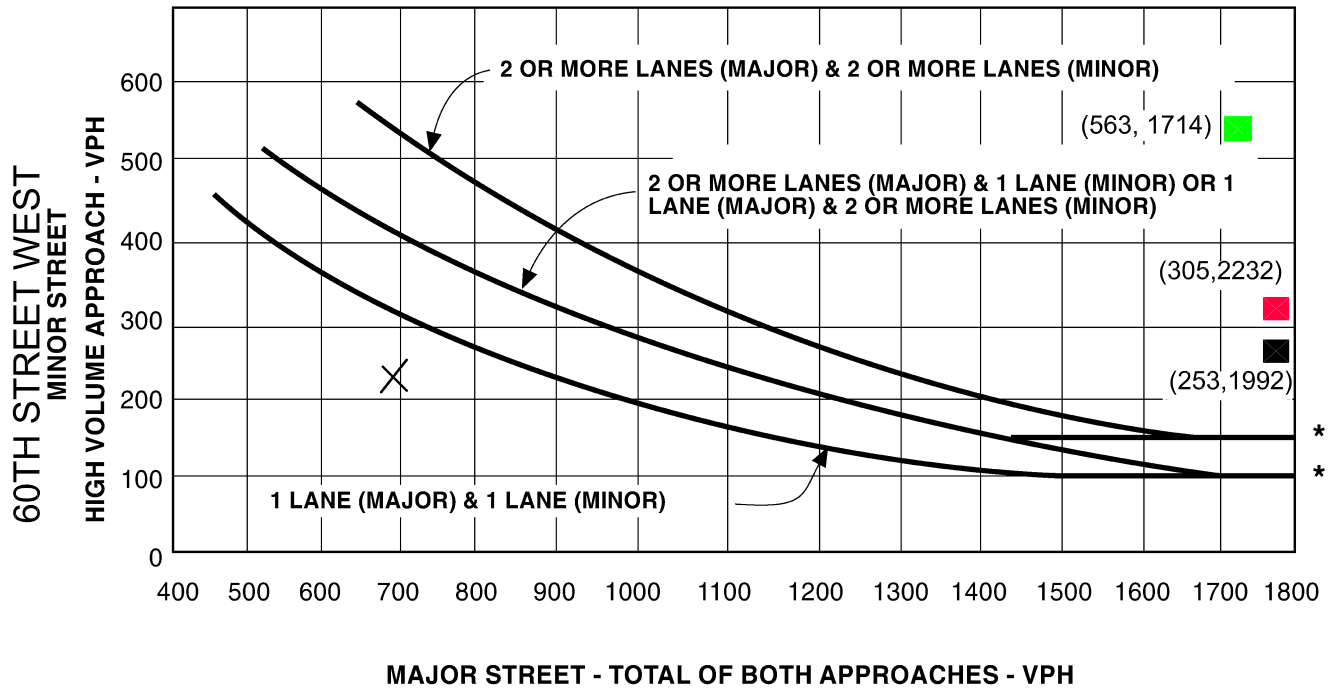
AVENUE J

- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

60TH STREET WEST AND AVENUE J-8
FUTURE WITH PROJECT CONDITIONS



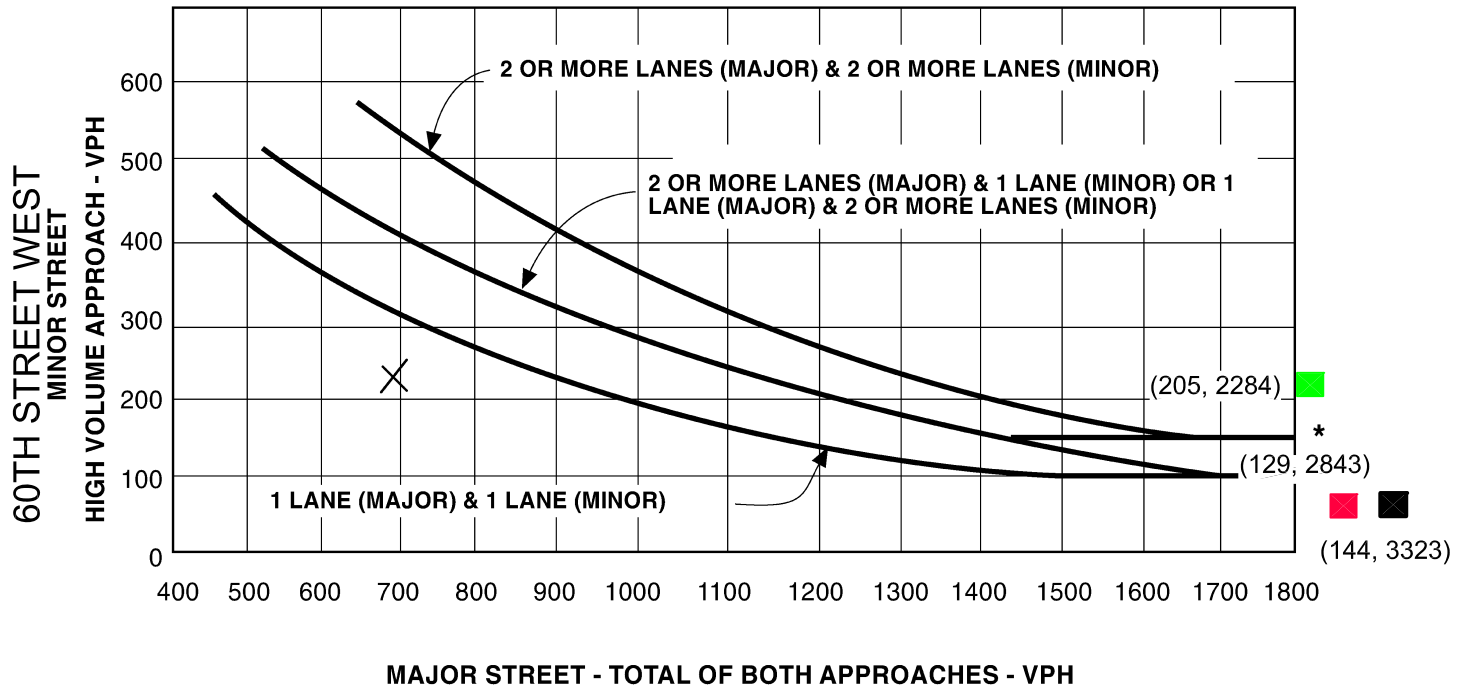
AVENUE J-8

- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)**

**60TH STREET WEST AND AVENUE K-8
FUTURE WITH PROJECT CONDITIONS**



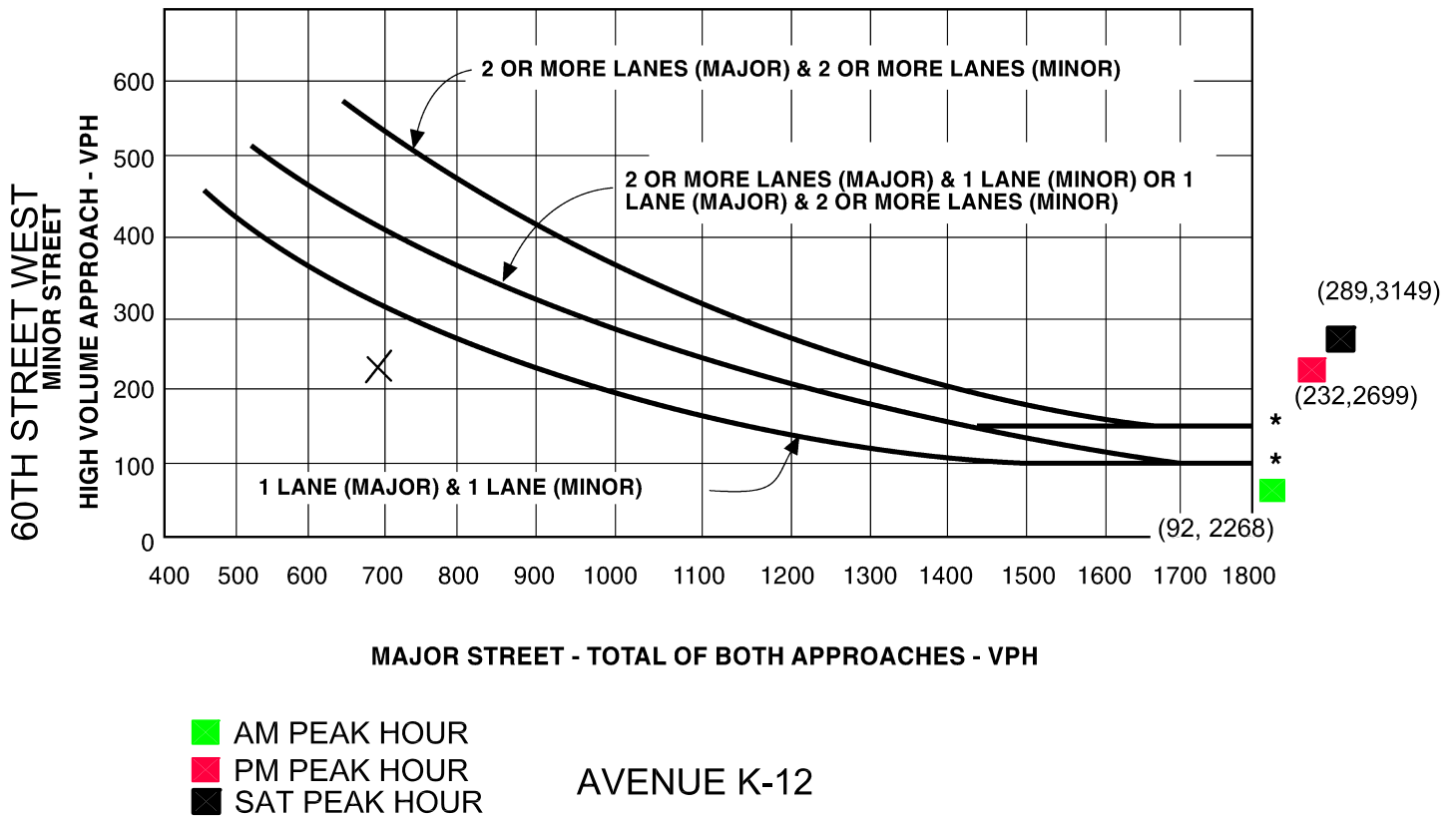
AVENUE K-8

- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

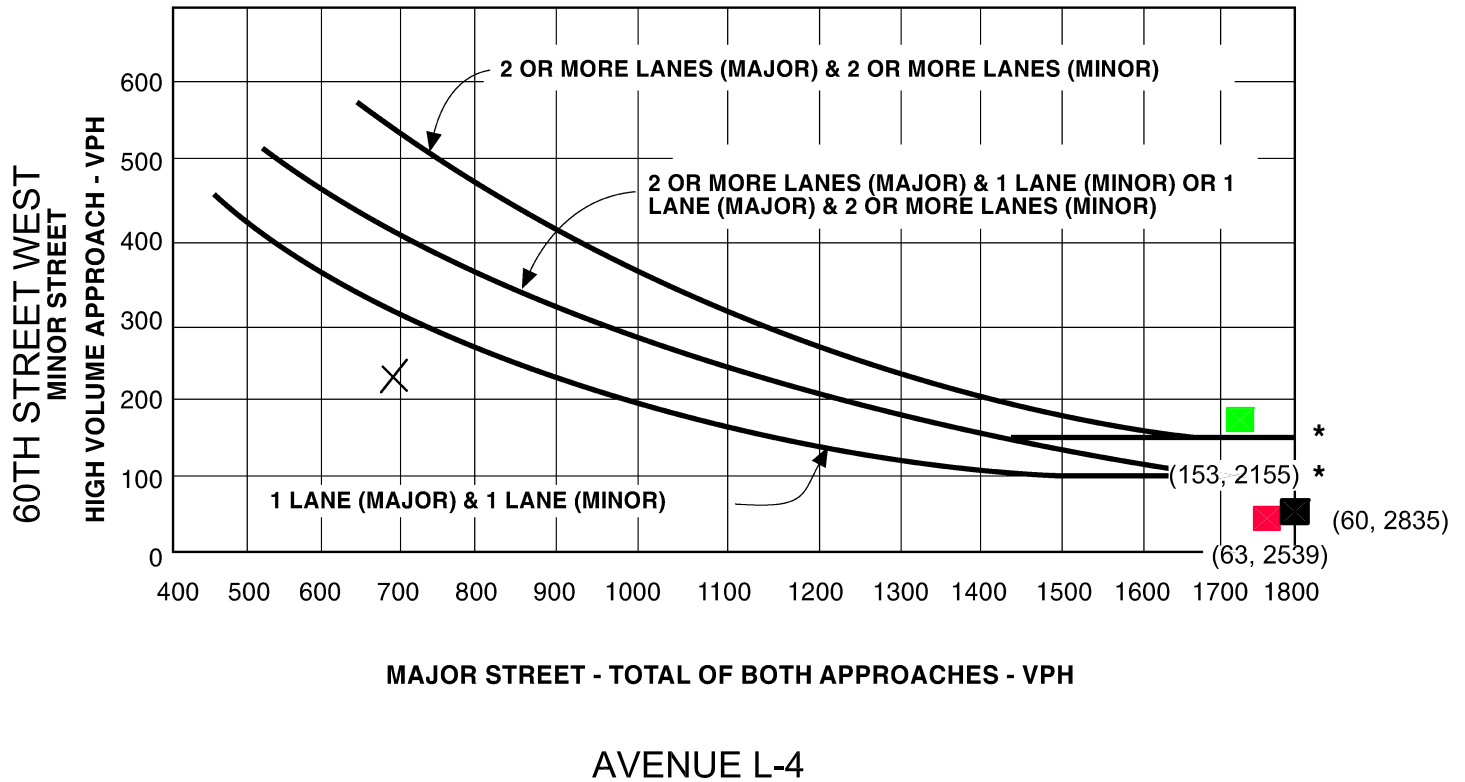
60TH STREET WEST AND AVENUE K-12
FUTURE WITH PROJECT CONDITIONS



* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)**

**60TH STREET WEST AND AVENUE L-4
FUTURE WITH PROJECT CONDITIONS**

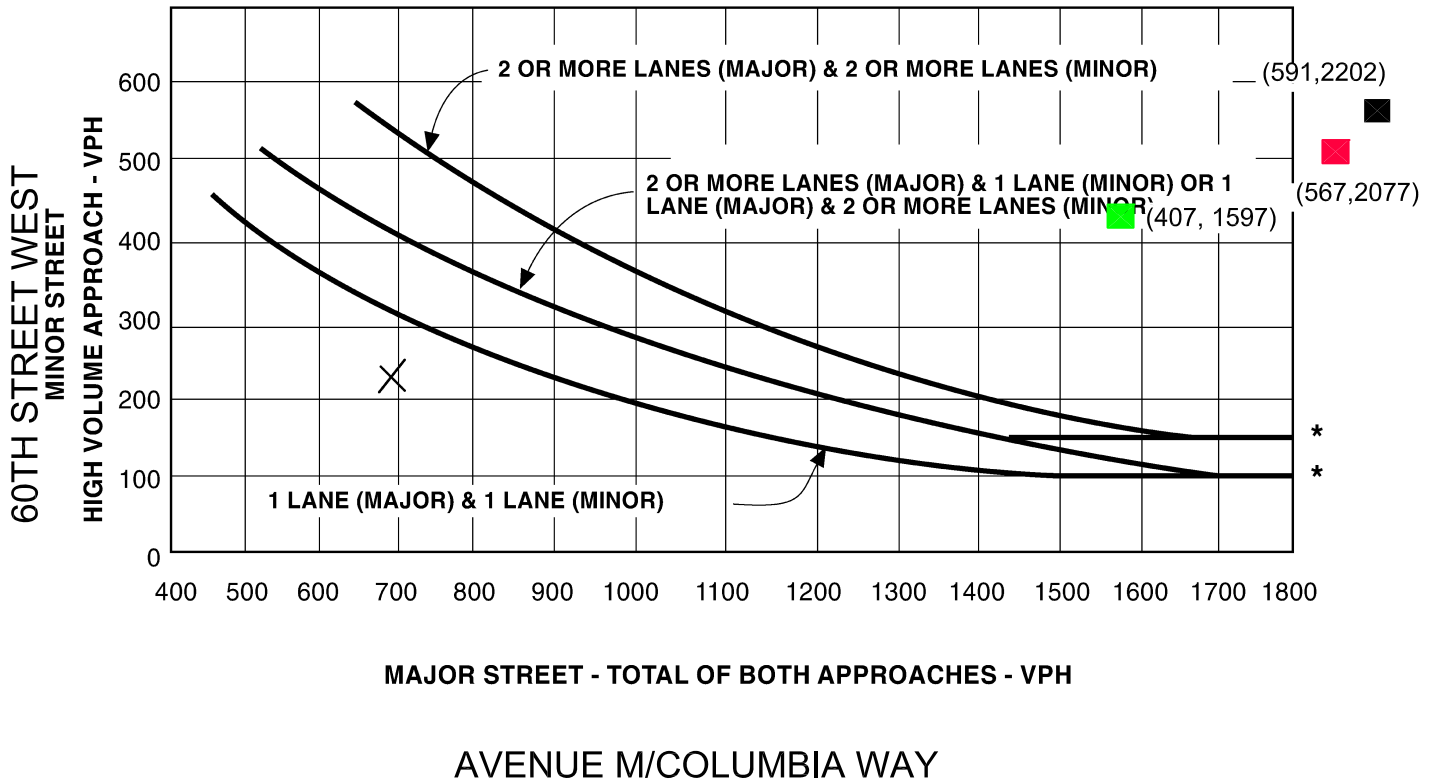


- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)**

**60TH STREET WEST AND AVE M/COLUMBIA WY
FUTURE WITH PROJECT CONDITIONS**

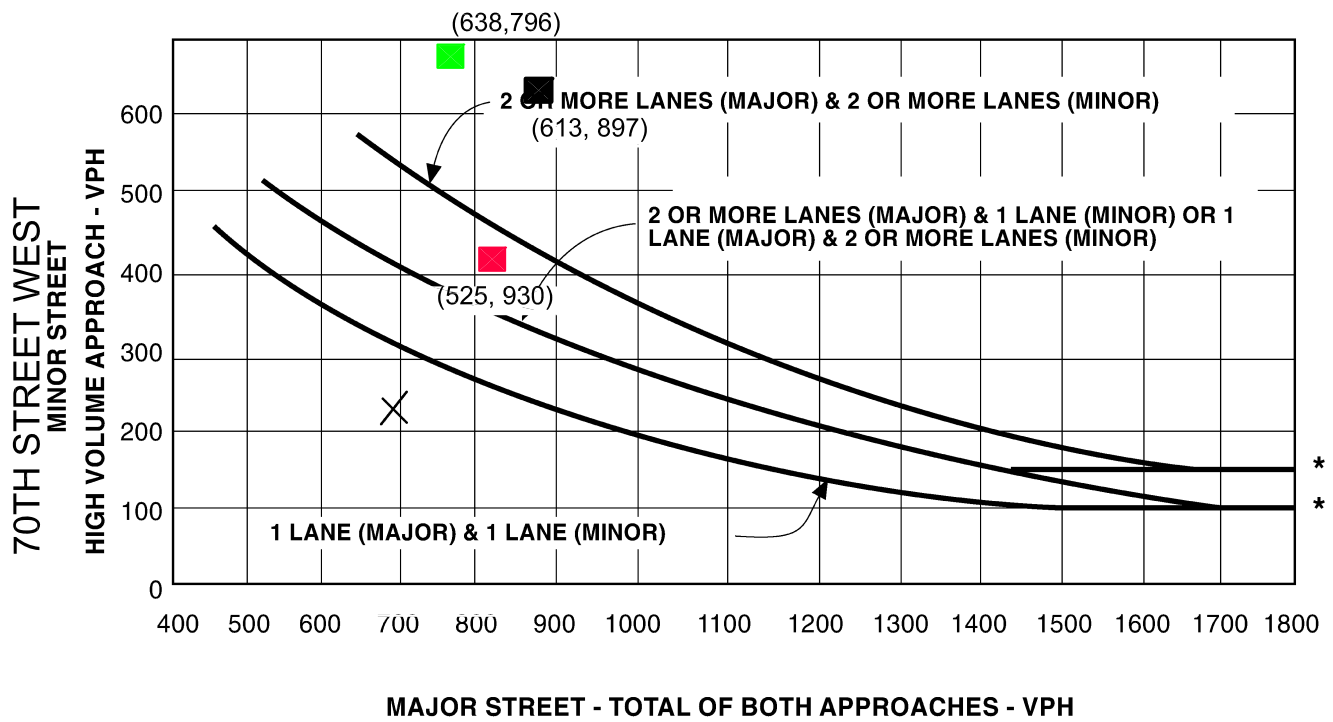


- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)**

**70TH STREET WEST AND AVENUE L
FUTURE WITH PROJECT CONDITIONS**



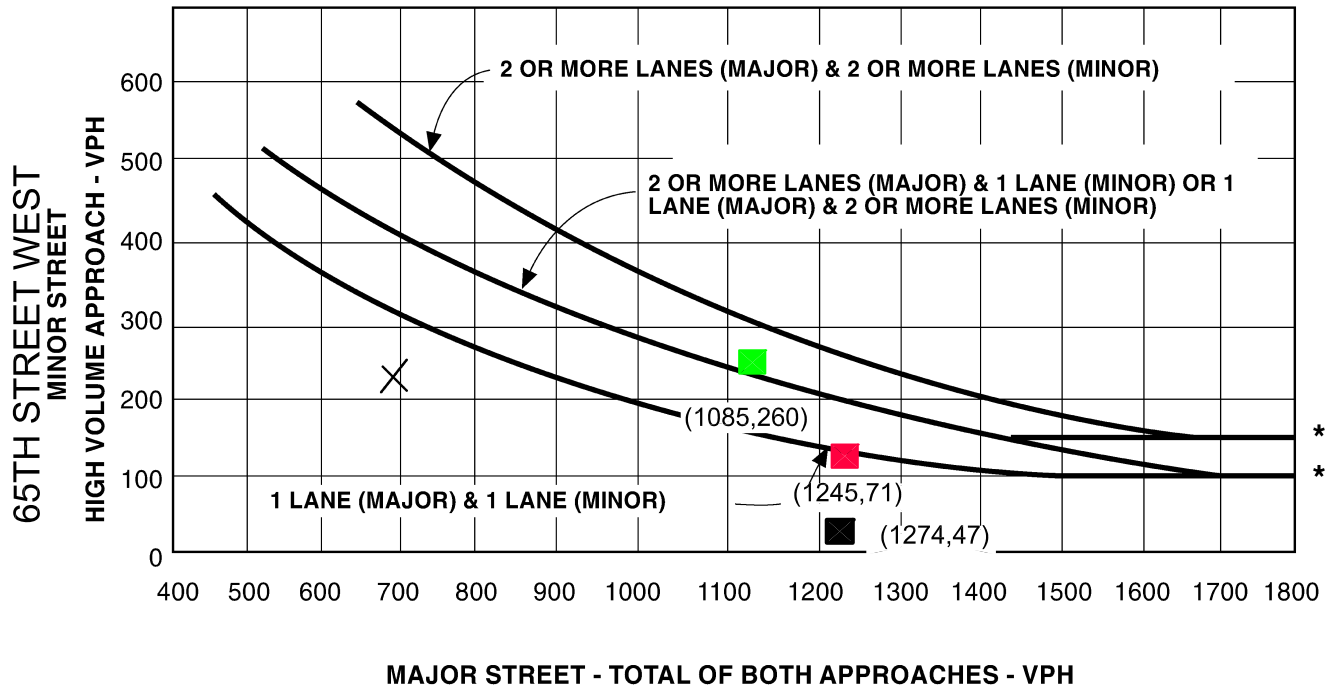
AVENUE L

- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)**

**65TH STREET WEST AND AVENUE L
FUTURE WITH PROJECT CONDITIONS**



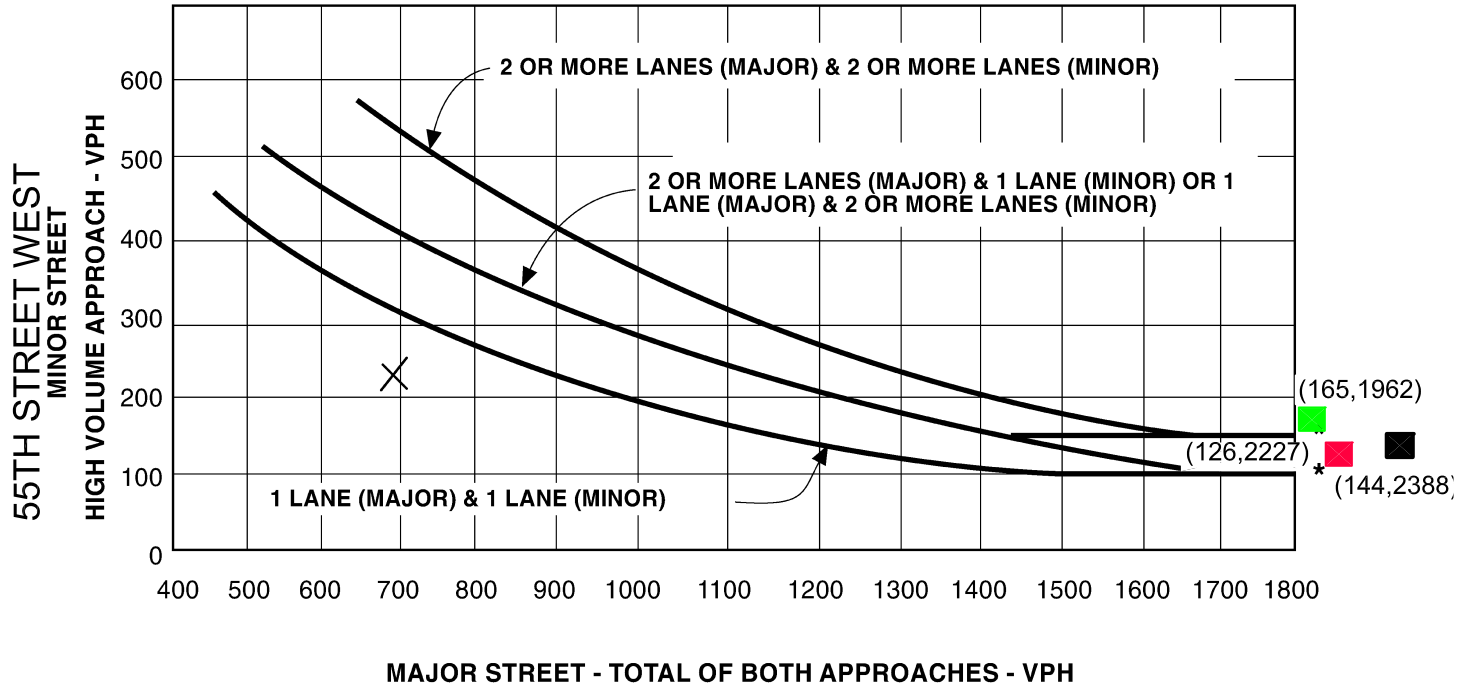
AVENUE L

- AM PEAK HOUR
- PM PEAK HOUR
- SAT PEAK HOUR

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

55TH STREET WEST AND AVENUE L
FUTURE WITH PROJECT CONDITIONS



* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

APPENDIX G

**INTERSECTION CAPACITY UTILIZATION &
HIGHWAY CAPACITY MANUAL
WORKSHEETS**

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	2008 EXISTING
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	43	294	111	154	222	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	36	137	34	117	80	48
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	137	34	117	80	48
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	154	222	33	43	294	111
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	43	154	117	80	48	36	68	102
C (m) (veh/h)	1322	1279	100	226	750	131	231	303
v/c	0.03	0.12	1.17	0.35	0.06	0.27	0.29	0.34
95% queue length	0.10	0.41	7.77	1.52	0.20	1.04	1.18	1.44
Control Delay (s/veh)	7.8	8.2	222.1	29.4	10.1	42.6	27.0	22.8
LOS	A	A	F	D	B	E	D	C
Approach Delay (s/veh)	--	--	117.7			27.6		
Approach LOS	--	--	F			D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	2008 EXISTING
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	43	153	123	70	185	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	38	141	43	102	200	16
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	38	141	43	102	200	16
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	70	185	12	43	153	123
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	43	70	102	200	16	38	70	113
C (m) (veh/h)	1388	1440	246	397	898	191	400	502
v/c	0.03	0.05	0.41	0.50	0.02	0.20	0.17	0.23
95% queue length	0.10	0.15	1.92	2.74	0.05	0.72	0.63	0.86
Control Delay (s/veh)	7.7	7.6	29.6	22.9	9.1	28.5	15.9	14.2
LOS	A	A	D	C	A	D	C	B
Approach Delay (s/veh)	--	--	24.4			17.2		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>1</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/22/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>14</i>	<i>156</i>	<i>92</i>	<i>54</i>	<i>101</i>	<i>13</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>10</i>	<i>79</i>	<i>37</i>	<i>80</i>	<i>83</i>	<i>65</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>1</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>		<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>10</i>	<i>79</i>	<i>37</i>	<i>80</i>	<i>83</i>	<i>65</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>54</i>	<i>101</i>	<i>13</i>	<i>14</i>	<i>156</i>	<i>92</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>1</i>
Lanes	<i>1</i>	<i>2</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>
Configuration	<i>L</i>	<i>T</i>	<i>TR</i>	<i>L</i>	<i>T</i>	<i>R</i>

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>TR</i>
v (veh/h)	<i>14</i>	<i>54</i>	<i>80</i>	<i>83</i>	<i>65</i>	<i>10</i>	<i>39</i>	<i>76</i>
C (m) (veh/h)	<i>1488</i>	<i>1436</i>	<i>422</i>	<i>512</i>	<i>895</i>	<i>386</i>	<i>516</i>	<i>664</i>
v/c	<i>0.01</i>	<i>0.04</i>	<i>0.19</i>	<i>0.16</i>	<i>0.07</i>	<i>0.03</i>	<i>0.08</i>	<i>0.11</i>
95% queue length	<i>0.03</i>	<i>0.12</i>	<i>0.69</i>	<i>0.57</i>	<i>0.23</i>	<i>0.08</i>	<i>0.24</i>	<i>0.39</i>
Control Delay (s/veh)	<i>7.4</i>	<i>7.6</i>	<i>15.5</i>	<i>13.4</i>	<i>9.3</i>	<i>14.6</i>	<i>12.5</i>	<i>11.1</i>
LOS	<i>A</i>	<i>A</i>	<i>C</i>	<i>B</i>	<i>A</i>	<i>B</i>	<i>B</i>	<i>B</i>
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>13.0</i>			<i>11.8</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>			<i>B</i>		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	46	318	120	166	240	36
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	39	148	37	126	86	52
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	39	148	37	126	86	52
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	166	240	36	46	318	120
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	46	166	126	86	52	39	74	111
C (m) (veh/h)	1299	1253	68	200	727	104	205	272
v/c	0.04	0.13	1.85	0.43	0.07	0.38	0.36	0.41
95% queue length	0.11	0.46	11.40	1.99	0.23	1.52	1.55	1.89
Control Delay (s/veh)	7.9	8.3	534.4	35.9	10.3	59.0	32.2	27.1
LOS	A	A	F	E	B	F	D	D
Approach Delay (s/veh)	--	--	268.8			34.3		
Approach LOS	--	--	F			D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 EXIST + AMB
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	50	165	133	76	200	13
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	41	152	46	110	216	17
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	41	152	46	110	216	17
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	76	200	13	50	165	133
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	50	76	110	216	17	41	76	122
C (m) (veh/h)	1369	1426	207	366	885	150	369	468
v/c	0.04	0.05	0.53	0.59	0.02	0.27	0.21	0.26
95% queue length	0.11	0.17	2.77	3.62	0.06	1.05	0.76	1.03
Control Delay (s/veh)	7.7	7.7	40.5	28.1	9.1	37.8	17.3	15.4
LOS	A	A	E	D	A	E	C	C
Approach Delay (s/veh)	--	--	31.1			19.8		
Approach LOS	--	--	D			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	169	99	58	109	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	11	85	40	86	90	70
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11	85	40	86	90	70
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	58	109	14	15	169	99
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	15	58	86	90	70	11	42	82
C (m) (veh/h)	1477	1421	392	489	880	354	494	643
v/c	0.01	0.04	0.22	0.18	0.08	0.03	0.09	0.13
95% queue length	0.03	0.13	0.83	0.67	0.26	0.10	0.28	0.44
Control Delay (s/veh)	7.5	7.6	16.7	14.0	9.4	15.5	13.0	11.4
LOS	A	A	C	B	A	C	B	B
Approach Delay (s/veh)	--	--	13.7			12.2		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WITHOUT
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	82	424	191	168	310	45
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	61	216	108	166	184	71
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	61	216	108	166	184	71
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	168	310	45	82	424	191
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	82	168	166	184	71	61	108	216
C (m) (veh/h)	1215	1146	0	133	634	0	138	231
v/c	0.07	0.15		1.38	0.11		0.78	0.94
95% queue length	0.22	0.51		12.08	0.38		4.76	8.11
Control Delay (s/veh)	8.2	8.7		274.2	11.4		89.8	88.3
LOS	A	A	F	F	B	F	F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	108	326	282	81	385	39
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	56	259	143	199	329	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	56	259	143	199	329	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	81	385	39	108	326	282
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	108	81	199	329	29	56	129	272
C (m) (veh/h)	1146	1245	0	174	720	0	180	290
v/c	0.09	0.07		1.89	0.04		0.72	0.94
95% queue length	0.31	0.21		24.43	0.13		4.46	9.04
Control Delay (s/veh)	8.5	8.1		466.5	10.2		63.8	77.2
LOS	A	A	F	F	B	F	F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	109	386	286	62	324	35
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	30	178	155	207	219	90
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	30	178	155	207	219	90
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	62	324	35	109	386	286
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	109	62	207	219	90	30	89	244
C (m) (veh/h)	1211	1184	21	188	666	0	192	357
v/c	0.09	0.05	9.86	1.16	0.14		0.46	0.68
95% queue length	0.30	0.17	26.21	11.20	0.47		2.21	4.83
Control Delay (s/veh)	8.3	8.2	4345	168.1	11.2		39.0	34.3
LOS	A	A	F	F	B	F	E	D
Approach Delay (s/veh)	--	--	1816					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WITH PROJ
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	111	481	248	168	377	45
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	61	216	142	233	184	71
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	61	216	142	233	184	71
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	168	377	45	111	481	248
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	111	168	233	184	71	61	108	250
C (m) (veh/h)	1148	1092	0	99	589	0	102	196
v/c	0.10	0.15		1.86	0.12		1.06	1.28
95% queue length	0.32	0.54		15.17	0.41		6.75	13.63
Control Delay (s/veh)	8.5	8.9		494.8	11.9		183.9	205.3
LOS	A	A	F	F	B	F	F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	154	418	374	81	495	39
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	56	259	198	309	329	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	56	259	198	309	329	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	81	495	39	154	418	374
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	154	81	309	329	29	56	129	327
C (m) (veh/h)	1044	1152	0	109	639	0	112	218
v/c	0.15	0.07		3.02	0.05		1.15	1.50
95% queue length	0.52	0.23		31.43	0.14		8.10	19.81
Control Delay (s/veh)	9.0	8.4		993.2	10.9		204.8	288.3
LOS	A	A	F	F	B	F	F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	1
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>60th Street West</i>	North/South Street: <i>Avenue J</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	177	521	421	62	508	35
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	30	178	247	391	219	90
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	30	178	247	391	219	90
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	62	508	35	177	521	421
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	177	62	391	219	90	30	89	336
C (m) (veh/h)	1036	1056	0	91	559	0	93	240
v/c	0.17	0.06		2.41	0.16		0.96	1.40
95% queue length	0.61	0.19		20.09	0.57		5.53	18.73
Control Delay (s/veh)	9.2	8.6		739.2	12.7		163.5	242.5
LOS	A	A	F	F	B	F	F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE J
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR		
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR
NB LEFT	1	1,600	111	0.069		154	0.096	
NB THRU	1	1,600	481	0.301	*	418	0.261	*
NB RIGHT	1	1,600	248	0.155		374	0.234	
					0.406			0.312
SB LEFT	1	1,600	168	0.105	*	81	0.051	*
SB THRU	2	3,200	377	0.132		495	0.167	
SB RIGHT	0	0	45	0.000		39	0.000	

EB LEFT	1	1,600	61	0.038		56	0.035	
EB THRU	2	3,200	216	0.068		259	0.081	
EB RIGHT	1	1,600	142	0.089	*	198	0.124	*
					0.235			0.317
WB LEFT	1	1,600	233	0.146	*	309	0.193	*
WB THRU	1	1,600	184	0.115		329	0.206	
WB RIGHT	1	1,600	71	0.044		29	0.018	

					0.406			0.312
					0.235			0.317
					0.100			0.100
					-----			-----
					0.741			0.729
					AM INTERSECTION LOS			PM INTERSECTION LOS
					C			C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE J
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		CRITICAL PAIR
			VOLUMES	V/C	
NB LEFT	1	1,600	177	0.111	
NB THRU	1	1600	521	0.326	*
NB RIGHT	1	1600	421	0.263	
					0.365
SB LEFT	1	1,600	62	0.039	*
SB THRU	2	3,200	508	0.170	
SB RIGHT	0	0	35	0.000	

EB LEFT	1	1,600	30	0.019	
EB THRU	2	3,200	178	0.056	
EB RIGHT	1	1,600	247	0.154	*
					0.398
WB LEFT	1	1,600	391	0.244	*
WB THRU	1	1,600	219	0.137	
WB RIGHT	1	1,600	90	0.056	

NORTH/SOUTH CRITICAL SUM	0.365
EAST/WEST CRITICAL SUM	0.398
CLEARANCE INTERVAL	0.100

INTERSECTION ICU VALUE	0.863

SAT INTERSECTION LOS D

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	EXISTING 2008
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	242	381	9	4	235	121
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	47	0	304	1	2	7
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	47	0	304	1	2	7
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	235	121	242	381	9
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	242	4	1		9	47	0	304
C (m) (veh/h)	1344	1189	132		503	215	235	864
v/c	0.18	0.00	0.01		0.02	0.22	0.00	0.35
95% queue length	0.66	0.01	0.02		0.05	0.81	0.00	1.59
Control Delay (s/veh)	8.3	8.0	32.5		12.3	26.4	20.3	11.4
LOS	A	A	D		B	D	C	B
Approach Delay (s/veh)	--	--	14.3			13.4		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>2</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/22/08</i>	Analysis Year	<i>EXISTING 2008</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>111</i>	<i>223</i>	<i>10</i>	<i>7</i>	<i>332</i>	<i>32</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>29</i>	<i>1</i>	<i>79</i>	<i>10</i>	<i>1</i>	<i>5</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>1</i>			<i>1</i>
Lanes	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
Configuration	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>29</i>	<i>1</i>	<i>79</i>	<i>10</i>	<i>1</i>	<i>5</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>7</i>	<i>332</i>	<i>32</i>	<i>111</i>	<i>223</i>	<i>10</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>1</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>		<i>TR</i>

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>	<i>L</i>		<i>TR</i>	<i>L</i>	<i>T</i>	<i>R</i>
v (veh/h)	<i>111</i>	<i>7</i>	<i>10</i>		<i>6</i>	<i>29</i>	<i>1</i>	<i>79</i>
C (m) (veh/h)	<i>1239</i>	<i>1358</i>	<i>315</i>		<i>710</i>	<i>352</i>	<i>366</i>	<i>783</i>
v/c	<i>0.09</i>	<i>0.01</i>	<i>0.03</i>		<i>0.01</i>	<i>0.08</i>	<i>0.00</i>	<i>0.10</i>
95% queue length	<i>0.29</i>	<i>0.02</i>	<i>0.10</i>		<i>0.03</i>	<i>0.27</i>	<i>0.01</i>	<i>0.34</i>
Control Delay (s/veh)	<i>8.2</i>	<i>7.7</i>	<i>16.8</i>		<i>10.1</i>	<i>16.1</i>	<i>14.9</i>	<i>10.1</i>
LOS	<i>A</i>	<i>A</i>	<i>C</i>		<i>B</i>	<i>C</i>	<i>B</i>	<i>B</i>
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>14.3</i>			<i>11.8</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>			<i>B</i>		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	EXISTING 2008
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	51	253	1	2	221	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	17	1	74	2	1	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	1	74	2	1	1
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	221	12	51	253	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	51	2	2		2	17	1	74
C (m) (veh/h)	1360	1324	443		615	487	483	876
v/c	0.04	0.00	0.00		0.00	0.03	0.00	0.08
95% queue length	0.12	0.00	0.01		0.01	0.11	0.01	0.28
Control Delay (s/veh)	7.8	7.7	13.2		10.9	12.7	12.5	9.5
LOS	A	A	B		B	B	B	A
Approach Delay (s/veh)	--	--	12.0			10.1		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	262	412	10	4	254	131
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	51	0	329	1	2	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	51	0	329	1	2	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	254	131	262	412	10
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	262	4	1		10	51	0	329
C (m) (veh/h)	1323	1158	109		484	188	209	847
v/c	0.20	0.00	0.01		0.02	0.27	0.00	0.39
95% queue length	0.74	0.01	0.03		0.06	1.05	0.00	1.85
Control Delay (s/veh)	8.4	8.1	38.3		12.6	31.1	22.2	11.9
LOS	A	A	E		B	D	C	B
Approach Delay (s/veh)	--	--	14.9			14.5		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	120	241	11	8	359	35
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	31	1	85	11	1	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	31	1	85	11	1	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	359	35	120	241	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	120	8	11		6	31	1	85
C (m) (veh/h)	1211	1337	283		683	320	338	762
v/c	0.10	0.01	0.04		0.01	0.10	0.00	0.11
95% queue length	0.33	0.02	0.12		0.03	0.32	0.01	0.38
Control Delay (s/veh)	8.3	7.7	18.2		10.3	17.5	15.7	10.3
LOS	A	A	C		B	C	C	B
Approach Delay (s/veh)	--	--	15.4			12.3		
Approach LOS	--	--	C			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	55	273	1	2	239	13
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	18	1	80	2	1	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	18	1	80	2	1	1
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	239	13	55	273	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	55	2	2		2	18	1	80
C (m) (veh/h)	1340	1302	413		592	458	460	860
v/c	0.04	0.00	0.00		0.00	0.04	0.00	0.09
95% queue length	0.13	0.00	0.01		0.01	0.12	0.01	0.31
Control Delay (s/veh)	7.8	7.8	13.8		11.1	13.2	12.8	9.6
LOS	A	A	B		B	B	B	A
Approach Delay (s/veh)	--	--	12.4			10.3		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	266	568	16	10	407	135
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	133	19	411	1	4	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	133	19	411	1	4	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	407	135	266	568	16
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	266	10	1		12	133	19	411
C (m) (veh/h)	1163	1014	43		286	115	138	726
v/c	0.23	0.01	0.02		0.04	1.16	0.14	0.57
95% queue length	0.88	0.03	0.07		0.13	8.28	0.46	3.59
Control Delay (s/veh)	9.0	8.6	90.7		18.1	203.9	35.2	16.2
LOS	A	A	F		C	F	E	C
Approach Delay (s/veh)	--	--	23.7			61.2		
Approach LOS	--	--	C			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	93	13	147	11	6	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	93	13	147	11	6	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	133	570	33	30	673	48
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	133	570	33	30	673	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (veh/h)	93	11	133	570	33	30	673	48
C (m) (veh/h)	1621	1619	0	629	1073	85	631	1080
v/c	0.06	0.01		0.91	0.03	0.35	1.07	0.04
95% queue length	0.18	0.02		11.39	0.10	1.37	18.73	0.14
Control Delay (s/veh)	7.4	7.2		42.3	8.5	68.9	80.1	8.5
LOS	A	A	F	E	A	F	F	A
Approach Delay (s/veh)	--	--				75.1		
Approach LOS	--	--				F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	71	655	18	19	642	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	111	21	173	2	5	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	111	21	173	2	5	1
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	19	642	29	71	655	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	71	19	2		6	111	21	173
C (m) (veh/h)	952	942	90		197	141	174	571
v/c	0.07	0.02	0.02		0.03	0.79	0.12	0.30
95% queue length	0.24	0.06	0.07		0.09	4.84	0.40	1.27
Control Delay (s/veh)	9.1	8.9	45.9		23.8	89.1	28.5	14.0
LOS	A	A	E		C	F	D	B
Approach Delay (s/veh)	--	--	29.4			42.4		
Approach LOS	--	--	D			E		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/22/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	AM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	266	712	16	10	575	135
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	133	19	411	1	4	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	133	19	411	1	4	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	575	135	266	712	16
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	266	10	1		12	133	19	411
C (m) (veh/h)	1008	897	19		205	72	92	612
v/c	0.26	0.01	0.05		0.06	1.85	0.21	0.67
95% queue length	1.06	0.03	0.16		0.19	11.84	0.72	5.10
Control Delay (s/veh)	9.8	9.1	204.8		23.7	524.7	54.0	22.1
LOS	A	A	F		C	F	F	C
Approach Delay (s/veh)	--	--	37.6			141.9		
Approach LOS	--	--	E			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	93	13	147	11	6	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	93	13	147	11	6	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	133	799	33	30	949	48
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	133	799	33	30	949	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (veh/h)	93	11	133	799	33	30	949	48
C (m) (veh/h)	1621	1619	0	629	1073	0	631	1080
v/c	0.06	0.01		1.27	0.03		1.50	0.04
95% queue length	0.18	0.02		30.94	0.10		47.28	0.14
Control Delay (s/veh)	7.4	7.2		155.0	8.5		253.4	8.5
LOS	A	A	F	F	A	F	F	A
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	2
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>LANE RANCH TOWNE CENTER</i>	
East/West Street: <i>Avenue J-8</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	71	993	18	19	1102	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	111	21	173	2	5	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			1
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	111	21	173	2	5	1
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	19	1102	29	71	993	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L	T	R
v (veh/h)	71	19	2		6	111	21	173
C (m) (veh/h)	641	704	18		77	45	66	353
v/c	0.11	0.03	0.11		0.08	2.47	0.32	0.49
95% queue length	0.37	0.08	0.32		0.25	11.78	1.16	2.59
Control Delay (s/veh)	11.3	10.3	228.6		55.7	859.6	83.2	24.6
LOS	B	B	F		F	F	F	C
Approach Delay (s/veh)	--	--	98.9			332.5		
Approach LOS	--	--	F			F		



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE J-8
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR		
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR
NB LEFT	1	1,600	266	0.166		133	0.083	
NB THRU	1	1600	712	0.445	*	799	0.499	*
NB RIGHT	1	1600	17	0.011		33	0.021	
					0.451			0.518
SB LEFT	1	1,600	10	0.006	*	30	0.019	*
SB THRU	2	3,200	575	0.180		949	0.297	
SB RIGHT	1	1,600	135	0.084		48	0.03	

EB LEFT	1	1,600	133	0.083		93	0.058	
EB THRU	1	1,600	19	0.012		13	0.008	
EB RIGHT	1	1,600	411	0.257	*	147	0.092	*
					0.258			0.099
WB LEFT	1	1,600	1	0.001	*	11	0.007	*
WB THRU	1	1,600	4	0.008		6	0.007	
WB RIGHT	0	0	8	0.000		5	0.000	

					0.451			0.518
					0.258			0.099
					0.100			0.100
					-----			-----
					0.809			0.717
					AM INTERSECTION LOS			PM INTERSECTION LOS
					D			C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE J-8
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		
			VOLUMES	V/C	CRITICAL PAIR
NB LEFT	1	1,600	71	0.044	
NB THRU	1	1600	993	0.621	*
NB RIGHT	1	1600	18	0.011	
					0.633
SB LEFT	1	1,600	19	0.012	*
SB THRU	2	3,200	1102	0.344	
SB RIGHT	1	1,600	29	0.018	

EB LEFT	1	1,600	111	0.069	
EB THRU	1	1,600	21	0.013	
EB RIGHT	1	1,600	173	0.108	*
					0.109
WB LEFT	1	1,600	2	0.001	*
WB THRU	1	1,600	5	0.004	
WB RIGHT	0	0	1	0.000	

NORTH/SOUTH CRITICAL SUM					0.633
EAST/WEST CRITICAL SUM					0.109
CLEARANCE INTERVAL					0.100

INTERSECTION ICU VALUE					0.842
SAT INTERSECTION LOS					D



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				PM PEAK HOUR						
			2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR	2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR			
NB LEFT	1	1,600	33	34	0.021		24	24	0.015	*			
NB THRU	2	3,200	453	462	0.183	*	258	263	0.105				
NB RIGHT	0	0	121	123	0.000		70	71	0.000				
						0.267							
SB LEFT	1	1,600	131	134	0.084	*	84	86	0.054				
SB THRU	1	1,600	363	370	0.231		327	334	0.209	*			
SB RIGHT	1	1,600	33	34	0.021		11	11	0.007				
						0.161							
EB LEFT	2	2,880	30	31	0.011		9	9	0.003				
EB THRU	1	1,600	142	145	0.091	*	118	120	0.075	*			
EB RIGHT	1	1,600	42	43	0.027		27	28	0.017				
						0.133							
WB LEFT	1	1,600	110	112	0.070	*	91	93	0.058	*			
WB THRU	1	1,600	79	81	0.050		79	81	0.050				
WB RIGHT	1	1,600	130	133	0.083		60	61	0.038				
NORTH/SOUTH CRITICAL SUM						0.267	NORTH/SOUTH CRITICAL SUM						0.224
EAST/WEST CRITICAL SUM						0.161	EAST/WEST CRITICAL SUM						0.133
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE						0.528	INTERSECTION ICU VALUE						0.457
AM INTERSECTION LOS						A	PM INTERSECTION LOS						A



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY			CRITICAL PAIR
			2007 Volumes	2008 VOLUMES	V/C	
NB LEFT	1	1,600	11	11	0.007	*
NB THRU	2	3,200	150	153	0.084	
NB RIGHT	0	0	113	115	0.000	
						0.156
SB LEFT	1	1,600	27	28	0.017	
SB THRU	1	1,600	233	238	0.149	*
SB RIGHT	1	1,600	16	16	0.010	

EB LEFT	2	2,880	35	36	0.012	
EB THRU	1	1,600	133	136	0.085	*
EB RIGHT	1	1,600	33	33	0.021	
						0.120
WB LEFT	1	1,600	55	56	0.035	*
WB THRU	1	1,600	49	50	0.031	
WB RIGHT	1	1,600	123	125	0.078	

NORTH/SOUTH CRITICAL SUM						0.156
EAST/WEST CRITICAL SUM						0.120
CLEARANCE INTERVAL						0.100

INTERSECTION ICU VALUE						0.376
SAT INTERSECTION LOS						A



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	TOTAL	AM PEAK HOUR				PM PEAK HOUR					
						V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL
NB LEFT	1	1,600	34	3	36	0.023		24	2	26	0.017	*			
NB THRU	2	3,200	462	37	499	0.198	*	263	21	284	0.113				
NB RIGHT	0	0	123	10	133	0.000		71	6	77	0.000				
								0.288					0.242		
SB LEFT	1	1,600	134	11	144	0.090	*	86	7	93	0.058				
SB THRU	1	1,600	370	30	400	0.250		334	27	361	0.225	*			
SB RIGHT	1	1,600	34	3	36	0.023		11	1	12	0.008				
EB LEFT	2	2,880	31	2	33	0.011		9	1	10	0.003				
EB THRU	1	1,600	145	12	157	0.098	*	120	10	130	0.081	*			
EB RIGHT	1	1,600	43	3	46	0.029		28	2	30	0.019				
								0.174					0.144		
WB LEFT	1	1,600	112	9	121	0.076	*	93	8	100	0.063	*			
WB THRU	1	1,600	81	7	87	0.054		81	7	87	0.054				
WB RIGHT	1	1,600	133	11	143	0.090		61	5	66	0.041				
NORTH/SOUTH CRITICAL SUM								0.288		NORTH/SOUTH CRITICAL SUM					
EAST/WEST CRITICAL SUM								0.174		EAST/WEST CRITICAL SUM					
CLEARANCE INTERVAL								0.100		CLEARANCE INTERVAL					
INTERSECTION ICU VALUE								0.562		INTERSECTION ICU VALUE					
AM INTERSECTION LOS								A		PM INTERSECTION LOS					
AM IMPACT								0.034		PM IMPACT					
										0.029					



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF		EXISTING	AMBIENT GROWTH	SATURDAY MID DAY		
	LANES	CAPACITY			TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	11	1	12	0.008	*
NB THRU	2	3,200	153	12	165	0.091	
NB RIGHT	0	0	115	9	125	0.000	
							0.169
SB LEFT	1	1,600	28	2	30	0.019	
SB THRU	1	1,600	238	19	257	0.161	*
SB RIGHT	1	1,600	16	1	18	0.011	
EB LEFT	2	2,880	36	3	39	0.013	
EB THRU	1	1,600	136	11	147	0.092	*
EB RIGHT	1	1,600	33	3	36	0.023	
							0.130
WB LEFT	1	1,600	56	5	61	0.038	*
WB THRU	1	1600	50	4	54	0.034	
WB RIGHT	1	1,600	125	10	136	0.085	
NORTH/SOUTH CRITICAL SUM							0.169
EAST/WEST CRITICAL SUM							0.130
CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.399
SAT INTERSECTION LOS							A
SAT IMPACT							0.023



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR				PM PEAK HOUR				
							V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	34	3	78	114	0.071	*	24	2	137	163	0.102	*	
NB THRU	2	3,200	462	37	150	649	0.280		263	21	328	612	0.277		
NB RIGHT	0	0	123	10	114	247	0.000		71	6	198	275	0.000		
									0.426					0.528	
SB LEFT	1	1,600	134	11	27	171	0.107		86	7	68	161	0.1		
SB THRU	1	1,600	370	30	168	568	0.355	*	334	27	321	682	0.426	*	
SB RIGHT	1	1,600	34	3	25	61	0.038		11	1	65	77	0.048		
EB LEFT	2	2,880	31	2	7	40	0.014		9	1	25	35	0.012		
EB THRU	1	1,600	145	12	118	275	0.172	*	120	10	245	375	0.234	*	
EB RIGHT	1	1,600	43	3	78	124	0.078		28	2	135	165	0.103		
									0.332					0.414	
WB LEFT	1	1,600	112	9	135	256	0.160	*	93	8	187	287	0.180	*	
WB THRU	1	1,600	81	7	145	232	0.145		81	7	224	311	0.194		
WB RIGHT	1	1,600	133	11	15	158	0.099		61	5	36	102	0.064		
NORTH/SOUTH CRITICAL SUM									0.426	NORTH/SOUTH CRITICAL SUM					0.528
EAST/WEST CRITICAL SUM									0.332	EAST/WEST CRITICAL SUM					0.414
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL					0.100
INTERSECTION ICU VALUE									0.858	INTERSECTION ICU VALUE					1.042
AM INTERSECTION LOS									D	PM INTERSECTION LOS					F
AM IMPACT									0.296	PM IMPACT					0.556



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT		SATURDAY MID DAY			CRITICAL PAIR
				GROWTH	RELATED	TOTAL	V/C		
NB LEFT	1	1,600	11	1	150	162	0.101	*	
NB THRU	2	3,200	153	12	388	553	0.275		
NB RIGHT	0	0	115	9	202	327	0.000		0.530
SB LEFT	1	1,600	28	2	78	108	0.067		
SB THRU	1	1,600	238	19	429	686	0.429	*	
SB RIGHT	1	1,600	16	1	83	101	0.063		
EB LEFT	2	2,880	36	3	20	59	0.020		
EB THRU	1	1,600	136	11	250	397	0.248	*	
EB RIGHT	1	1,600	33	3	153	189	0.118		0.432
WB LEFT	1	1,600	56	5	234	295	0.184	*	
WB THRU	1	1600	50	4	281	335	0.209		
WB RIGHT	1	1,600	125	10	45	181	0.113		
NORTH/SOUTH CRITICAL SUM									0.530
EAST/WEST CRITICAL SUM									0.432
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.062
SAT INTERSECTION LOS									F
SAT IMPACT									0.663



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR		
									CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED				CRITICAL PAIR	EXISTING	
NB LEFT	1	1,600	34	3	78	29	143	0.090	*		24	2	137	46	209	0.131	*	
NB THRU	2	3,200	462	37	150	144	793	0.343			263	21	328	229	841	0.378		
NB RIGHT	0	0	123	10	114	57	304	0.000			71	6	198	92	367	0.000		
										0.550								0.729
SB LEFT	1	1,600	134	11	27		171	0.107			86	7	68		161	0.1		
SB THRU	1	1,600	370	30	168	168	736	0.460	*		334	27	321	275	957	0.598	*	
SB RIGHT	1	1,600	34	3	25		61	0.038			11	1	65		77	0.048		
EB LEFT	2	2,880	31	2	7		40	0.014			9	1	25		35	0.012		
EB THRU	1	1,600	145	12	118		275	0.172	*		120	10	245		375	0.234	*	
EB RIGHT	1	1,600	43	3	78	34	158	0.099			28	2	135	55	220	0.137		
										0.374								0.482
WB LEFT	1	1,600	112	9	135	67	323	0.202	*		93	8	187	110	397	0.248	*	
WB THRU	1	1,600	81	7	145		232	0.145			81	7	224		311	0.194		
WB RIGHT	1	1,600	133	11	15		158	0.099			61	5	36		102	0.064		
NORTH/SOUTH CRITICAL SUM									0.550		NORTH/SOUTH CRITICAL SUM					0.729		
EAST/WEST CRITICAL SUM									0.374		EAST/WEST CRITICAL SUM					0.482		
CLEARANCE INTERVAL									0.100		CLEARANCE INTERVAL					0.100		
INTERSECTION ICU VALUE									1.024		INTERSECTION ICU VALUE					1.311		
AM INTERSECTION LOS									F		PM INTERSECTION LOS					F		
AM IMPACT									0.166		PM IMPACT					0.269		



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	11	1	150	68	230	0.144	*
NB THRU	2	3,200	153	12	388	338	891	0.423	
NB RIGHT	0	0	115	9	202	135	462	0.000	
									0.860
SB LEFT	1	1,600	28	2	78		108	0.067	
SB THRU	1	1,600	238	19	429	460	1146	0.716	*
SB RIGHT	1	1,600	16	1	83		101	0.063	
EB LEFT	2	2,880	36	3	20		59	0.020	
EB THRU	1	1,600	136	11	250		397	0.248	*
EB RIGHT	1	1,600	33	3	153	92	281	0.176	
									0.547
WB LEFT	1	1,600	56	5	234	184	479	0.299	*
WB THRU	1	1600	50	4	281		335	0.209	
WB RIGHT	1	1,600	125	10	45		181	0.113	
NORTH/SOUTH CRITICAL SUM									0.860
EAST/WEST CRITICAL SUM									0.547
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.507
SAT INTERSECTION LOS									F
SAT IMPACT									0.445



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH + RELATED + PROJECT + Mitigation
Future (2012) with Project
Improvement + WB Left & SB Through

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	AM PEAK HOUR			CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	PM PEAK HOUR			
						Total PROJECT	TOTAL	V/C					Total PROJECT	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	34	3	78	29	143	0.090		24	2	137	46	209	0.131	
NB THRU	2	3,200	462	37	150	144	793	0.343	*	263	21	328	229	841	0.378	*
NB RIGHT	0	0	123	10	114	57	304	0.000		71	6	198	92	367	0.000	
									0.450							0.478
SB LEFT	1	1,600	134	11	27	0	171	0.107	*	86	7	68	0	161	0.1	*
SB THRU	2	3,200	370	30	168	168	736	0.230		334	27	321	275	957	0.299	
SB RIGHT	1	1,600	34	3	25	0	61	0.038		11	1	65	0	77	0.048	
EB LEFT	2	2,880	31	2	7	0	40	0.014		9	1	25	0	35	0.012	
EB THRU	1	1,600	145	12	118	0	275	0.172	*	120	10	245	0	375	0.234	*
EB RIGHT	1	1,600	43	3	78	34	158	0.099		28	2	135	55	220	0.137	
									0.284							0.372
WB LEFT	2	2,880	112	9	135	67	323	0.112	*	93	8	187	110	397	0.138	*
WB THRU	1	1,600	81	7	145	0	232	0.145		81	7	224	0	311	0.194	
WB RIGHT	1	1,600	133	11	15	0	158	0.099		61	5	36	0	102	0.064	
NORTH/SOUTH CRITICAL SUM									0.450	NORTH/SOUTH CRITICAL SUM						0.478
EAST/WEST CRITICAL SUM									0.284	EAST/WEST CRITICAL SUM						0.372
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE									0.834	INTERSECTION ICU VALUE						0.950
AM INTERSECTION LOS									D	PM INTERSECTION LOS						E
AM IMPACT									-0.024	PM IMPACT						-0.092



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K
EXISTING + AMBIENT GROWTH + RELATED + PROJECT + Mitigation
Future (2012) with Project
Improvement + WB Left & SB Through
SATURDAY MID DAY

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	11	1	150	68	230	0.144	*
NB THRU	2	3,200	153	12	388	338	891	0.423	
NB RIGHT	0	0	115	9	202	135	462	0.000	
									0.502
SB LEFT	1	1,600	28	2	78	0	108	0.067	
SB THRU	2	3,200	238	19	429	460	1146	0.358	*
SB RIGHT	1	1,600	16	1	83	0	101	0.063	
									0.414
EB LEFT	2	2,880	36	3	20	0	59	0.020	
EB THRU	1	1,600	136	11	250	0	397	0.248	*
EB RIGHT	1	1,600	33	3	153	92	281	0.176	
									0.414
WB LEFT	2	2,880	56	5	234	184	479	0.166	*
WB THRU	1	1600	50	4	281	0	335	0.209	
WB RIGHT	1	1,600	125	10	45	0	181	0.113	
									0.502
									0.414
									0.100
									1.016
									F
									-0.046

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>4</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>20</i>	<i>588</i>	<i>4</i>	<i>5</i>	<i>516</i>	<i>13</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>19</i>	<i>0</i>	<i>35</i>	<i>2</i>	<i>0</i>	<i>10</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>1</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>1</i>
Configuration	<i>L</i>		<i>TR</i>	<i>L</i>	<i>T</i>	<i>R</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>19</i>	<i>0</i>	<i>35</i>	<i>2</i>	<i>0</i>	<i>10</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>5</i>	<i>516</i>	<i>13</i>	<i>20</i>	<i>588</i>	<i>4</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>LT</i>		<i>R</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>LT</i>		<i>R</i>
v (veh/h)	<i>20</i>	<i>5</i>		<i>12</i>		<i>19</i>		<i>35</i>
C (m) (veh/h)	<i>1060</i>	<i>994</i>		<i>468</i>		<i>203</i>		<i>803</i>
v/c	<i>0.02</i>	<i>0.01</i>		<i>0.03</i>		<i>0.09</i>		<i>0.04</i>
95% queue length	<i>0.06</i>	<i>0.02</i>		<i>0.08</i>		<i>0.31</i>		<i>0.14</i>
Control Delay (s/veh)	<i>8.5</i>	<i>8.6</i>		<i>12.9</i>		<i>24.6</i>		<i>9.7</i>
LOS	<i>A</i>	<i>A</i>		<i>B</i>		<i>C</i>		<i>A</i>
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>12.9</i>			<i>14.9</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>			<i>B</i>		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	/c	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	2008 EXISTING
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	30	350	1	2	420	13
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	11	0	21	1	0	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11	0	21	1	0	6
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	420	13	30	350	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	30	2		7		11		21
C (m) (veh/h)	1150	1219		654		321		850
v/c	0.03	0.00		0.01		0.03		0.02
95% queue length	0.08	0.00		0.03		0.11		0.08
Control Delay (s/veh)	8.2	8.0		10.6		16.6		9.3
LOS	A	A		B		C		A
Approach Delay (s/veh)	--	--	10.6			11.8		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	2008 EXISTING
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	28	262	1	2	287	20
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	1	20	1	0	2
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	1	20	1	0	2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	287	20	28	262	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	28	2		3		13		20
C (m) (veh/h)	1287	1313		683		446		920
v/c	0.02	0.00		0.00		0.03		0.02
95% queue length	0.07	0.00		0.01		0.09		0.07
Control Delay (s/veh)	7.9	7.7		10.3		13.3		9.0
LOS	A	A		B		B		A
Approach Delay (s/veh)	--	--	10.3			10.7		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	22	636	4	5	558	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	21	0	38	2	0	11
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	0	38	2	0	11
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	5	558	14	22	636	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	22	5		13		21		38
C (m) (veh/h)	1023	954		440		176		783
v/c	0.02	0.01		0.03		0.12		0.05
95% queue length	0.07	0.02		0.09		0.40		0.15
Control Delay (s/veh)	8.6	8.8		13.4		28.2		9.8
LOS	A	A		B		D		A
Approach Delay (s/veh)	--	--	13.4			16.4		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>4</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>32</i>	<i>378</i>	<i>1</i>	<i>2</i>	<i>454</i>	<i>14</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>12</i>	<i>0</i>	<i>23</i>	<i>1</i>	<i>0</i>	<i>6</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>1</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>1</i>
Configuration	<i>L</i>		<i>TR</i>	<i>L</i>	<i>T</i>	<i>R</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>12</i>	<i>0</i>	<i>23</i>	<i>1</i>	<i>0</i>	<i>6</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>2</i>	<i>454</i>	<i>14</i>	<i>32</i>	<i>378</i>	<i>1</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>LT</i>		<i>R</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>LT</i>		<i>R</i>
v (veh/h)	<i>32</i>	<i>2</i>		<i>7</i>		<i>12</i>		<i>23</i>
C (m) (veh/h)	<i>1117</i>	<i>1191</i>		<i>627</i>		<i>292</i>		<i>833</i>
v/c	<i>0.03</i>	<i>0.00</i>		<i>0.01</i>		<i>0.04</i>		<i>0.03</i>
95% queue length	<i>0.09</i>	<i>0.01</i>		<i>0.03</i>		<i>0.13</i>		<i>0.09</i>
Control Delay (s/veh)	<i>8.3</i>	<i>8.0</i>		<i>10.8</i>		<i>17.9</i>		<i>9.4</i>
LOS	<i>A</i>	<i>A</i>		<i>B</i>		<i>C</i>		<i>A</i>
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>10.8</i>			<i>12.3</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>			<i>B</i>		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>4</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>30</i>	<i>283</i>	<i>1</i>	<i>2</i>	<i>310</i>	<i>22</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>13</i>	<i>1</i>	<i>22</i>	<i>1</i>	<i>0</i>	<i>2</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>1</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>1</i>
Configuration	<i>L</i>		<i>TR</i>	<i>L</i>	<i>T</i>	<i>R</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>13</i>	<i>1</i>	<i>22</i>	<i>1</i>	<i>0</i>	<i>2</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>2</i>	<i>310</i>	<i>22</i>	<i>30</i>	<i>283</i>	<i>1</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>LT</i>		<i>R</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>LT</i>		<i>R</i>
v (veh/h)	<i>30</i>	<i>2</i>		<i>3</i>		<i>14</i>		<i>22</i>
C (m) (veh/h)	<i>1262</i>	<i>1290</i>		<i>657</i>		<i>417</i>		<i>908</i>
v/c	<i>0.02</i>	<i>0.00</i>		<i>0.00</i>		<i>0.03</i>		<i>0.02</i>
95% queue length	<i>0.07</i>	<i>0.00</i>		<i>0.01</i>		<i>0.10</i>		<i>0.07</i>
Control Delay (s/veh)	<i>7.9</i>	<i>7.8</i>		<i>10.5</i>		<i>13.9</i>		<i>9.1</i>
LOS	<i>A</i>	<i>A</i>		<i>B</i>		<i>B</i>		<i>A</i>
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>10.5</i>			<i>11.0</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>			<i>B</i>		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>4</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	36	849	28	5	854	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	21	33	38	74	79	52
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	33	38	74	79	52
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	5	854	14	36	849	28
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	36	5		205		54		38
C (m) (veh/h)	794	779		143		59		655
v/c	0.05	0.01		1.43		0.92		0.06
95% queue length	0.14	0.02		13.46		4.20		0.18
Control Delay (s/veh)	9.7	9.7		288.2		206.6		10.8
LOS	A	A		F		F		B
Approach Delay (s/veh)	--	--	288.2			125.8		
Approach LOS	--	--	F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	78	919	79	2	943	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	82	23	49	47	33
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	82	23	49	47	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	943	14	78	919	79
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	78	2		129		94		23
C (m) (veh/h)	736	701		23		65		620
v/c	0.11	0.00		5.61		1.45		0.04
95% queue length	0.35	0.01		16.23		8.02		0.12
Control Delay (s/veh)	10.5	10.2		2411		375.5		11.0
LOS	B	B		F		F		B
Approach Delay (s/veh)	--	--	2411			303.9		
Approach LOS	--	--	F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	67	903	67	2	986	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	13	66	22	56	55	33
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	66	22	56	55	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	986	22	67	903	67
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	67	2		144		79		22
C (m) (veh/h)	709	719		66		59		604
v/c	0.09	0.00		2.18		1.34		0.04
95% queue length	0.31	0.01		13.69		6.83		0.11
Control Delay (s/veh)	10.6	10.0		678.0		348.6		11.2
LOS	B	B		F		F		B
Approach Delay (s/veh)	--	--	678.0			275.1		
Approach LOS	--	--	F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>4</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>36</i>	<i>1079</i>	<i>28</i>	<i>5</i>	<i>1122</i>	<i>14</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>21</i>	<i>33</i>	<i>38</i>	<i>74</i>	<i>79</i>	<i>52</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>1</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>1</i>
Configuration	<i>L</i>		<i>TR</i>	<i>L</i>	<i>T</i>	<i>R</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>21</i>	<i>33</i>	<i>38</i>	<i>74</i>	<i>79</i>	<i>52</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>5</i>	<i>1122</i>	<i>14</i>	<i>36</i>	<i>1079</i>	<i>28</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>LT</i>		<i>R</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>LT</i>		<i>R</i>
v (veh/h)	<i>36</i>	<i>5</i>		<i>205</i>		<i>54</i>		<i>38</i>
C (m) (veh/h)	<i>630</i>	<i>638</i>		<i>73</i>		<i>0</i>		<i>556</i>
v/c	<i>0.06</i>	<i>0.01</i>		<i>2.81</i>				<i>0.07</i>
95% queue length	<i>0.18</i>	<i>0.02</i>		<i>20.29</i>				<i>0.22</i>
Control Delay (s/veh)	<i>11.1</i>	<i>10.7</i>		<i>938.5</i>				<i>11.9</i>
LOS	<i>B</i>	<i>B</i>		<i>F</i>		<i>F</i>		<i>B</i>
Approach Delay (s/veh)	<i>--</i>	<i>--</i>		<i>938.5</i>				
Approach LOS	<i>--</i>	<i>--</i>		<i>F</i>				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	78	1286	79	2	1384	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	82	23	49	47	33
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	82	23	49	47	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	1384	14	78	1286	79
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	78	2		129		94		23
C (m) (veh/h)	501	510		0		0		474
v/c	0.16	0.00						0.05
95% queue length	0.55	0.01						0.15
Control Delay (s/veh)	13.5	12.1						13.0
LOS	B	B		F		F		B
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	4
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>AVENUE K-8</i>	North/South Street: <i>60th STREET WEST</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	67	1443	67	2	1722	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	13	66	22	56	55	33
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	1	0	1	2	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	66	22	56	55	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	2	1722	22	67	1443	67
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	67	2		144		79		22
C (m) (veh/h)	372	449		0		0		385
v/c	0.18	0.00						0.06
95% queue length	0.65	0.01						0.18
Control Delay (s/veh)	16.8	13.1						14.9
LOS	C	B		F		F		B
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K-8
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE & SB R CONVERTED TO SHARED THRU/RT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	36	0.023	*	78	0.049	*	
NB THRU	2	3,200	1079	0.346		1286	0.427		
NB RIGHT	0	0	28	0.000		79	0.000		
					0.378			0.486	
SB LEFT	1	1,600	5	0.003		2	0.001		
SB THRU	2	3,200	1122	0.355	*	1384	0.437	*	
SB RIGHT	0	0	14	0.000		14	0.000		

EB LEFT	1	1,600	21	0.013	*	12	0.008	*	
EB THRU	0	0	33	0.000		82	0.000		
EB RIGHT	1	1,600	38	0.024		23	0.014		
					0.141			0.089	
WB LEFT	0	0	74	0.000		49	0.000		
WB THRU	1	1,600	79	0.128	*	47	0.081	*	
WB RIGHT	0	0	52	0.000		33	0.000		

NORTH/SOUTH CRITICAL SUM					0.378	NORTH/SOUTH CRITICAL SUM			0.486
EAST/WEST CRITICAL SUM					0.141	EAST/WEST CRITICAL SUM			0.089
CLEARANCE INTERVAL					0.100	CLEARANCE INTERVAL			0.100
INTERSECTION ICU VALUE					0.619	INTERSECTION ICU VALUE			0.675
AM INTERSECTION LOS					B	PM INTERSECTION LOS			B



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K-8
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE & SB R CONVERTED TO SHARED THRU/RT

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		
			VOLUMES	V/C	CRITICAL PAIR
NB LEFT	1	1,600	67	0.042	*
NB THRU	2	3,200	1443	0.472	
NB RIGHT	0	0	67	0.000	
					0.587
SB LEFT	1	1,600	2	0.001	
SB THRU	2	3,200	1722	0.545	*
SB RIGHT	0	0	22	0.000	

EB LEFT	1	1,600	13	0.008	*
EB THRU	0	0	66	0.000	
EB RIGHT	1	1,600	22	0.014	
					0.098
WB LEFT	0	0	56	0.000	
WB THRU	1	1,600	55	0.090	*
WB RIGHT	0	0	33	0.000	

NORTH/SOUTH CRITICAL SUM					0.587
EAST/WEST CRITICAL SUM					0.098
CLEARANCE INTERVAL					0.100

INTERSECTION ICU VALUE					0.785
SAT INTERSECTION LOS					C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		579	27	19	487	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	0	19
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				26		19
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	19	487	0	0	579	27
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		19		45				
C (m) (veh/h)		1005		395				
v/c		0.02		0.11				
95% queue length		0.06		0.38				
Control Delay (s/veh)		8.7		15.3				
LOS		A		C				
Approach Delay (s/veh)	--	--	15.3					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		376	13	10	428	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	17	0	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				17		6
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	428	0	0	376	13
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		10		23				
C (m) (veh/h)		1194		484				
v/c		0.01		0.05				
95% queue length		0.03		0.15				
Control Delay (s/veh)		8.0		12.8				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		279	18	7	312	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	24	0	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				24		5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	312	0	0	279	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		7		29				
C (m) (veh/h)		1295		580				
v/c		0.01		0.05				
95% queue length		0.02		0.16				
Control Delay (s/veh)		7.8		11.5				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.5					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		626	29	21	526	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	28	0	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				28		21
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	21	526	0	0	626	29
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		21		49				
C (m) (veh/h)		965		364				
v/c		0.02		0.13				
95% queue length		0.07		0.46				
Control Delay (s/veh)		8.8		16.4				
LOS		A		C				
Approach Delay (s/veh)	--	--	16.4					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		406	14	11	463	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		6
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	11	463	0	0	406	14
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		11		24				
C (m) (veh/h)		1164		451				
v/c		0.01		0.05				
95% queue length		0.03		0.17				
Control Delay (s/veh)		8.1		13.4				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		302	19	8	337	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	0	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				26		5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	337	0	0	302	19
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		8		31				
C (m) (veh/h)		1270		550				
v/c		0.01		0.06				
95% queue length		0.02		0.18				
Control Delay (s/veh)		7.9		11.9				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.9					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	5
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	775	29	21	884	36
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	92	0	0	28	0	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	92	0	0	28	0	21
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	21	884	36	25	775	29
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L		TR
v (veh/h)	25	21		49		92		0
C (m) (veh/h)	750	850		156		95		
v/c	0.03	0.02		0.31		0.97		
95% queue length	0.10	0.08		1.26		5.69		
Control Delay (s/veh)	10.0	9.3		38.3		164.5		
LOS	A	A		E		F		
Approach Delay (s/veh)	--	--		38.3				
Approach LOS	--	--		E				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>53</i>	<i>910</i>	<i>14</i>	<i>11</i>	<i>927</i>	<i>76</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>232</i>	<i>0</i>	<i>0</i>	<i>18</i>	<i>0</i>	<i>6</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>1</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>		<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>232</i>	<i>0</i>	<i>0</i>	<i>18</i>	<i>0</i>	<i>6</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>11</i>	<i>927</i>	<i>76</i>	<i>53</i>	<i>910</i>	<i>14</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>L</i>		<i>TR</i>
v (veh/h)	<i>53</i>	<i>11</i>		<i>24</i>		<i>232</i>		<i>0</i>
C (m) (veh/h)	<i>698</i>	<i>757</i>		<i>92</i>		<i>71</i>		
v/c	<i>0.08</i>	<i>0.01</i>		<i>0.26</i>		<i>3.27</i>		
95% queue length	<i>0.25</i>	<i>0.04</i>		<i>0.95</i>		<i>23.78</i>		
Control Delay (s/veh)	<i>10.6</i>	<i>9.8</i>		<i>57.4</i>		<i>1145</i>		
LOS	<i>B</i>	<i>A</i>		<i>F</i>		<i>F</i>		
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>57.4</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>F</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	5
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	74	703	19	8	964	105
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	289	0	0	26	0	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	289	0	0	26	0	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	964	105	74	703	19
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L		TR
v (veh/h)	74	8		31		289		0
C (m) (veh/h)	660	904		97		82		
v/c	0.11	0.01		0.32		3.52		
95% queue length	0.38	0.03		1.23		29.54		
Control Delay (s/veh)	11.1	9.0		58.7		1243		
LOS	B	A		F		F		
Approach Delay (s/veh)	--	--	58.7					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	5
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	1005	29	21	1152	36
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	92	0	0	28	0	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	92	0	0	28	0	21
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	21	1152	36	25	1005	29
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L		TR
v (veh/h)	25	21		49		92		0
C (m) (veh/h)	595	697		83		47		
v/c	0.04	0.03		0.59		1.96		
95% queue length	0.13	0.09		2.66		9.32		
Control Delay (s/veh)	11.3	10.3		97.7		634.5		
LOS	B	B		F		F		
Approach Delay (s/veh)	--	--	97.7					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>53</i>	<i>1177</i>	<i>14</i>	<i>11</i>	<i>1368</i>	<i>76</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>232</i>	<i>0</i>	<i>0</i>	<i>18</i>	<i>0</i>	<i>6</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>1</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>		<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>232</i>	<i>0</i>	<i>0</i>	<i>18</i>	<i>0</i>	<i>6</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>11</i>	<i>1368</i>	<i>76</i>	<i>53</i>	<i>1177</i>	<i>14</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>L</i>		<i>TR</i>
v (veh/h)	<i>53</i>	<i>11</i>		<i>24</i>		<i>232</i>		<i>0</i>
C (m) (veh/h)	<i>476</i>	<i>601</i>		<i>35</i>		<i>26</i>		
v/c	<i>0.11</i>	<i>0.02</i>		<i>0.69</i>		<i>8.92</i>		
95% queue length	<i>0.37</i>	<i>0.06</i>		<i>2.39</i>		<i>28.77</i>		
Control Delay (s/veh)	<i>13.5</i>	<i>11.1</i>		<i>228.8</i>		<i>3859</i>		
LOS	<i>B</i>	<i>B</i>		<i>F</i>		<i>F</i>		
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>228.8</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>F</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>5</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue K - 12</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>74</i>	<i>1243</i>	<i>19</i>	<i>8</i>	<i>1700</i>	<i>105</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>289</i>	<i>0</i>	<i>0</i>	<i>26</i>	<i>0</i>	<i>5</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>1</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>		<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>289</i>	<i>0</i>	<i>0</i>	<i>26</i>	<i>0</i>	<i>5</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>8</i>	<i>1700</i>	<i>105</i>	<i>74</i>	<i>1243</i>	<i>19</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>L</i>		<i>TR</i>
v (veh/h)	<i>74</i>	<i>8</i>		<i>31</i>		<i>289</i>		<i>0</i>
C (m) (veh/h)	<i>346</i>	<i>567</i>		<i>15</i>		<i>12</i>		
v/c	<i>0.21</i>	<i>0.01</i>		<i>2.07</i>		<i>24.08</i>		
95% queue length	<i>0.80</i>	<i>0.04</i>		<i>4.55</i>		<i>37.51</i>		
Control Delay (s/veh)	<i>18.2</i>	<i>11.4</i>		<i>1015</i>		<i>10997</i>		
LOS	<i>C</i>	<i>B</i>		<i>F</i>		<i>F</i>		
Approach Delay (s/veh)	<i>--</i>	<i>--</i>		<i>1015</i>				
Approach LOS	<i>--</i>	<i>--</i>		<i>F</i>				



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K-12
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE WITH NEW NW SHOPPING CENTER 2ND NB & SB THRU LANE

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	25	0.016	*	53	0.033	*	
NB THRU	2	3,200	1005	0.314		1177	0.368		
NB RIGHT	1	1600	29	0.018		14	0.009		
					0.376			0.461	
SB LEFT	1	1,600	21	0.013		11	0.007		
SB THRU	2	3,200	1152	0.360	*	1368	0.428	*	
SB RIGHT	1	1,600	36	0.023		76	0.048		

EB LEFT	1	1,600	92	0.058	*	232	0.145	*	
EB THRU	1	1,600	0	0.000		0	0.000		
EB RIGHT	0	0	0	0.000		0	0.000		
					0.089			0.160	
WB LEFT	0	0	28	0.000		18	0.000		
WB THRU	1	1,600	0	0.031	*	0	0.015	*	
WB RIGHT	0	0	21	0.000		6	0.000		

					0.376			0.461	
					0.089			0.160	
					0.100			0.100	
					-----			-----	
					INTERSECTION ICU VALUE	0.565		INTERSECTION ICU VALUE	0.721
					AM INTERSECTION LOS	A		PM INTERSECTION LOS	C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE K-12
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE WITH NEW NW SHOPPING CENTER 2ND NB & SB THRU LANE

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		
			VOLUMES	V/C	CRITICAL PAIR
NB LEFT	1	1,600	74	0.046	*
NB THRU	2	3,200	1243	0.388	
NB RIGHT	1	1600	19	0.012	
					0.577
SB LEFT	1	1,600	8	0.005	
SB THRU	2	3,200	1700	0.531	*
SB RIGHT	1	1,600	105	0.066	

EB LEFT	1	1,600	289	0.181	*
EB THRU	1	1,600	0	0.000	
EB RIGHT	0	0	0	0.000	
					0.200
WB LEFT	0	0	26	0.000	
WB THRU	1	1,600	0	0.019	*
WB RIGHT	0	0	5	0.000	

NORTH/SOUTH CRITICAL SUM	0.577
EAST/WEST CRITICAL SUM	0.200
CLEARANCE INTERVAL	0.100

INTERSECTION ICU VALUE	0.877

SAT INTERSECTION LOS D



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				PM PEAK HOUR						
			2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR	2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR			
NB LEFT	1	1,600	22	22	0.014		64	65	0.041				
NB THRU	1	1600	278	284	0.249	*	221	225	0.226	*			
NB RIGHT	0	0	113	115	0.000		133	136	0.000				
										0.302			
SB LEFT	1	1,600	83	85	0.053	*	107	109	0.068	*			
SB THRU	1	1,600	375	383	0.239		248	253	0.158				
SB RIGHT	1	1,600	18	18	0.011		27	28	0.017				
EB LEFT	2	2,880	35	36	0.012		74	75	0.026	*			
EB THRU	1	1,600	288	294	0.184	*	79	81	0.050				
EB RIGHT	1	1,600	14	14	0.009		49	50	0.031				
										0.222			
WB LEFT	2	2,880	108	110	0.038	*	147	150	0.052				
WB THRU	1	1,600	198	202	0.126		178	182	0.113	*			
WB RIGHT	1	1,600	76	78	0.048		83	85	0.053				
NORTH/SOUTH CRITICAL SUM						0.302	NORTH/SOUTH CRITICAL SUM						0.294
EAST/WEST CRITICAL SUM						0.222	EAST/WEST CRITICAL SUM						0.139
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE						0.624	INTERSECTION ICU VALUE						0.533
AM INTERSECTION LOS						B	PM INTERSECTION LOS						A



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY			CRITICAL PAIR
			2007 Volums	2008 VOLUMES	V/C	
NB LEFT	1	1,600	17	17	0.011	
NB THRU	1	1600	191	195	0.189	*
NB RIGHT	0	0	105	107	0.000	
						0.231
SB LEFT	1	1,600	66	67	0.042	*
SB THRU	1	1,600	229	234	0.146	
SB RIGHT	1	1,600	12	12	0.008	

EB LEFT	2	2,880	24	24	0.009	
EB THRU	1	1,600	121	123	0.077	*
EB RIGHT	1	1,600	10	10	0.006	
						0.122
WB LEFT	2	2,880	128	131	0.045	*
WB THRU	1	1,600	168	171	0.107	
WB RIGHT	1	1,600	116	118	0.074	

NORTH/SOUTH CRITICAL SUM						0.231
EAST/WEST CRITICAL SUM						0.122
CLEARANCE INTERVAL						0.100

INTERSECTION ICU VALUE						0.453
SAT INTERSECTION LOS						A



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	TOTAL	AM PEAK HOUR				PM PEAK HOUR					
						V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL
NB LEFT	1	1,600	22	2	24	0.015		65	5	71	0.044				
NB THRU	1	1600	284	23	307	0.269	*	225	18	244	0.244	*			
NB RIGHT	0	0	115	9	125	0.000		136	11	147	0.000				
								0.326					0.318		
SB LEFT	1	1,600	85	7	92	0.057	*	109	9	118	0.074	*			
SB THRU	1	1,600	383	31	413	0.258		253	20	273	0.171				
SB RIGHT	1	1,600	18	1	20	0.012		28	2	30	0.019				
EB LEFT	2	2,880	36	3	39	0.013		75	6	82	0.028	*			
EB THRU	1	1,600	294	24	318	0.198	*	81	7	87	0.054				
EB RIGHT	1	1,600	14	1	15	0.010		50	4	54	0.034				
								0.239					0.151		
WB LEFT	2	2,880	110	9	119	0.041	*	150	12	162	0.056				
WB THRU	1	1600	202	16	218	0.136		182	15	196	0.123	*			
WB RIGHT	1	1,600	78	6	84	0.052		85	7	92	0.057				
NORTH/SOUTH CRITICAL SUM								0.326		NORTH/SOUTH CRITICAL SUM					
EAST/WEST CRITICAL SUM								0.239		EAST/WEST CRITICAL SUM					
CLEARANCE INTERVAL								0.100		CLEARANCE INTERVAL					
INTERSECTION ICU VALUE								0.665		INTERSECTION ICU VALUE					
AM INTERSECTION LOS								B		PM INTERSECTION LOS					
AM IMPACT								0.041		PM IMPACT					
										A					
										0.036					



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF		EXISTING	AMBIENT GROWTH	SATURDAY MID DAY		
	LANES	CAPACITY			TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	17	1	19	0.012	
NB THRU	1	1600	195	16	211	0.204	*
NB RIGHT	0	0	107	9	116	0.000	
							0.249
SB LEFT	1	1,600	67	5	73	0.045	*
SB THRU	1	1,600	234	19	253	0.158	
SB RIGHT	1	1,600	12	1	13	0.008	
EB LEFT	2	2,880	24	2	26	0.009	
EB THRU	1	1,600	123	10	133	0.083	*
EB RIGHT	1	1,600	10	1	11	0.007	
							0.132
WB LEFT	2	2,880	131	11	141	0.049	*
WB THRU	1	1600	171	14	185	0.116	
WB RIGHT	1	1,600	118	10	128	0.080	
NORTH/SOUTH CRITICAL SUM							0.249
EAST/WEST CRITICAL SUM							0.132
CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.481
SAT INTERSECTION LOS							A
SAT IMPACT							0.028



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR				PM PEAK HOUR				
							V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	22	2	8	32	0.020		65	5	21	92	0.057		
NB THRU	1	1600	284	23	208	515	0.434	*	225	18	573	817	0.634	*	
NB RIGHT	0	0	115	9	55	180	0.000		136	11	51	198	0.000		
									0.544					0.800	
SB LEFT	1	1,600	85	7	85	177	0.110	*	109	9	147	265	0.166	*	
SB THRU	1	1,600	383	31	347	760	0.475		253	20	485	758	0.474		
SB RIGHT	1	1,600	18	1	39	59	0.037		28	2	36	66	0.041		
EB LEFT	2	2,880	36	3	27	66	0.023		75	6	87	169	0.059	*	
EB THRU	1	1,600	294	24	197	515	0.322	*	81	7	298	385	0.241		
EB RIGHT	1	1,600	14	1	35	50	0.032		50	4	90	144	0.09		
									0.371					0.354	
WB LEFT	2	2,880	110	9	22	141	0.049	*	150	12	29	191	0.066		
WB THRU	1	1600	202	16	170	388	0.243		182	15	276	472	0.295	*	
WB RIGHT	1	1,600	78	6	61	145	0.091		85	7	151	243	0.152		
NORTH/SOUTH CRITICAL SUM									0.544	NORTH/SOUTH CRITICAL SUM					0.800
EAST/WEST CRITICAL SUM									0.371	EAST/WEST CRITICAL SUM					0.354
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL					0.100
INTERSECTION ICU VALUE									1.015	INTERSECTION ICU VALUE					1.254
AM INTERSECTION LOS									F	PM INTERSECTION LOS					F
AM IMPACT									0.350	PM IMPACT					0.685



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT		SATURDAY MID DAY			CRITICAL PAIR
				GROWTH	RELATED	TOTAL	V/C		
NB LEFT	1	1,600	17	1	26	45	0.028		
NB THRU	1	1600	195	16	630	841	0.630	*	
NB RIGHT	0	0	107	9	52	168	0.000		0.794
SB LEFT	1	1,600	67	5	189	262	0.164	*	
SB THRU	1	1,600	234	19	675	928	0.580		
SB RIGHT	1	1,600	12	1	41	54	0.034		
EB LEFT	2	2,880	24	2	69	95	0.033		
EB THRU	1	1,600	123	10	365	498	0.312	*	
EB RIGHT	1	1,600	10	1	112	123	0.077		0.374
WB LEFT	2	2,880	131	11	36	177	0.062	*	
WB THRU	1	1600	171	14	320	505	0.316		
WB RIGHT	1	1,600	118	10	170	298	0.186		
NORTH/SOUTH CRITICAL SUM									0.794
EAST/WEST CRITICAL SUM									0.374
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.268
SAT INTERSECTION LOS									F
SAT IMPACT									0.787



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project + Required Improvements S leg & E Leg

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR		
									CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED				CRITICAL PAIR	EXISTING	AMBIENT GROWTH
NB LEFT	2	2,880	22	2	8	15	47	0.016	*		65	5	21	24	116	0.04	*	
NB THRU	3	4800	284	23	208	230	745	0.155			225	18	573	367	1184	0.247		
NB RIGHT	1	1600	115	9	55	0	180	0.112			136	11	51	0	198	0.124		
										0.659								0.790
SB LEFT	1	1,600	85	7	85	90	267	0.167			109	9	147	147	412	0.257		
SB THRU	1	1,600	383	31	347	269	1029	0.643	*		253	20	485	441	1199	0.750	*	
SB RIGHT	1	1,600	18	1	39	0	59	0.037			28	2	36	0	66	0.041		
EB LEFT	2	2,880	36	3	27	0	66	0.023			75	6	87	0	169	0.059		
EB THRU	1	1,600	294	24	197	107	622	0.388	*		81	7	298	176	561	0.351	*	
EB RIGHT	1	1,600	14	1	35	0	50	0.032			50	4	90	0	144	0.09		
										0.437								0.417
WB LEFT	2	2,880	110	9	22	0	141	0.049	*		150	12	29	0	191	0.066	*	
WB THRU	3	4800	202	16	170	77	465	0.097			182	15	276	122	594	0.124		
WB RIGHT	1	1,600	78	6	61	77	222	0.139			85	7	151	122	365	0.228		
									NORTH/SOUTH CRITICAL SUM								0.659	
									EAST/WEST CRITICAL SUM								0.437	
									CLEARANCE INTERVAL								0.100	
									INTERSECTION ICU VALUE								1.196	
									AM INTERSECTION LOS								F	
									AM IMPACT								0.181	
									NORTH/SOUTH CRITICAL SUM								0.790	
									EAST/WEST CRITICAL SUM								0.417	
									CLEARANCE INTERVAL								0.100	
									INTERSECTION ICU VALUE								1.307	
									PM INTERSECTION LOS								F	
									PM IMPACT								0.053	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project + Required Improvements S leg & E leg

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	2	2,880	17	1	26	36	81	0.028	*
NB THRU	3	4800	195	16	630	540	1381	0.288	
NB RIGHT	1	1600	107	9	52	0	168	0.105	
									1.068
SB LEFT	1	1,600	67	5	189	245	507	0.317	
SB THRU	1	1,600	234	19	675	736	1664	1.040	*
SB RIGHT	1	1,600	12	1	41	0	54	0.034	
EB LEFT	2	2,880	24	2	69	0	95	0.033	
EB THRU	1	1,600	123	10	365	294	792	0.495	*
EB RIGHT	1	1,600	10	1	112	0	123	0.077	
									0.557
WB LEFT	2	2,880	131	11	36	0	177	0.062	*
WB THRU	3	4800	171	14	320	180	685	0.143	
WB RIGHT	1	1,600	118	10	170	180	478	0.299	
NORTH/SOUTH CRITICAL SUM									1.068
EAST/WEST CRITICAL SUM									0.557
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.725
SAT INTERSECTION LOS									F
SAT IMPACT									0.457



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+ Mitigation
Future (2012) with Project + Required Improvements S leg & E Leg
Improvements = Addl SB L & Thru lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	AM PEAK HOUR			CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	PM PEAK HOUR			
						Total PROJECT	TOTAL	V/C					Total PROJECT	TOTAL	V/C	CRITICAL PAIR
NB LEFT	2	2,880	22	2	8	15	48	0.017	*	65	5	21	24	116	0.04	*
NB THRU	3	4800	284	31	208	230	753	0.157		225	18	573	367	1184	0.247	
NB RIGHT	1	1600	115	13	55	0	183	0.114		136	11	51	0	198	0.124	
									0.342							0.415
SB LEFT	2	2,880	85	9	85	90	269	0.093		109	9	147	147	412	0.143	
SB THRU	2	3,200	383	42	347	269	1041	0.325	*	253	20	485	441	1199	0.375	*
SB RIGHT	1	1,600	18	2	39	0	59	0.037		28	2	36	0	66	0.041	
EB LEFT	2	2,880	36	4	27	0	67	0.023		75	6	87	0	169	0.059	
EB THRU	1	1,600	294	32	197	107	630	0.394	*	81	7	298	176	561	0.351	*
EB RIGHT	1	1,600	14	2	35	0	51	0.032		50	4	90	0	144	0.09	
									0.444							0.417
WB LEFT	2	2,880	110	12	22	0	144	0.050	*	150	12	29	0	191	0.066	*
WB THRU	3	4800	202	22	170	77	471	0.098		182	15	276	122	594	0.124	
WB RIGHT	1	1,600	78	9	61	77	224	0.140		85	7	151	122	365	0.228	
NORTH/SOUTH CRITICAL SUM									0.342	NORTH/SOUTH CRITICAL SUM						0.415
EAST/WEST CRITICAL SUM									0.444	EAST/WEST CRITICAL SUM						0.417
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE									0.886	INTERSECTION ICU VALUE						0.932
AM INTERSECTION LOS									D	PM INTERSECTION LOS						E
AM IMPACT									-0.129	PM IMPACT						-0.322



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+ Mitigation
Future (2012) with Project + Required Improvements S leg & E leg
Improvements = Addl SB L & SB THRU

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	SATURDAY MID DAY		V/C	*	CRITICAL PAIR
						Total PROJECT	TOTAL			
NB LEFT	2	2,880	17	2	26	36	81	0.028	*	
NB THRU	3	4800	195	21	630	540	1386	0.289		
NB RIGHT	1	1600	107	12	52	0	171	0.107		0.550
SB LEFT	2	2,880	67	7	189	245	509	0.177		
SB THRU	2	3,200	234	26	675	736	1670	0.522	*	
SB RIGHT	1	1,600	12	1	41	0	55	0.034		
EB LEFT	2	2,880	24	3	69	0	96	0.033		
EB THRU	1	1,600	123	14	365	294	796	0.498	*	
EB RIGHT	1	1,600	10	1	112	0	123	0.077		0.561
WB LEFT	2	2,880	131	14	36	0	181	0.063	*	
WB THRU	3	4800	171	19	320	180	690	0.144		
WB RIGHT	1	1,600	118	13	170	180	481	0.301		

NORTH/SOUTH CRITICAL SUM										0.550
EAST/WEST CRITICAL SUM										0.561
CLEARANCE INTERVAL										0.100

INTERSECTION ICU VALUE										1.211
SAT INTERSECTION LOS										F
SAT IMPACT										-0.057

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	2008 EXISTING
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	80	462			519	80
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	38	0	104	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	38		104			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	519	80	80	462	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	80						142	
C (m) (veh/h)	988						479	
v/c	0.08						0.30	
95% queue length	0.26						1.23	
Control Delay (s/veh)	9.0						15.7	
LOS	A						C	
Approach Delay (s/veh)	--	--					15.7	
Approach LOS	--	--					C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>7</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>23</i>	<i>391</i>			<i>407</i>	<i>61</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>33</i>	<i>0</i>	<i>22</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>33</i>		<i>22</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>407</i>	<i>61</i>	<i>23</i>	<i>391</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>						<i>LR</i>	
v (veh/h)	<i>23</i>						<i>55</i>	
C (m) (veh/h)	<i>1104</i>						<i>470</i>	
v/c	<i>0.02</i>						<i>0.12</i>	
95% queue length	<i>0.06</i>						<i>0.39</i>	
Control Delay (s/veh)	<i>8.3</i>						<i>13.7</i>	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	<i>--</i>	<i>--</i>					<i>13.7</i>	
Approach LOS	<i>--</i>	<i>--</i>					<i>B</i>	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	2008 EXISTING
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	14	289			307	40
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	20	0	13	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	20		13			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	307	40	14	289	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	14						33	
C (m) (veh/h)	1223						590	
v/c	0.01						0.06	
95% queue length	0.03						0.18	
Control Delay (s/veh)	8.0						11.5	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.5	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	86	499			561	86
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	41	0	112	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	41		112			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	561	86	86	499	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	86						153	
C (m) (veh/h)	948						441	
v/c	0.09						0.35	
95% queue length	0.30						1.53	
Control Delay (s/veh)	9.2						17.4	
LOS	A						C	
Approach Delay (s/veh)	--	--					17.4	
Approach LOS	--	--					C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	423			440	66
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	36	0	24	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36		24			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	440	66	25	423	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	25						60	
C (m) (veh/h)	1069						437	
v/c	0.02						0.14	
95% queue length	0.07						0.47	
Control Delay (s/veh)	8.4						14.5	
LOS	A						B	
Approach Delay (s/veh)	--	--					14.5	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>7</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>15</i>	<i>319</i>			<i>338</i>	<i>44</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>22</i>	<i>0</i>	<i>14</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>22</i>		<i>14</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>338</i>	<i>44</i>	<i>15</i>	<i>319</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>						<i>LR</i>	
v (veh/h)	<i>15</i>						<i>36</i>	
C (m) (veh/h)	<i>1188</i>						<i>552</i>	
v/c	<i>0.01</i>						<i>0.07</i>	
95% queue length	<i>0.04</i>						<i>0.21</i>	
Control Delay (s/veh)	<i>8.1</i>						<i>12.0</i>	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	<i>--</i>	<i>--</i>					<i>12.0</i>	
Approach LOS	<i>--</i>	<i>--</i>					<i>B</i>	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	906	0	0	913	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	22	24	14	0	22	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	2	0
Configuration	L		TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	22	24	14	0	22	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	913	44	15	906	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	15	0		22			60	
C (m) (veh/h)	727	759		70			80	
v/c	0.02	0.00		0.31			0.75	
95% queue length	0.06	0.00		1.15			3.66	
Control Delay (s/veh)	10.1	9.7		78.4			129.2	
LOS	B	A		F			F	
Approach Delay (s/veh)	--	--	78.4			129.2		
Approach LOS	--	--	F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	86	739			871	86
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	41	0	112	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	41		112			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	871	86	86	739	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	86						153	
C (m) (veh/h)	727						262	
v/c	0.12						0.58	
95% queue length	0.40						3.38	
Control Delay (s/veh)	10.6						36.4	
LOS	B						E	
Approach Delay (s/veh)	--	--					36.4	
Approach LOS	--	--					E	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	940	0	0	902	66
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	36	3	24	0	2	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	2	0
Configuration	L		TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	3	24	0	2	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	902	66	25	940	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	25	0		2			63	
C (m) (veh/h)	720	737		62			100	
v/c	0.03	0.00		0.03			0.63	
95% queue length	0.11	0.00		0.10			3.07	
Control Delay (s/veh)	10.2	9.9		65.0			88.7	
LOS	B	A		F			F	
Approach Delay (s/veh)	--	--		65.0			88.7	
Approach LOS	--	--		F			F	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	906	0	0	913	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	22	24	14	0	22	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	2	0
Configuration	L		TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	22	24	14	0	22	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	913	44	15	906	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L		LTR			LTR		
v (veh/h)	15	0		22			60		
C (m) (veh/h)	727	759		70			80		
v/c	0.02	0.00		0.31			0.75		
95% queue length	0.06	0.00		1.15			3.66		
Control Delay (s/veh)	10.1	9.7		78.4			129.2		
LOS	B	A		F			F		
Approach Delay (s/veh)	--	--		78.4			129.2		
Approach LOS	--	--		F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>7</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/23/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>86</i>	<i>940</i>			<i>1043</i>	<i>86</i>
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>41</i>	<i>0</i>	<i>112</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>41</i>		<i>112</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>1043</i>	<i>86</i>	<i>86</i>	<i>940</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>						<i>LR</i>	
v (veh/h)	<i>86</i>						<i>153</i>	
C (m) (veh/h)	<i>626</i>						<i>177</i>	
v/c	<i>0.14</i>						<i>0.86</i>	
95% queue length	<i>0.47</i>						<i>6.22</i>	
Control Delay (s/veh)	<i>11.7</i>						<i>88.9</i>	
LOS	<i>B</i>						<i>F</i>	
Approach Delay (s/veh)	<i>--</i>	<i>--</i>					<i>88.9</i>	
Approach LOS	<i>--</i>	<i>--</i>					<i>F</i>	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	1271	0	0	1177	66
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	36	3	24	0	2	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	2	0
Configuration	L		TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	3	24	0	2	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1177	66	25	1271	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L		LTR			LTR		
v (veh/h)	25	0		2			63		
C (m) (veh/h)	567	553		26			41		
v/c	0.04	0.00		0.08			1.54		
95% queue length	0.14	0.00		0.23			6.43		
Control Delay (s/veh)	11.6	11.5		154.7			487.9		
LOS	B	B		F			F		
Approach Delay (s/veh)	--	--		154.7			487.9		
Approach LOS	--	--		F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	7
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/23/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L-4</i>	North/South Street: <i>60th Street West</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	1458	0	0	1318	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	22	24	14	0	22	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	2	0
Configuration	L		TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	22	24	14	0	22	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1318	44	15	1458	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	15	0		22			60	
C (m) (veh/h)	511	470		0			0	
v/c	0.03	0.00						
95% queue length	0.09	0.00						
Control Delay (s/veh)	12.3	12.7						
LOS	B	B		F			F	
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-4
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE WITH NEW NW SHOPPING CENTER 2ND NB & SB THRU LANE

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	84	0.053	*	25	0.016	*	
NB THRU	2	3,200	940	0.294		1271	0.397		
NB RIGHT	0	0	0	0.000		0	0.000		
					0.406			0.404	
SB LEFT	0	0	0	0.000		0	0.000		
SB THRU	2	3,200	1043	0.353	*	1177	0.388	*	
SB RIGHT	0	0	86	0.000		66	0.000		

EB LEFT	0	0	41	0.000		36	0.000		
EB THRU	1	1,600	0	0.096	*	3	0.039	*	
EB RIGHT	0	0	112	0.000		24	0.000		
					0.096			0.039	
WB LEFT	0	0	0	0.000	*	0	0.000	*	
WB THRU	1	1,600	0	0.000		2	0.001		
WB RIGHT	0	0	0	0.000		0	0.000		

					0.406			0.404	
					0.096			0.039	
					0.100			0.100	
					-----			-----	
					0.602			0.543	
					AM INTERSECTION LOS	B		PM INTERSECTION LOS	A



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-4
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE WITH NEW NW SHOPPING CENTER 2ND NB & SB THRU LANE

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		CRITICAL PAIR
			VOLUMES	V/C	
NB LEFT	1	1,600	15	0.009	
NB THRU	2	3,200	1458	0.456	*
NB RIGHT	0	0	0	0.000	
					0.456
SB LEFT	0	0	0	0.000	*
SB THRU	2	3,200	1318	0.426	
SB RIGHT	0	0	44	0.000	

EB LEFT	0	0	22	0.000	
EB THRU	1	1,600	24	0.038	*
EB RIGHT	0	0	14	0.000	
					0.038
WB LEFT	0	0	0	0.000	*
WB THRU	1	1,600	22	0.014	
WB RIGHT	0	0	0	0.000	

NORTH/SOUTH CRITICAL SUM					0.456
EAST/WEST CRITICAL SUM					0.038
CLEARANCE INTERVAL					0.100

INTERSECTION ICU VALUE					0.594
SAT INTERSECTION LOS					A



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				PM PEAK HOUR						
			2007 Volumes	VOLUMES	V/C	CRITICAL PAIR	2007 Volumes	VOLUMES	V/C	CRITICAL PAIR			
NB LEFT	1	1,600	45	46	0.029		39	40	0.025				
NB THRU	1	1600	325	332	0.207	*	293	299	0.187	*			
NB RIGHT	1	1600	41	42	0.026		32	33	0.02				
						0.338				0.228			
SB LEFT	1	1,600	206	210	0.131	*	64	65	0.041	*			
SB THRU	2	3,200	317	323	0.101		306	312	0.098				
SB RIGHT	1	1,600	34	35	0.022		67	68	0.043				
EB LEFT	1	1,600	69	70	0.044	*	67	68	0.043	*			
EB THRU	2	3,200	87	89	0.036		51	52	0.023				
EB RIGHT	0	0	27	28	0.000		20	20	0.000				
						0.106				0.076			
WB LEFT	1	1,600	70	71	0.045		36	37	0.023				
WB THRU	2	3,200	100	102	0.062	*	44	45	0.033	*			
WB RIGHT	0	0	93	95	0.000		58	59	0.000				
NORTH/SOUTH CRITICAL SUM						0.338	NORTH/SOUTH CRITICAL SUM						0.228
EAST/WEST CRITICAL SUM						0.106	EAST/WEST CRITICAL SUM						0.076
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE						0.544	INTERSECTION ICU VALUE						0.404
AM INTERSECTION LOS						A	PM INTERSECTION LOS						A



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY			CRITICAL PAIR
			2007 Volumes	2008 VOLUMES	V/C	
NB LEFT	1	1,600	27	28	0.017	
NB THRU	1	1600	189	193	0.121	*
NB RIGHT	1	1600	15	15	0.010	
						0.161
SB LEFT	1	1,600	62	63	0.040	*
SB THRU	2	3,200	211	215	0.067	
SB RIGHT	1	1,600	76	78	0.048	

EB LEFT	1	1,600	74	75	0.047	*
EB THRU	2	3,200	39	40	0.021	
EB RIGHT	0	0	28	29	0.000	
						0.078
WB LEFT	1	1,600	42	43	0.027	
WB THRU	2	3,200	68	69	0.031	*
WB RIGHT	0	0	30	31	0.000	

NORTH/SOUTH CRITICAL SUM						0.161
EAST/WEST CRITICAL SUM						0.078
CLEARANCE INTERVAL						0.100

INTERSECTION ICU VALUE						0.339
SAT INTERSECTION LOS						A



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	TOTAL	AM PEAK HOUR				PM PEAK HOUR				
						V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH
NB LEFT	1	1,600	46	4	50	0.031		40	3	43	0.027			
NB THRU	1	1600	332	27	358	0.224	*	299	24	323	0.202	*		
NB RIGHT	1	1600	42	3	45	0.028		33	3	36	0.022			
								0.366						0.246
SB LEFT	1	1,600	210	17	227	0.142	*	65	5	71	0.044	*		
SB THRU	2	3,200	323	26	350	0.109		312	25	337	0.105			
SB RIGHT	1	1,600	35	3	37	0.023		68	6	74	0.046			
EB LEFT	1	1,600	70	6	76	0.048	*	68	6	74	0.046	*		
EB THRU	2	3,200	89	7	96	0.039		52	4	56	0.024			
EB RIGHT	0	0	28	2	30	0.000		20	2	22	0.000			
								0.115						0.081
WB LEFT	1	1,600	71	6	77	0.048		37	3	40	0.025			
WB THRU	2	3,200	102	8	110	0.067	*	45	4	49	0.035	*		
WB RIGHT	0	0	95	8	103	0.000		59	5	64	0.000			
NORTH/SOUTH CRITICAL SUM								0.366						0.246
EAST/WEST CRITICAL SUM								0.115						0.081
CLEARANCE INTERVAL								0.100						0.100
INTERSECTION ICU VALUE								0.581						0.427
AM INTERSECTION LOS								A						A
AM IMPACT								0.037						0.023
PM INTERSECTION LOS								A						A
PM IMPACT								0.037						0.023



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF		EXISTING	AMBIENT GROWTH	SATURDAY MID DAY		
	LANES	CAPACITY			TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	28	2	30	0.019	
NB THRU	1	1600	193	16	208	0.130	*
NB RIGHT	1	1600	15	1	17	0.010	
							0.173
SB LEFT	1	1,600	63	5	68	0.043	*
SB THRU	2	3,200	215	17	233	0.073	
SB RIGHT	1	1,600	78	6	84	0.052	
EB LEFT	1	1,600	75	6	82	0.051	*
EB THRU	2	3,200	40	3	43	0.023	
EB RIGHT	0	0	29	2	31	0.000	
							0.085
WB LEFT	1	1,600	43	3	46	0.029	
WB THRU	2	3,200	69	6	75	0.034	*
WB RIGHT	0	0	31	2	33	0.000	
NORTH/SOUTH CRITICAL SUM							0.173
EAST/WEST CRITICAL SUM							0.085
CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.358
SAT INTERSECTION LOS							A
SAT IMPACT							0.019



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR				PM PEAK HOUR			
							V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	46	4		50	0.031		40	3		43	0.027	
NB THRU	1	1600	332	27	229	587	0.367	*	299	24	495	818	0.511	*
NB RIGHT	1	1600	42	3		45	0.028		33	3		35	0.022	
									0.509					0.555
SB LEFT	1	1,600	210	17		227	0.142	*	65	5		71	0.044	*
SB THRU	2	3,200	323	26	297	647	0.202		312	25	443	780	0.244	
SB RIGHT	1	1,600	35	3	6	43	0.027		68	6	21	95	0.059	
EB LEFT	1	1,600	70	6	19	95	0.059	*	68	6	12	86	0.054	*
EB THRU	2	3,200	89	7		96	0.039		52	4		56	0.024	
EB RIGHT	0	0	28	2		30	0.000		20	2		22	0.000	
									0.126					0.089
WB LEFT	1	1,600	71	6		77	0.048		37	3		40	0.025	
WB THRU	2	3,200	102	8		110	0.067	*	45	4		49	0.035	*
WB RIGHT	0	0	95	8		103	0.000		59	5		64	0.000	
NORTH/SOUTH CRITICAL SUM									0.509	NORTH/SOUTH CRITICAL SUM				0.555
EAST/WEST CRITICAL SUM									0.126	EAST/WEST CRITICAL SUM				0.089
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL				0.100
INTERSECTION ICU VALUE									0.735	INTERSECTION ICU VALUE				0.744
AM INTERSECTION LOS									C	PM INTERSECTION LOS				C
AM IMPACT									0.154	PM IMPACT				0.317



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	SATURDAY MID DAY		
						TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	28	2		30	0.019	
NB THRU	1	1600	193	16	566	774	0.484	*
NB RIGHT	1	1600	15	1		17	0.010	
SB LEFT	1	1,600	63	5		68	0.043	*
SB THRU	2	3,200	215	17	555	788	0.246	
SB RIGHT	1	1,600	78	6	16	100	0.062	
EB LEFT	1	1,600	75	6	14	96	0.060	*
EB THRU	2	3,200	40	3		43	0.023	
EB RIGHT	0	0	29	2		31	0.000	
WB LEFT	1	1,600	43	3		46	0.029	
WB THRU	2	3,200	69	6		75	0.034	*
WB RIGHT	0	0	31	2		33	0.000	
NORTH/SOUTH CRITICAL SUM								0.527
EAST/WEST CRITICAL SUM								0.094
CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.721
SAT INTERSECTION LOS								C
SAT IMPACT								0.363



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	AM PEAK HOUR						PM PEAK HOUR				
							TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	46	4	0		50	0.031		40	3	0		43	0.027		
NB THRU	1	1,600	332	27	229	201	788	0.493	*	299	24	495	331	1149	0.718	*	
NB RIGHT	1	1,600	42	3	0		45	0.028		33	3	0		35	0.022		
										0.635						0.762	
SB LEFT	1	1,600	210	17	0		227	0.142	*	65	5	0		71	0.044	*	
SB THRU	2	3,200	323	26	297	172	819	0.256		312	25	443	275	1055	0.330		
SB RIGHT	1	1,600	35	3	6		43	0.027		68	6	21		95	0.059		
EB LEFT	1	1,600	70	6	19		95	0.059	*	68	6	12		86	0.054	*	
EB THRU	2	3,200	89	7	0		96	0.039		52	4	0		56	0.024		
EB RIGHT	0	0	28	2	0		30	0.000		20	2	0		22	0.000		
										0.126						0.089	
WB LEFT	1	1,600	71	6	0		77	0.048		37	3	0		40	0.025		
WB THRU	2	3,200	102	8	0		110	0.067	*	45	4	0		49	0.035	*	
WB RIGHT	0	0	95	8	0		103	0.000		59	5	0		64	0.000		
NORTH/SOUTH CRITICAL SUM									0.635		NORTH/SOUTH CRITICAL SUM					0.762	
EAST/WEST CRITICAL SUM									0.126		EAST/WEST CRITICAL SUM					0.089	
CLEARANCE INTERVAL									0.100		CLEARANCE INTERVAL					0.100	
INTERSECTION ICU VALUE									0.861		INTERSECTION ICU VALUE					0.951	
AM INTERSECTION LOS									D		PM INTERSECTION LOS					E	
AM IMPACT									0.126		PM IMPACT					0.207	



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	28	2	0	30	0.019		
NB THRU	1	1600	193	16	566	552	1326	0.829 *	
NB RIGHT	1	1600	15	1	0	17	0.010		
								0.872	
SB LEFT	1	1,600	63	5	0	68	0.043	*	
SB THRU	2	3,200	215	17	555	405	1193	0.373	
SB RIGHT	1	1,600	78	6	16	100	0.062		
EB LEFT	1	1,600	75	6	14	96	0.060	*	
EB THRU	2	3,200	40	3	0	43	0.023		
EB RIGHT	0	0	29	2	0	31	0.000		
								0.094	
WB LEFT	1	1,600	43	3	0	46	0.029		
WB THRU	2	3,200	69	6	0	75	0.034	*	
WB RIGHT	0	0	31	2	0	33	0.000		
NORTH/SOUTH CRITICAL SUM								0.872	
EAST/WEST CRITICAL SUM								0.094	
CLEARANCE INTERVAL								0.100	
INTERSECTION ICU VALUE								1.066	
SAT INTERSECTION LOS								F	
SAT IMPACT								0.345	



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+ Mitigation
Future (2012) with Project+ Mitigation
NB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				PM PEAK HOUR					
									CRITICAL PAIR		EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	46	4	0	0	50	0.031			40	4	0	0	44	0.028		
NB THRU	2	3,200	332	27	229	201	788	0.246	*		299	33	495	331	1158	0.362	*	
NB RIGHT	1	1600	42	3	0	0	45	0.028			33	4	0	0	36	0.023		
										0.388								0.407
SB LEFT	1	1,600	210	17	0	0	227	0.142	*		65	7	0	0	72	0.045	*	
SB THRU	2	3,200	323	26	297	172	819	0.256			312	34	443	275	1065	0.333		
SB RIGHT	1	1,600	35	3	6	0	43	0.027			68	8	21	0	97	0.061		
EB LEFT	1	1,600	70	6	19	0	95	0.059	*		68	8	12	0	88	0.055	*	
EB THRU	2	3,200	89	7	0	0	96	0.039			52	6	0	0	58	0.025		
EB RIGHT	0	0	28	2	0	0	30	0.000			20	2	0	0	23	0.000		
										0.126								0.091
WB LEFT	1	1,600	71	6	0	0	77	0.048			37	4	0	0	41	0.025		
WB THRU	2	3,200	102	8	0	0	110	0.067	*		45	5	0	0	50	0.036	*	
WB RIGHT	0	0	95	8	0	0	103	0.000			59	7	0	0	66	0.000		
NORTH/SOUTH CRITICAL SUM										0.388	NORTH/SOUTH CRITICAL SUM					0.407		
EAST/WEST CRITICAL SUM										0.126	EAST/WEST CRITICAL SUM					0.091		
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL					0.100		
INTERSECTION ICU VALUE										0.614	INTERSECTION ICU VALUE					0.598		
AM INTERSECTION LOS										B	PM INTERSECTION LOS					A		
AM IMPACT										-0.121	PM IMPACT					-0.146		



LANE RANCHE TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE L-8
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+ Mitigation
Future (2012) with Project+ Mitigation
NB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	SATURDAY MID DAY	
									CRITICAL PAIR	
NB LEFT	1	1,600	28	2	0	0	30	0.019		
NB THRU	2	3,200	193	16	566	552	1326	0.414	*	
NB RIGHT	1	1600	15	1	0	0	17	0.010		0.457
SB LEFT	1	1,600	63	5	0	0	68	0.043	*	
SB THRU	2	3,200	215	17	555	405	1193	0.373		
SB RIGHT	1	1,600	78	6	16	0	100	0.062		
EB LEFT	1	1,600	75	6	14	0	96	0.060	*	
EB THRU	2	3,200	40	3	0	0	43	0.023		
EB RIGHT	0	0	29	2	0	0	31	0.000		0.094
WB LEFT	1	1,600	43	3	0	0	46	0.029		
WB THRU	2	3,200	69	6	0	0	75	0.034	*	
WB RIGHT	0	0	31	2	0	0	33	0.000		

NORTH/SOUTH CRITICAL SUM 0.457
EAST/WEST CRITICAL SUM 0.094
CLEARANCE INTERVAL 0.100

INTERSECTION ICU VALUE 0.651

SAT INTERSECTION LOS B
SAT IMPACT -0.070

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 Existing
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	36	108	52	62	81	93
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	32	305	19	185	283	20
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>L</i>	<i>TR</i>
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	196		143	93	356		185	303
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.4	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.3		0.0	1.0	0.1		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.2	-0.7	-0.0		0.5	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.17		0.13	0.08	0.32		0.16	0.27
hd, final value (s)	7.58		7.87	6.93	6.97		7.35	6.80
x, final value	0.41		0.31	0.18	0.69		0.38	0.57
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.3		5.6	4.6	4.7		5.1	4.5

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	433		393	343	501		435	513
Delay (s/veh)	15.51		14.11	11.13	23.69		14.45	18.19
LOS	C		B	B	C		B	C
Approach: Delay (s/veh)	15.51		12.93		23.69		16.77	
LOS	C		B		C		C	
Intersection Delay (s/veh)	17.80							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 Existing
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	34	104	53	30	129	90
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	72	261	66	87	248	70
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	191		159	90	399		87	318
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2	0.0	0.2		1.0	0.0
Prop. Right-Turns	0.3		0.0	1.0	0.2		0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1	-0.7	-0.1		0.5	-0.2

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.17		0.14	0.08	0.35		0.08	0.28
hd, final value (s)	7.63		7.72	6.91	6.86		7.47	6.80
x, final value	0.40		0.34	0.17	0.76		0.18	0.60
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.3		5.4	4.6	4.6		5.2	4.5

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	423		409	340	512		337	508
Delay (s/veh)	15.43		14.36	11.04	28.13		11.81	19.20
LOS	C		B	B	D		B	C
Approach: Delay (s/veh)	15.43		13.16		28.13		17.61	
LOS	C		B		D		C	
Intersection Delay (s/veh)	19.76							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 Existing
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	20	106	64	34	113	51
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	46	186	42	48	238	33
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	190		147	51	274		48	271
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.2	0.0	0.2		1.0	0.0
Prop. Right-Turns	0.3		0.0	1.0	0.2		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1	-0.7	-0.1		0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.17		0.13	0.05	0.24		0.04	0.24
hd, final value (s)	6.54		6.81	5.98	6.28		6.75	6.16
x, final value	0.35		0.28	0.08	0.48		0.09	0.46
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.2		4.5	3.7	4.0		4.4	3.9

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	440		397	301	524		298	521
Delay (s/veh)	12.64		12.12	9.24	14.61		10.12	14.06
LOS	B		B	A	B		B	B
Approach: Delay (s/veh)	12.64		11.38		14.61		13.47	
LOS	B		B		B		B	
Intersection Delay (s/veh)	13.21							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	117	56	67	88	101
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	35	330	21	200	306	22
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	212		155	101	386		200	328
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.4	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.3		0.0	1.0	0.1		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.2	-0.7	-0.0		0.5	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.19		0.14	0.09	0.34		0.18	0.29
hd, final value (s)	8.01		8.28	7.33	7.32		7.73	7.17
x, final value	0.47		0.36	0.21	0.78		0.43	0.65
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.7		6.0	5.0	5.0		5.4	4.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	412		400	351	481		450	489
Delay (s/veh)	17.67		15.49	11.93	31.80		16.12	22.38
LOS	C		C	B	D		C	C
Approach: Delay (s/veh)	17.67		14.09		31.80		20.01	
LOS	C		B		D		C	
Intersection Delay (s/veh)	21.85							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2012 FUTURE EXIST+AMB
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	37	112	57	32	139	97
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	78	282	71	94	268	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	206		171	97	431		94	344
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2	0.0	0.2		1.0	0.0
Prop. Right-Turns	0.3		0.0	1.0	0.2		0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1	-0.7	-0.1		0.5	-0.2

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.18		0.15	0.09	0.38		0.08	0.31
hd, final value (s)	8.10		8.16	7.34	7.22		7.86	7.19
x, final value	0.46		0.39	0.20	0.86		0.21	0.69
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.8		5.9	5.0	4.9		5.6	4.9

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	407		407	347	491		344	483
Delay (s/veh)	17.61		15.93	11.84	40.59		12.58	24.21
LOS	C		C	B	E		B	C
Approach: Delay (s/veh)	17.61		14.45		40.59		21.72	
LOS	C		B		E		C	
Intersection Delay (s/veh)	25.69							
Intersection LOS	D							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	22	115	69	37	122	55
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	50	201	45	52	257	36
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	206		159	55	296		52	293
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.2	0.0	0.2		1.0	0.0
Prop. Right-Turns	0.3		0.0	1.0	0.2		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1	-0.7	-0.1		0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.18		0.14	0.05	0.26		0.05	0.26
hd, final value (s)	6.82		7.10	6.27	6.54		7.00	6.40
x, final value	0.39		0.31	0.10	0.54		0.10	0.52
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.5		4.8	4.0	4.2		4.7	4.1

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	456		409	305	524		302	536
Delay (s/veh)	13.82		13.01	9.63	16.57		10.48	15.86
LOS	B		B	A	C		B	C
Approach: Delay (s/veh)	13.82		12.15		16.57		15.05	
LOS	B		B		C		C	
Intersection Delay (s/veh)	14.65							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	AM Peak Hour		

Project ID	Lane Ranch Towne Center
East/West Street:	Ave M/Columbia Wy
North/South Street:	60th Street West

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	101	216	56	67	122	137
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	35	454	21	245	532	37
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	373		189	137	510		245	569
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.4	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.2		0.0	1.0	0.0		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.2	-0.7	-0.0		0.5	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.33		0.17	0.12	0.45		0.22	0.51
hd, final value (s)	9.46		10.07	9.15	9.43		9.72	9.15
x, final value	0.98		0.53	0.35	1.34		0.66	1.45
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.2		7.8	6.8	7.1		7.4	6.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	381		356	387	510		371	569
Delay (s/veh)	72.46		23.54	16.66	194.68		29.49	238.75
LOS	F		C	C	F		D	F
Approach: Delay (s/veh)	72.46		20.65		194.68		175.77	
LOS	F		C		F		F	
Intersection Delay (s/veh)	136.49							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2012 FUTURE WO
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	103	178	57	32	252	173
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	78	619	71	220	533	115
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	338		284	173	768		220	648
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.1	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.2		0.0	1.0	0.1		0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1	-0.7	-0.0		0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.30		0.25	0.15	0.68		0.20	0.58
hd, final value (s)	9.94		9.85	9.05	9.77		10.02	9.37
x, final value	0.93		0.78	0.44	2.08		0.61	1.69
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.6		7.5	6.8	7.5		7.7	7.1

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	362		364	395	768		360	648
Delay (s/veh)	64.05		39.58	18.54	518.81		27.35	342.52
LOS	F		E	C	F		D	F
Approach: Delay (s/veh)	64.05		31.61		518.81		262.64	
LOS	F		D		F		F	
Intersection Delay (s/veh)	272.53							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	108	189	69	37	210	160
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	50	560	45	186	613	84
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	366		247	160	655		186	697
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.1	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.2		0.0	1.0	0.1		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1	-0.7	-0.0		0.5	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.33		0.22	0.14	0.58		0.17	0.62
hd, final value (s)	9.77		9.99	9.18	9.78		10.02	9.41
x, final value	0.99		0.69	0.41	1.78		0.52	1.82
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.5		7.7	6.9	7.5		7.7	7.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	369		360	392	655		360	697
Delay (s/veh)	76.99		31.89	18.05	384.13		23.00	401.63
LOS	F		D	C	F		C	F
Approach: Delay (s/veh)	76.99		26.45		384.13		321.87	
LOS	F		D		F		F	
Intersection Delay (s/veh)	248.71							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	135	216	56	67	122	204
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	35	555	21	302	618	66
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	407		189	204	611		302	684
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.4	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.1		0.0	1.0	0.0		0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.2	-0.7	-0.0		0.5	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.36		0.17	0.18	0.54		0.27	0.61
hd, final value (s)	9.70		10.12	9.19	9.71		9.95	9.36
x, final value	1.10		0.53	0.52	1.65		0.83	1.78
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.4		7.8	6.9	7.4		7.7	7.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	407		356	392	611		362	684
Delay (s/veh)	106.82		23.72	21.46	327.00		47.05	382.28
LOS	F		C	C	F		E	F
Approach: Delay (s/veh)	106.82		22.54		327.00		279.60	
LOS	F		C		F		F	
Intersection Delay (s/veh)	220.20							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2012 FUTURE WITH
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	158	178	57	32	252	283
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	78	784	71	312	671	161
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	393		284	283	933		312	832
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4		0.1	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.1		0.0	1.0	0.1		0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1	-0.7	-0.0		0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.35		0.25	0.25	0.83		0.28	0.74
hd, final value (s)	10.16		9.99	9.19	10.14		10.33	9.66
x, final value	1.11		0.79	0.72	2.63		0.89	2.23
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.9		7.7	6.9	7.8		8.0	7.4

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	393		361	392	933		349	832
Delay (s/veh)	112.78		41.27	32.45	761.14		58.05	583.54
LOS	F		E	D	F		F	F
Approach: Delay (s/veh)	112.78		36.87		761.14		440.23	
LOS	F		E		F		F	
Intersection Delay (s/veh)	421.14							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	9
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 60th Street West
East/West Street: Ave M/Columbia Wy	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	200	189	69	37	210	344
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	50	836	45	321	816	152
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	458		247	344	931		321	968
% Heavy Vehicles	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.1	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.2		0.0	1.0	0.0		0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1	-0.7	-0.0		0.5	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.41		0.22	0.31	0.83		0.29	0.86
hd, final value (s)	10.22		10.01	9.19	10.20		10.37	9.73
x, final value	1.30		0.69	0.88	2.64		0.92	2.62
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.9		7.7	6.9	7.9		8.1	7.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	458		360	392	931		348	968
Delay (s/veh)	183.17		32.01	50.71	766.54		64.00	755.06
LOS	F		D	F	F		F	F
Approach: Delay (s/veh)	183.17		42.90		766.54		582.96	
LOS	F		E		F		F	
Intersection Delay (s/veh)	481.59							
Intersection LOS	F							



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE M/COLUMBIA
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE, NB,EB & WB LEFT TURN LANES, 2 NB THRU LANES, 1 SB THRU LANE, 2ND SB LEFT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	35	0.022		78	0.049		
NB THRU	2	3,200	555	0.180	*	784	0.267	*	
NB RIGHT	0	0	21	0.000		71	0.000		
					0.285			0.375	
SB LEFT	2	2,880	302	0.105	*	312	0.108	*	
SB THRU	2	3,200	618	0.214		671	0.260		
SB RIGHT	0	0	66	0.000		161	0.000		

EB LEFT	1	1,600	135	0.084	*	158	0.099	*	
EB THRU	1	1,600	216	0.170	*	178	0.147		
EB RIGHT	0	0	56	0.000		57	0.000		
					0.212			0.276	
WB LEFT	1	1,600	67	0.042	*	32	0.020		
WB THRU	1	1,600	122	0.076		252	0.158		
WB RIGHT	1	1,600	204	0.128	*	283	0.177	*	

					0.285			0.375	
					0.212			0.276	
					0.100			0.100	
					-----			-----	
					INTERSECTION ICU VALUE	0.597		INTERSECTION ICU VALUE	0.751
					AM INTERSECTION LOS	A		PM INTERSECTION LOS	C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 60TH STREET WEST & AVENUE M/COLUMBIA
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE, NB,EB & WB LEFT TURN LANES, 2 NB THRU LANES, 1 SB THRU LANE, 2ND SB LEFT

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		
			VOLUMES	V/C	CRITICAL PAIR
NB LEFT	1	1,600	50	0.031	
NB THRU	2	3,200	836	0.275	*
NB RIGHT	0	0	45	0.000	
					0.386
SB LEFT	2	2,880	321	0.111	*
SB THRU	2	3,200	816	0.303	
SB RIGHT	0	0	152	0.000	

EB LEFT	1	1,600	200	0.125	*
EB THRU	1	1,600	189	0.161	
EB RIGHT	0	0	69	0.000	
					0.340
WB LEFT	1	1,600	37	0.023	
WB THRU	1	1,600	210	0.131	
WB RIGHT	1	1,600	344	0.215	*

NORTH/SOUTH CRITICAL SUM					0.386
EAST/WEST CRITICAL SUM					0.340
CLEARANCE INTERVAL					0.100

INTERSECTION ICU VALUE					0.826
SAT INTERSECTION LOS					D

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center

East/West Street: Avenue L

North/South Street: 70th Street West

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	83	20	55	84	99
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	54	171	150	91	53	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	4	103	55	183	54	321	91	64
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.5	0.0	0.5	0.0	0.2
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.4	0.5	-0.3	0.5	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.09	0.05	0.16	0.05	0.29	0.08	0.06
hd, final value (s)	6.72	6.09	6.54	5.66	6.18	5.35	6.42	5.80
x, final value	0.01	0.17	0.10	0.29	0.09	0.48	0.16	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.4	3.8	4.2	3.4	3.9	3.1	4.1	3.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	254	353	305	433	304	571	341	314
Delay (s/veh)	9.47	10.07	9.96	10.63	9.51	12.84	10.36	9.17
LOS	A	B	A	B	A	B	B	A
Approach: Delay (s/veh)	10.04		10.47		12.36		9.87	
LOS	B		B		B		A	
Intersection Delay (s/veh)	11.12							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	27	18	103	41	10
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	58	70	40	89	5
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	1	45	103	51	11	128	40	94
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.2	0.0	0.5	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	0.5	-0.1	0.5	-0.4	0.5	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.04	0.09	0.05	0.01	0.11	0.04	0.08
hd, final value (s)	5.84	5.06	5.71	5.08	5.66	4.78	5.65	5.12
x, final value	0.00	0.06	0.16	0.07	0.02	0.17	0.06	0.13
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.5	2.8	3.4	2.8	3.4	2.5	3.4	2.8

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	251	295	353	301	261	378	290	344
Delay (s/veh)	8.55	8.10	9.53	8.17	8.46	8.45	8.73	8.60
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.11		9.08		8.45		8.64	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.68							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	33	20	77	65	40
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	12	54	50	34	66	1
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	1	53	77	105	12	104	34	67
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.4	0.0	0.5	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	0.5	-0.3	0.5	-0.3	0.5	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.05	0.07	0.09	0.01	0.09	0.03	0.06
hd, final value (s)	5.72	4.96	5.59	4.83	5.69	4.85	5.69	5.18
x, final value	0.00	0.07	0.12	0.14	0.02	0.14	0.05	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.4	2.7	3.3	2.5	3.4	2.6	3.4	2.9

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	251	303	327	355	262	354	284	317
Delay (s/veh)	8.43	8.05	9.05	8.32	8.50	8.34	8.72	8.44
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.06		8.63		8.36		8.53	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.47							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	90	22	59	91	107
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	58	185	162	98	57	12
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	4	112	59	198	58	347	98	69
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.5	0.0	0.5	0.0	0.2
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.4	0.5	-0.3	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.10	0.05	0.18	0.05	0.31	0.09	0.06
hd, final value (s)	6.90	6.26	6.69	5.81	6.31	5.48	6.59	5.96
x, final value	0.01	0.19	0.11	0.32	0.10	0.53	0.18	0.11
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.6	4.0	4.4	3.5	4.0	3.2	4.3	3.7

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	254	362	309	448	308	597	348	319
Delay (s/veh)	9.65	10.47	10.21	11.22	9.72	14.15	10.72	9.43
LOS	A	B	B	B	A	B	B	A
Approach: Delay (s/veh)	10.45		10.99		13.51		10.19	
LOS	B		B		B		B	
Intersection Delay (s/veh)	11.86							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	29	19	111	44	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	63	76	43	96	5
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	1	48	111	55	12	139	43	101
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.2	0.0	0.5	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	0.5	-0.1	0.5	-0.4	0.5	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.04	0.10	0.05	0.01	0.12	0.04	0.09
hd, final value (s)	5.92	5.14	5.78	5.14	5.72	4.84	5.71	5.18
x, final value	0.00	0.07	0.18	0.08	0.02	0.19	0.07	0.15
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.6	2.8	3.5	2.8	3.4	2.5	3.4	2.9

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	251	298	361	305	262	389	293	351
Delay (s/veh)	8.63	8.22	9.73	8.27	8.53	8.65	8.83	8.76
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.22		9.24		8.64		8.78	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.84							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center

East/West Street: Avenue L

North/South Street: 70th Street West

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	36	22	83	70	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	13	58	54	37	71	1
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	1	58	83	113	13	112	37	72
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.4	0.0	0.5	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	0.5	-0.3	0.5	-0.3	0.5	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.05	0.07	0.10	0.01	0.10	0.03	0.06
hd, final value (s)	5.79	5.02	5.65	4.88	5.75	4.91	5.76	5.25
x, final value	0.00	0.08	0.13	0.15	0.02	0.15	0.06	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.5	2.7	3.3	2.6	3.5	2.6	3.5	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	251	308	333	363	263	362	287	322
Delay (s/veh)	8.50	8.17	9.19	8.46	8.57	8.50	8.82	8.56
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.17		8.77		8.51		8.65	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.60							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	44	191	48	78	202	130
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	79	328	197	125	192	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	44	239	78	332	79	525	125	219
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.0	0.4	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.3	0.5	-0.3	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.04	0.21	0.07	0.30	0.07	0.47	0.11	0.19
hd, final value (s)	8.83	8.19	8.55	7.78	8.14	7.38	8.62	8.03
x, final value	0.11	0.54	0.19	0.72	0.18	1.08	0.30	0.49
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.5	5.9	6.3	5.5	5.8	5.1	6.3	5.7

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	294	431	328	458	329	525	375	438
Delay (s/veh)	12.60	20.22	13.19	27.86	12.60	89.26	14.95	18.16
LOS	B	C	B	D	B	F	B	C
Approach: Delay (s/veh)	19.04		25.07		79.24		17.00	
LOS	C		D		F		C	
Intersection Delay (s/veh)	42.27							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 70th Street West
East/West Street: Avenue L	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	42	189	50	163	202	50
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	49	249	138	106	285	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	42	239	163	252	49	387	106	311
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.2	0.0	0.4	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.1	0.5	-0.2	0.5	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.04	0.21	0.14	0.22	0.04	0.34	0.09	0.28
hd, final value (s)	8.60	7.95	8.36	7.72	8.17	7.42	8.23	7.67
x, final value	0.10	0.53	0.38	0.54	0.11	0.80	0.24	0.66
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.3	5.7	6.1	5.4	5.9	5.1	5.9	5.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292	432	413	450	299	478	356	457
Delay (s/veh)	12.25	19.20	16.06	19.14	11.89	33.39	13.55	24.20
LOS	B	C	C	C	B	D	B	C
Approach: Delay (s/veh)	18.16		17.93		30.98		21.49	
LOS	C		C		D		C	
Intersection Delay (s/veh)	22.60							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	38	204	52	142	227	81
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	43	232	126	99	247	21
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	38	256	142	308	43	358	99	268
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.3	0.0	0.4	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.2	0.5	-0.2	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.03	0.23	0.13	0.27	0.04	0.32	0.09	0.24
hd, final value (s)	8.43	7.78	8.16	7.48	8.17	7.42	8.26	7.71
x, final value	0.09	0.55	0.32	0.64	0.10	0.74	0.23	0.57
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.1	5.5	5.9	5.2	5.9	5.1	6.0	5.4

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288	443	392	468	293	474	349	451
Delay (s/veh)	11.95	19.71	14.69	22.51	11.75	28.23	13.38	20.28
LOS	B	C	B	C	B	D	B	C
Approach: Delay (s/veh)	18.70		20.04		26.47		18.42	
LOS	C		C		D		C	
Intersection Delay (s/veh)	21.09							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	AM Peak Hour		

Project ID Lane Ranch Towne Center	North/South Street: 70th Street West
East/West Street: Avenue L	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	44	225	48	107	231	141
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	79	328	231	138	192	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	44	273	107	372	79	559	138	219
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.0	0.4	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.3	0.5	-0.3	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.04	0.24	0.10	0.33	0.07	0.50	0.12	0.19
hd, final value (s)	9.07	8.44	8.75	7.99	8.54	7.75	8.99	8.41
x, final value	0.11	0.64	0.26	0.83	0.19	1.20	0.34	0.51
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.8	6.1	6.5	5.7	6.2	5.5	6.7	6.1

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	294	420	357	448	329	559	388	419
Delay (s/veh)	12.89	24.99	14.50	38.53	13.20	135.58	16.35	19.58
LOS	B	C	B	E	B	F	C	C
Approach: Delay (s/veh)	23.31		33.16		120.43		18.33	
LOS	C		D		F		C	
Intersection Delay (s/veh)	59.55							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	42	244	50	209	248	68
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	49	249	193	128	285	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	42	294	209	316	49	442	128	311
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.0	0.2	0.0	0.4	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.2	0.5	-0.3	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.04	0.26	0.19	0.28	0.04	0.39	0.11	0.28
hd, final value (s)	9.32	8.70	9.05	8.40	8.92	8.11	9.12	8.56
x, final value	0.11	0.71	0.53	0.74	0.12	1.00	0.32	0.74
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.0	6.4	6.8	6.1	6.6	5.8	6.8	6.3

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292	408	394	425	299	444	378	416
Delay (s/veh)	13.16	30.12	21.35	31.27	12.84	70.14	16.13	31.89
LOS	B	D	C	D	B	F	C	D
Approach: Delay (s/veh)	28.00		27.32		64.42		27.29	
LOS	D		D		F		D	
Intersection Delay (s/veh)	37.61							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	lc	Intersection	10
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project ID Lane Ranch Towne Center	
East/West Street: Avenue L	North/South Street: 70th Street West

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	38	296	52	210	295	108
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	43	232	218	136	247	21
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	38	348	210	403	43	450	136	268
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.1	0.0	0.3	0.0	0.5	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.1	0.5	-0.2	0.5	-0.3	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.03	0.31	0.19	0.36	0.04	0.40	0.12	0.24
hd, final value (s)	9.46	8.85	9.21	8.52	9.26	8.42	9.55	9.00
x, final value	0.10	0.86	0.54	0.95	0.11	1.05	0.36	0.67
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	7.2	6.6	6.9	6.2	7.0	6.1	7.3	6.7

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288	405	390	422	293	450	373	396
Delay (s/veh)	13.20	45.91	22.09	62.15	13.11	87.35	17.54	28.12
LOS	B	E	C	F	B	F	C	D
Approach: Delay (s/veh)	42.69		48.42		80.87		24.56	
LOS	E		E		F		C	
Intersection Delay (s/veh)	50.61							
Intersection LOS	F							



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 70TH STREET WEST & AVENUE L
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	79	0.049		49	0.031		
NB THRU	1	1,600	328	0.349	*	249	0.276	*	
NB RIGHT	0	0	231	0.000		193	0.000		
					0.435			0.356	
SB LEFT	1	1,600	138	0.086	*	128	0.080	*	
SB THRU	1	1,600	192	0.137		285	0.194		
SB RIGHT	0	0	27	0.000		26	0.000		

EB LEFT	1	1,600	44	0.028	*	42	0.026		
EB THRU	1	1,600	225	0.171		244	0.184	*	
EB RIGHT	0	0	48	0.000		50	0.000		
					0.261			0.315	
WB LEFT	1	1,600	107	0.067		209	0.131	*	
WB THRU	1	1,600	231	0.233	*	248	0.198		
WB RIGHT	0	0	141	0.000		68	0.000		

					0.435			0.356	
					0.261			0.315	
					0.100			0.100	
					-----			-----	
					INTERSECTION ICU VALUE	0.796		INTERSECTION ICU VALUE	0.771
					AM INTERSECTION LOS	C		PM INTERSECTION LOS	C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 70TH STREET WEST & AVENUE L
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		CRITICAL PAIR
			VOLUMES	V/C	
NB LEFT	1	1,600	43	0.027	
NB THRU	1	1600	232	0.281	*
NB RIGHT	0	0	218	0.000	
					0.366
SB LEFT	1	1,600	136	0.085	*
SB THRU	1	1,600	247	0.168	
SB RIGHT	0	0	21	0.000	

EB LEFT	1	1,600	38	0.024	
EB THRU	1	1,600	296	0.218	*
EB RIGHT	0	0	52	0.000	
					0.349
WB LEFT	1	1,600	210	0.131	*
WB THRU	1	1,600	295	0.252	
WB RIGHT	0	0	108	0.000	

NORTH/SOUTH CRITICAL SUM					0.366
EAST/WEST CRITICAL SUM					0.349
CLEARANCE INTERVAL					0.100

INTERSECTION ICU VALUE					0.815
SAT INTERSECTION LOS					D

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		285	33	88	168	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	285	33	88	168	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	71		169			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	71	0	169	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		88		240				
C (m) (veh/h)		1253		677				
v/c		0.07		0.35				
95% queue length		0.23		1.60				
Control Delay (s/veh)		8.1		13.2				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	13.2					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		117	16	91	225	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	117	16	91	225	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4		62			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	62	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		91		66				
C (m) (veh/h)		1464		923				
v/c		0.06		0.07				
95% queue length		0.20		0.23				
Control Delay (s/veh)		7.6		9.2				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	11
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		108	3	37	163	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	108	3	37	163	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7		36			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	0	36	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		37		43				
C (m) (veh/h)		1492		919				
v/c		0.02		0.05				
95% queue length		0.08		0.15				
Control Delay (s/veh)		7.5		9.1				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.1					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)		<i>308</i>	<i>36</i>	<i>95</i>	<i>182</i>	
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>308</i>	<i>36</i>	<i>95</i>	<i>182</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>77</i>		<i>183</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>77</i>	<i>0</i>	<i>183</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		<i>95</i>		<i>260</i>				
C (m) (veh/h)		<i>1226</i>		<i>649</i>				
v/c		<i>0.08</i>		<i>0.40</i>				
95% queue length		<i>0.25</i>		<i>1.93</i>				
Control Delay (s/veh)		<i>8.2</i>		<i>14.2</i>				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>14.2</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		126	17	98	243	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	126	17	98	243	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4		67			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	67	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		98		71				
C (m) (veh/h)		1452		914				
v/c		0.07		0.08				
95% queue length		0.22		0.25				
Control Delay (s/veh)		7.7		9.3				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.3					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>/c</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)		<i>117</i>	<i>3</i>	<i>40</i>	<i>176</i>	
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>117</i>	<i>3</i>	<i>40</i>	<i>176</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>8</i>		<i>39</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>8</i>	<i>0</i>	<i>39</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		<i>40</i>		<i>47</i>				
C (m) (veh/h)		<i>1480</i>		<i>905</i>				
v/c		<i>0.03</i>		<i>0.05</i>				
95% queue length		<i>0.08</i>		<i>0.16</i>				
Control Delay (s/veh)		<i>7.5</i>		<i>9.2</i>				
LOS		<i>A</i>		<i>A</i>				
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>9.2</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>A</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		494	36	95	310	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	494	36	95	310	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	77		183			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	77	0	183	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		95		260				
C (m) (veh/h)		1048		500				
v/c		0.09		0.52				
95% queue length		0.30		2.96				
Control Delay (s/veh)		8.8		19.7				
LOS		<i>A</i>		<i>C</i>				
Approach Delay (s/veh)	--	--	19.7					
Approach LOS	--	--	<i>C</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		431	17	98	457	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	431	17	98	457	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4		67			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	67	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		98		71				
C (m) (veh/h)		1123		652				
v/c		0.09		0.11				
95% queue length		0.29		0.36				
Control Delay (s/veh)		8.5		11.2				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	11.2					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>/c</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)		<i>447</i>	<i>3</i>	<i>40</i>	<i>401</i>	
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>447</i>	<i>3</i>	<i>40</i>	<i>401</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>8</i>		<i>39</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>8</i>	<i>0</i>	<i>39</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		<i>40</i>		<i>47</i>				
C (m) (veh/h)		<i>1121</i>		<i>607</i>				
v/c		<i>0.04</i>		<i>0.08</i>				
95% queue length		<i>0.11</i>		<i>0.25</i>				
Control Delay (s/veh)		<i>8.3</i>		<i>11.4</i>				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>11.4</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	11
Agency/Co.	OTC	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		575	36	95	379	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	575	36	95	379	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	77		183			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	77	0	183	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		95		260				
C (m) (veh/h)		978		441				
v/c		0.10		0.59				
95% queue length		0.32		3.70				
Control Delay (s/veh)		9.1		24.2				
LOS		A		C				
Approach Delay (s/veh)	--	--	24.2					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		563	17	98	567	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	563	17	98	567	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4		67			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	67	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		98		71				
C (m) (veh/h)		1004		559				
v/c		0.10		0.13				
95% queue length		0.32		0.43				
Control Delay (s/veh)		9.0		12.4				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	12.4					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>/c</i>	Intersection	<i>11</i>
Agency/Co.	<i>OTC</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>65th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)		<i>447</i>	<i>3</i>	<i>40</i>	<i>563</i>	
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>447</i>	<i>3</i>	<i>40</i>	<i>563</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>8</i>		<i>39</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>8</i>	<i>0</i>	<i>39</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		<i>40</i>		<i>47</i>				
C (m) (veh/h)		<i>1121</i>		<i>576</i>				
v/c		<i>0.04</i>		<i>0.08</i>				
95% queue length		<i>0.11</i>		<i>0.27</i>				
Control Delay (s/veh)		<i>8.3</i>		<i>11.8</i>				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>11.8</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		587	1	0	508	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	587	1	0	508	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		3			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		0		4				
C (m) (veh/h)		997		398				
v/c		0.00		0.01				
95% queue length		0.00		0.03				
Control Delay (s/veh)		8.6		14.1				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	14.1					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		324	0	0	461	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	324	0	0	461	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		3			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		0		4				
C (m) (veh/h)		1247		580				
v/c		0.00		0.01				
95% queue length		0.00		0.02				
Control Delay (s/veh)		7.9		11.2				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	11.2					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>2008 EXISTING</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		315	1	2	420	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	315	1	2	420	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		2		2				
C (m) (veh/h)		1256		505				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay (s/veh)		7.9		12.2				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	12.2					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		634	1	0	549	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	634	1	0	549	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		3			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		0		4				
C (m) (veh/h)		958		365				
v/c		0.00		0.01				
95% queue length		0.00		0.03				
Control Delay (s/veh)		8.8		15.0				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	15.0					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		350	0	0	498	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	350	0	0	498	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		3			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		0		4				
C (m) (veh/h)		1220		549				
v/c		0.00		0.01				
95% queue length		0.00		0.02				
Control Delay (s/veh)		8.0		11.6				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	11.6					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 EXIST+AMB</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		340	1	2	454	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	340	1	2	454	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		2		2				
C (m) (veh/h)		1229		474				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay (s/veh)		7.9		12.6				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	12.6					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		938	1	0	762	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	938	1	0	762	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		3			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		0		4				
C (m) (veh/h)		738		210				
v/c		0.00		0.02				
95% queue length		0.00		0.06				
Control Delay (s/veh)		9.9		22.5				
LOS		<i>A</i>		<i>C</i>				
Approach Delay (s/veh)	--	--	22.5					
Approach LOS	--	--	<i>C</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		793	0	0	873	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	793	0	0	873	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		3			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		0		4				
C (m) (veh/h)		837		235				
v/c		0.00		0.02				
95% queue length		0.00		0.05				
Control Delay (s/veh)		9.3		20.6				
LOS		A		C				
Approach Delay (s/veh)	--	--	20.6					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WO</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		809	1	2	858	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	809	1	2	858	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		2		2				
C (m) (veh/h)		825		167				
v/c		0.00		0.01				
95% queue length		0.01		0.04				
Control Delay (s/veh)		9.4		26.8				
LOS		<i>A</i>		<i>D</i>				
Approach Delay (s/veh)	--	--	26.8					
Approach LOS	--	--	<i>D</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1036	8	7	876	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1036	8	7	876	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7		9			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	0	9	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		7		16				
C (m) (veh/h)		674		125				
v/c		0.01		0.13				
95% queue length		0.03		0.43				
Control Delay (s/veh)		10.4		38.0				
LOS		<i>B</i>		<i>E</i>				
Approach Delay (s/veh)	--	--	38.0					
Approach LOS	--	--	<i>E</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	lc	Intersection	12
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		949	11	11	1060	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	949	11	11	1060	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10		12			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	0	12	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		11		22				
C (m) (veh/h)		725		110				
v/c		0.02		0.20				
95% queue length		0.05		0.70				
Control Delay (s/veh)		10.0		45.7				
LOS		<i>B</i>		<i>E</i>				
Approach Delay (s/veh)	--	--	45.7					
Approach LOS	--	--	<i>E</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1039	19	20	1171	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1039	19	20	1171	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		15			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	15	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		20		30				
C (m) (veh/h)		666		78				
v/c		0.03		0.38				
95% queue length		0.09		1.50				
Control Delay (s/veh)		10.6		77.5				
LOS		<i>B</i>		<i>F</i>				
Approach Delay (s/veh)	--	--	77.5					
Approach LOS	--	--	<i>F</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH MIT</i>
Analysis Time Period	<i>AM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1036	8	7	876	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1036	8	7	876	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		<i>T</i>	<i>TR</i>	<i>LT</i>	<i>T</i>	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7		9			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	0	9	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		<i>LT</i>		<i>LR</i>			
v (veh/h)		7		16			
C (m) (veh/h)		674		203			
v/c		0.01		0.08			
95% queue length		0.03		0.25			
Control Delay (s/veh)		10.4		24.2			
LOS		<i>B</i>		<i>C</i>			
Approach Delay (s/veh)	--	--	24.2				
Approach LOS	--	--	<i>C</i>				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH MIT</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)		<i>949</i>	<i>11</i>	<i>11</i>	<i>1060</i>	
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>949</i>	<i>11</i>	<i>11</i>	<i>1060</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>--</i>	<i>--</i>	<i>0</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>
Configuration		<i>T</i>	<i>TR</i>	<i>LT</i>	<i>T</i>	
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (veh/h)	<i>10</i>		<i>12</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>
Hourly Flow Rate, HFR (veh/h)	<i>10</i>	<i>0</i>	<i>12</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		<i>11</i>		<i>22</i>				
C (m) (veh/h)		<i>725</i>		<i>197</i>				
v/c		<i>0.02</i>		<i>0.11</i>				
95% queue length		<i>0.05</i>		<i>0.37</i>				
Control Delay (s/veh)		<i>10.0</i>		<i>25.6</i>				
LOS		<i>B</i>		<i>D</i>				
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>25.6</i>					
Approach LOS	<i>--</i>	<i>--</i>	<i>D</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>lc</i>	Intersection	<i>12</i>
Agency/Co.	<i>Overland Traffic</i>	Jurisdiction	<i>Lancaster</i>
Date Performed	<i>10/24/08</i>	Analysis Year	<i>FUTURE 2012 WITH MIT</i>
Analysis Time Period	<i>SAT MID DAY Peak Hour</i>		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>57th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1039	19	20	1171	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1039	19	20	1171	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		<i>T</i>	<i>TR</i>	<i>LT</i>	<i>T</i>	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		15			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	15	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	<i>L</i>		<i>R</i>			

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>	<i>L</i>		<i>R</i>			
v (veh/h)		20	15		15			
C (m) (veh/h)		666	85		499			
v/c		0.03	0.18		0.03			
95% queue length		0.09	0.60		0.09			
Control Delay (s/veh)		10.6	56.2		12.4			
LOS		<i>B</i>	<i>F</i>		<i>B</i>			
Approach Delay (s/veh)	--	--	34.3					
Approach LOS	--	--	<i>D</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		562	18	77	484	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	562	18	77	484	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21		115			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	21	0	115	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		77		136				
C (m) (veh/h)		1004		415				
v/c		0.08		0.33				
95% queue length		0.25		1.41				
Control Delay (s/veh)		8.9		17.8				
LOS		A		C				
Approach Delay (s/veh)	--	--	17.8					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		317	11	182	459	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	317	11	182	459	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7		98			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	0	98	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		182		105				
C (m) (veh/h)		1243		613				
v/c		0.15		0.17				
95% queue length		0.51		0.61				
Control Delay (s/veh)		8.4		12.1				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.1					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	2008 EXISTING
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		291	12	127	400	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	291	12	127	400	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7		113			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	0	113	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		127		120				
C (m) (veh/h)		1269		680				
v/c		0.10		0.18				
95% queue length		0.33		0.64				
Control Delay (s/veh)		8.2		11.4				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		607	19	83	523	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	607	19	83	523	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	23		124			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	23	0	124	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		83		147				
C (m) (veh/h)		965		379				
v/c		0.09		0.39				
95% queue length		0.28		1.79				
Control Delay (s/veh)		9.1		20.4				
LOS		A		C				
Approach Delay (s/veh)	--	--	20.4					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		343	12	197	496	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	343	12	197	496	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	8		106			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	0	106	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		197		114				
C (m) (veh/h)		1215		573				
v/c		0.16		0.20				
95% queue length		0.58		0.74				
Control Delay (s/veh)		8.5		12.8				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 EXIST+AMB
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		315	13	137	432	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	315	13	137	432	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	8		122			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	0	122	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		137		130				
C (m) (veh/h)		1243		646				
v/c		0.11		0.20				
95% queue length		0.37		0.75				
Control Delay (s/veh)		8.3		12.0				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.0					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		904	22	86	726	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	904	22	86	726	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	32		133			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	32	0	133	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		86		165				
C (m) (veh/h)		746		207				
v/c		0.12		0.80				
95% queue length		0.39		5.67				
Control Delay (s/veh)		10.5		68.0				
LOS		B		F				
Approach Delay (s/veh)	--	--	68.0					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		772	23	208	861	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	772	23	208	861	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14		112			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	14	0	112	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		208		126				
C (m) (veh/h)		835		219				
v/c		0.25		0.58				
95% queue length		0.98		3.19				
Control Delay (s/veh)		10.7		41.6				
LOS		B		E				
Approach Delay (s/veh)	--	--	41.6					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WO
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		771	22	146	825	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	771	22	146	825	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		129			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	129	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		146		144				
C (m) (veh/h)		837		260				
v/c		0.17		0.55				
95% queue length		0.63		3.07				
Control Delay (s/veh)		10.2		34.8				
LOS		B		D				
Approach Delay (s/veh)	--	--	34.8					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	AM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1007	22	86	847	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1007	22	86	847	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	32		133			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	32	0	133	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		86		165				
C (m) (veh/h)		683		161				
v/c		0.13		1.02				
95% queue length		0.43		8.12				
Control Delay (s/veh)		11.0		134.7				
LOS		B		F				
Approach Delay (s/veh)	--	--	134.7					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	PM Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		937	23	208	1059	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	937	23	208	1059	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14		112			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	14	0	112	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		208		126				
C (m) (veh/h)		725		143				
v/c		0.29		0.88				
95% queue length		1.19		5.89				
Control Delay (s/veh)		12.0		106.9				
LOS		B		F				
Approach Delay (s/veh)	--	--	106.9					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	13
Agency/Co.	Overland Traffic	Jurisdiction	Lancaster
Date Performed	10/24/08	Analysis Year	FUTURE 2012 WITH
Analysis Time Period	SAT MID DAY Peak Hour		

Project Description <i>Lane Ranch Towne Center</i>	
East/West Street: <i>Avenue L</i>	North/South Street: <i>55th Street West</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1014	22	146	1156	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1014	22	146	1156	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		129			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	129	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		146		144				
C (m) (veh/h)		679		144				
v/c		0.22		1.00				
95% queue length		0.81		7.35				
Control Delay (s/veh)		11.7		136.1				
LOS		B		F				
Approach Delay (s/veh)	--	--	136.1					
Approach LOS	--	--	F					



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 55TH STREET WEST & AVENUE L
FUTURE CONDITION (2012) WITH PROJECT + MITIGATION
SIGNALIZE, WB & NB LEFT, EB Rt converted to Thru/Rt

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR				
			VOLUMES	V/C	CRITICAL PAIR	VOLUMES	V/C	CRITICAL PAIR		
NB LEFT	1	1,600	32	0.020		14	0.009			
NB THRU	0	0	0	0.000		0	0.000			
NB RIGHT	1	1600	133	0.083	*	112	0.07	*		
					0.083			0.070		
SB LEFT	0	0	0	0.000	*	0	0.000	*		
SB THRU	0	0	0	0.000		0	0.000			
SB RIGHT	0	0	0	0.000		0	0.000			
EB LEFT	0	0	0	0.000	*	0	0.000	*		
EB THRU	2	3,200	1007	0.322		937	0.300			
EB RIGHT	0	0	22	0.000		23	0.000			
					0.529			0.662		
WB LEFT	1	1,600	86	0.054		208	0.130			
WB THRU	1	1,600	847	0.529	*	1059	0.662	*		
WB RIGHT	0	0	0	0.000		0	0.000			
NORTH/SOUTH CRITICAL SUM					0.083	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM					0.529	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL					0.100	CLEARANCE INTERVAL				
INTERSECTION ICU VALUE					0.712	INTERSECTION ICU VALUE				
AM INTERSECTION LOS					C	PM INTERSECTION LOS				
						D				



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 55TH STREET WEST & AVENUE L
FUTURE CONDITION (2012) WITH PROJECT + MTIGATION
SIGNALIZE, WB & NB LEFT, EB Rt converted to Thru/Rt

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY		CRITICAL PAIR
			VOLUMES	V/C	
NB LEFT	1	1,600	15	0.009	
NB THRU	0	0	0	0.000	
NB RIGHT	1	1600	128	0.080	*
					0.080
SB LEFT	0	0	0	0.000	*
SB THRU	0	0	0	0.000	
SB RIGHT	0	0	0	0.000	

EB LEFT	0	0	0	0.000	*
EB THRU	2	3,200	1010	0.323	
EB RIGHT	0	0	22	0.000	
					0.720
WB LEFT	1	1,600	144	0.090	
WB THRU	1	1,600	1152	0.720	*
WB RIGHT	0	0	0	0.000	

NORTH/SOUTH CRITICAL SUM					0.080
EAST/WEST CRITICAL SUM					0.720
CLEARANCE INTERVAL					0.100

INTERSECTION ICU VALUE					0.900
SAT INTERSECTION LOS					D



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				PM PEAK HOUR						
			2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR	2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR			
NB LEFT	1	1,600	44	45	0.028	*	20	20	0.013				
NB THRU	1	1600	267	272	0.193		219	223	0.238	*			
NB RIGHT	0	0	35	36	0.000		155	158	0.000				
										0.229			
SB LEFT	1	1,600	31	32	0.020		48	49	0.031	*			
SB THRU	1	1,600	240	245	0.201	*	244	249	0.210				
SB RIGHT	0	0	75	77	0.000		85	87	0.000				
EB LEFT	1	1,600	69	70	0.044		39	40	0.025				
EB THRU	1	1,600	523	534	0.358	*	366	373	0.244	*			
EB RIGHT	0	0	38	39	0.000		16	16	0.000				
										0.397			
WB LEFT	1	1,600	61	62	0.039	*	227	232	0.145	*			
WB THRU	1	1,600	425	434	0.286		512	522	0.359				
WB RIGHT	0	0	24	24	0.000		51	52	0.000				
NORTH/SOUTH CRITICAL SUM						0.229	NORTH/SOUTH CRITICAL SUM						0.269
EAST/WEST CRITICAL SUM						0.397	EAST/WEST CRITICAL SUM						0.389
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE						0.726	INTERSECTION ICU VALUE						0.758
AM INTERSECTION LOS						C	PM INTERSECTION LOS						C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY			CRITICAL PAIR
			2007 Volumes	2008 VOLUMES	V/C	
NB LEFT	1	1,600	20	20	0.013	
NB THRU	1	1600	157	160	0.169	*
NB RIGHT	0	0	113	115	0.000	
						0.203
SB LEFT	1	1,600	55	56	0.034	*
SB THRU	1	1,600	141	144	0.108	
SB RIGHT	0	0	31	32	0.000	

EB LEFT	1	1,600	28	29	0.018	
EB THRU	1	1,600	340	347	0.228	*
EB RIGHT	0	0	25	26	0.000	
						0.359
WB LEFT	1	1,600	210	214	0.131	*
WB THRU	1	1,600	432	441	0.325	
WB RIGHT	0	0	88	90	0.000	

NORTH/SOUTH CRITICAL SUM						0.203
EAST/WEST CRITICAL SUM						0.359
CLEARANCE INTERVAL						0.100

INTERSECTION ICU VALUE						0.662
SAT INTERSECTION LOS						B



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	TOTAL	AM PEAK HOUR				PM PEAK HOUR					
						V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL
NB LEFT	1	1,600	45	4	49	0.030	*	20	2	22	0.014				
NB THRU	1	1600	272	22	294	0.208		223	18	241	0.258	*			
NB RIGHT	0	0	36	3	39	0.000		158	13	171	0.000				
						0.247									
SB LEFT	1	1,600	32	3	34	0.021		49	4	53	0.033	*		0.291	
SB THRU	1	1,600	245	20	265	0.217	*	249	20	269	0.227				
SB RIGHT	0	0	77	6	83	0.000		87	7	94	0.000				
EB LEFT	1	1,600	70	6	76	0.048		40	3	43	0.027				
EB THRU	1	1,600	534	43	577	0.387	*	373	30	404	0.263	*			
EB RIGHT	0	0	39	3	42	0.000		16	1	18	0.000				
						0.429									
WB LEFT	1	1,600	62	5	67	0.042	*	232	19	250	0.156	*		0.419	
WB THRU	1	1600	434	35	469	0.309		522	42	565	0.388				
WB RIGHT	0	0	24	2	27	0.000		52	4	56	0.000				
						NORTH/SOUTH CRITICAL SUM		0.247	NORTH/SOUTH CRITICAL SUM		0.291				
						EAST/WEST CRITICAL SUM		0.429	EAST/WEST CRITICAL SUM		0.419				
						CLEARANCE INTERVAL		0.100	CLEARANCE INTERVAL		0.100				
						INTERSECTION ICU VALUE		0.776	INTERSECTION ICU VALUE		0.810				
						AM INTERSECTION LOS		C	PM INTERSECTION LOS		D				
						AM IMPACT		0.050	PM IMPACT		0.052				



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH

MOVEMENT	NO. OF		EXISTING	AMBIENT GROWTH	SATURDAY MID DAY		
	LANES	CAPACITY			TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	20	2	22	0.014	
NB THRU	1	1600	157	13	170	0.182	*
NB RIGHT	0	0	113	9	122	0.000	
							0.219
SB LEFT	1	1,600	55	4	59	0.037	*
SB THRU	1	1,600	141	11	152	0.116	
SB RIGHT	0	0	31	3	34	0.000	
EB LEFT	1	1,600	28	2	30	0.019	
EB THRU	1	1,600	340	27	367	0.247	*
EB RIGHT	0	0	25	2	27	0.000	
							0.389
WB LEFT	1	1,600	210	17	227	0.142	*
WB THRU	1	1600	432	35	467	0.351	
WB RIGHT	0	0	88	7	95	0.000	
NORTH/SOUTH CRITICAL SUM							0.219
EAST/WEST CRITICAL SUM							0.389
CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.708
Sat INTERSECTION LOS							C
SAT IMPACT							0.046



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR				PM PEAK HOUR			
							V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	45	4	8	57	0.035	*	20	2	19	41	0.026	
NB THRU	1	1600	272	22		294	0.208		223	18		241	0.258	*
NB RIGHT	0	0	36	3		39	0.000		158	13		171	0.000	
									0.256					0.291
SB LEFT	1	1,600	32	3		34	0.021		49	4		53	0.033	*
SB THRU	1	1,600	245	20		265	0.221	*	249	20		269	0.236	
SB RIGHT	0	0	77	6	7	90	0.000		87	7	15	109	0.000	

EB LEFT	1	1,600	70	6	6	82	0.051		40	3	15	58	0.036	
EB THRU	1	1,600	534	43	286	863	0.571	*	373	30	399	803	0.523	*
EB RIGHT	0	0	39	3	9	51	0.000		16	1	17	35	0.000	
									0.613					0.679
WB LEFT	1	1,600	62	5		67	0.042	*	232	19		250	0.156	*
WB THRU	1	1600	434	35	190	659	0.428		522	42	338	903	0.599	
WB RIGHT	0	0	24	2		26	0.000		52	4		56	0.000	

NORTH/SOUTH CRITICAL SUM								0.256	NORTH/SOUTH CRITICAL SUM				0.291	
EAST/WEST CRITICAL SUM								0.613	EAST/WEST CRITICAL SUM				0.679	
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL				0.100	
INTERSECTION ICU VALUE								0.969	INTERSECTION ICU VALUE				1.070	
AM INTERSECTION LOS								E	PM INTERSECTION LOS				F	
AM IMPACT								0.193	PM IMPACT				0.260	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT		SATURDAY MID DAY		
				GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	20	2	24	46	0.029	
NB THRU	1	1600	157	13		170	0.182	*
NB RIGHT	0	0	113	9		122	0.000	
SB LEFT	1	1,600	55	4		59	0.037	*
SB THRU	1	1,600	141	11		152	0.129	
SB RIGHT	0	0	31	3	21	55	0.000	0.219
EB LEFT	1	1,600	28	2	19	49	0.031	
EB THRU	1	1,600	340	27	420	787	0.522	*
EB RIGHT	0	0	25	2	21	48	0.000	
WB LEFT	1	1,600	210	17		227	0.142	*
WB THRU	1	1600	432	35	352	819	0.571	
WB RIGHT	0	0	88	7		95	0.000	0.664
NORTH/SOUTH CRITICAL SUM								0.219
EAST/WEST CRITICAL SUM								0.664
CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.983
SAT INTERSECTION LOS								E
SAT IMPACT								0.275



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR		
									CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED				CRITICAL PAIR	EXISTING	
NB LEFT	1	1,600	45	4	8	13	70	0.043	*		20	2	19	22	63	0.039		
NB THRU	1	1,600	272	22	0		294	0.208			223	18	0		241	0.258	*	
NB RIGHT	0	0	36	3	0		39	0.000			158	13	0		171	0.000		
										0.273								0.291
SB LEFT	1	1,600	32	3	0		34	0.021			49	4	0		53	0.033	*	
SB THRU	1	1,600	245	20	0		265	0.230	*		249	20	0		269	0.250		
SB RIGHT	0	0	77	6	7	13	103	0.000			87	7	15	22	131	0.000		
EB LEFT	1	1,600	70	6	6	11	93	0.058			40	3	15	18	76	0.048		
EB THRU	1	1,600	534	43	286	80	943	0.628	*		373	30	399	128	931	0.615	*	
EB RIGHT	0	0	39	3	9	11	62	0.000			16	1	17	18	53	0.000		
										0.670								0.771
WB LEFT	1	1,600	62	5	0		67	0.042	*		232	19	0		250	0.156	*	
WB THRU	1	1,600	434	35	190	94	753	0.487			522	42	338	154	1057	0.695		
WB RIGHT	0	0	24	2	0		26	0.000			52	4	0		56	0.000		
NORTH/SOUTH CRITICAL SUM										0.273	NORTH/SOUTH CRITICAL SUM						0.291	
EAST/WEST CRITICAL SUM										0.670	EAST/WEST CRITICAL SUM						0.771	
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL						0.100	
INTERSECTION ICU VALUE										1.043	INTERSECTION ICU VALUE						1.162	
AM INTERSECTION LOS										F	PM INTERSECTION LOS						F	
AM IMPACT										0.074	PM IMPACT						0.092	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	20	2	24	37	83	0.052	
NB THRU	1	1600	157	13	0		170	0.182	*
NB RIGHT	0	0	113	9	0		122	0.000	
									0.219
SB LEFT	1	1,600	55	4	0		59	0.037	*
SB THRU	1	1,600	141	11	0		152	0.152	
SB RIGHT	0	0	31	3	21	37	92	0.000	
EB LEFT	1	1,600	28	2	19	27	76	0.048	
EB THRU	1	1,600	340	27	420	189	976	0.657	*
EB RIGHT	0	0	25	2	21	27	75	0.000	
									0.799
WB LEFT	1	1,600	210	17	0		227	0.142	*
WB THRU	1	1600	432	35	352	258	1077	0.733	
WB RIGHT	0	0	88	7	0		95	0.000	
NORTH/SOUTH CRITICAL SUM									0.219
EAST/WEST CRITICAL SUM									0.799
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.118
SAT INTERSECTION LOS									F
SAT IMPACT									0.135



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+ Mitigation
Future (2012) with Project+ Mitigation
Addl EB & WB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				PM PEAK HOUR					
									CRITICAL PAIR		EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	45	4	8	13	70	0.043	*		20	2	19	22	63	0.039		
NB THRU	1	1,600	272	22	0	0	294	0.208			223	18	0	0	241	0.258	*	
NB RIGHT	0	0	36	3	0	0	39	0.000			158	13	0	0	171	0.000		
										0.273								0.291
SB LEFT	1	1,600	32	3	0	0	34	0.021			49	4	0	0	53	0.033	*	
SB THRU	1	1,600	245	20	0	0	265	0.230	*		249	20	0	0	269	0.250		
SB RIGHT	0	0	77	6	7	13	103	0.000			87	7	15	22	131	0.000		
EB LEFT	1	1,600	70	6	6	11	93	0.058			40	3	15	18	76	0.048		
EB THRU	2	3,200	534	43	286	80	943	0.314	*		373	30	399	128	931	0.307	*	
EB RIGHT	0	0	39	3	9	11	62	0.000			16	1	17	18	53	0.000		
										0.356								0.463
WB LEFT	1	1,600	62	5	0	0	67	0.042	*		232	19	0	0	250	0.156	*	
WB THRU	2	3,200	434	35	190	94	753	0.243			522	42	338	154	1057	0.348		
WB RIGHT	0	0	24	2	0	0	26	0.000			52	4	0	0	56	0.000		
NORTH/SOUTH CRITICAL SUM										0.273	NORTH/SOUTH CRITICAL SUM					0.291		
EAST/WEST CRITICAL SUM										0.356	EAST/WEST CRITICAL SUM					0.463		
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL					0.100		
INTERSECTION ICU VALUE										0.729	INTERSECTION ICU VALUE					0.854		
AM INTERSECTION LOS										C	PM INTERSECTION LOS					D		
AM IMPACT										-0.240	PM IMPACT					-0.216		



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 50TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+Mitigation
Future (2012) with Project+Mitigation
Addl EB & WB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	SATURDAY MID DAY	
									CRITICAL PAIR	
NB LEFT	1	1,600	20	2	24	37	83	0.052		
NB THRU	1	1600	157	13	0	0	170	0.182	*	
NB RIGHT	0	0	113	9	0	0	122	0.000		0.219
SB LEFT	1	1,600	55	4	0	0	59	0.037	*	
SB THRU	1	1,600	141	11	0	0	152	0.152		
SB RIGHT	0	0	31	3	21	37	92	0.000		

EB LEFT	1	1,600	28	2	19	27	76	0.048		
EB THRU	2	3,200	340	27	420	189	976	0.329	*	
EB RIGHT	0	0	25	2	21	27	75	0.000		0.471
WB LEFT	1	1,600	210	17	0	0	227	0.142	*	
WB THRU	2	3,200	432	35	352	258	1077	0.366		
WB RIGHT	0	0	88	7	0	0	95	0.000		

NORTH/SOUTH CRITICAL SUM	0.219
EAST/WEST CRITICAL SUM	0.471
CLEARANCE INTERVAL	0.100

INTERSECTION ICU VALUE	0.790
SAT INTERSECTION LOS	C
SAT IMPACT	-0.193



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				PM PEAK HOUR				
			2007 Vol	2008 VOLUMES	V/C	CRITICAL PAIR	2007 Vol	2008 VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	4	4	0.003		18	18	0.011		
NB THRU	1	1,600	50	51	0.032		40	41	0.026		
NB RIGHT	1	1,600	72	73	0.046	*	72	73	0.046	*	
						0.076				0.103	
SB LEFT	1	1,600	47	48	0.030	*	89	91	0.057	*	
SB THRU	1	1,600	19	19	0.016		41	42	0.037		
SB RIGHT	0	0	7	7	0.000		17	17	0.000		

EB LEFT	1	1,600	25	26	0.016		25	26	0.016	*	
EB THRU	1	1,600	484	494	0.309	*	578	590	0.369		
EB RIGHT	1	1,600	7	7	0.004		11	11	0.007		
						0.331				0.537	
WB LEFT	1	1,600	34	35	0.022	*	200	204	0.128		
WB THRU	1	1,600	453	462	0.311		738	753	0.521	*	
WB RIGHT	0	0	34	35	0.000		79	81	0.000		

NORTH/SOUTH CRITICAL SUM						0.076	NORTH/SOUTH CRITICAL SUM				0.103
EAST/WEST CRITICAL SUM						0.331	EAST/WEST CRITICAL SUM				0.537
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL				0.100
INTERSECTION ICU VALUE						0.507	INTERSECTION ICU VALUE				0.740
AM INTERSECTION LOS						A	PM INTERSECTION LOS				C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	2007 Vol	SATURDAY MID DAY		CRITICAL PAIR
				2008 VOLUMES	V/C	
NB LEFT	1	1,600	18	18	0.011	
NB THRU	1	1600	22	22	0.014	
NB RIGHT	1	1600	67	68	0.043	*
						0.076
SB LEFT	1	1,600	52	53	0.033	*
SB THRU	1	1,600	26	27	0.025	
SB RIGHT	0	0	13	13	0.000	

EB LEFT	1	1,600	12	12	0.008	*
EB THRU	1	1,600	494	504	0.315	
EB RIGHT	1	1,600	19	19	0.012	
						0.543
WB LEFT	1	1,600	113	115	0.072	
WB THRU	1	1,600	776	792	0.535	*
WB RIGHT	0	0	63	64	0.000	

NORTH/SOUTH CRITICAL SUM						0.076
EAST/WEST CRITICAL SUM						0.543
CLEARANCE INTERVAL						0.100

INTERSECTION ICU VALUE						0.719
SAT INTERSECTION LOS						C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	TOTAL	AM PEAK HOUR				PM PEAK HOUR				
						V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH
NB LEFT	1	1,600	4	0	4	0.003		18	1	19	0.012			
NB THRU	1	1600	51	4	55	0.034		41	3	44	0.028			
NB RIGHT	1	1600	73	6	79	0.049	*	73	6	79	0.049	*		
								0.081					0.110	
SB LEFT	1	1,600	48	4	52	0.032	*	91	7	98	0.061	*		
SB THRU	1	1,600	19	2	21	0.018		42	3	45	0.040			
SB RIGHT	0	0	7	1	8	0.000		17	1	18	0.000			
EB LEFT	1	1,600	26	2	28	0.018		26	2	28	0.018	*		
EB THRU	1	1,600	494	40	534	0.334	*	590	48	638	0.399			
EB RIGHT	1	1,600	7	1	8	0.005		11	1	12	0.007			
								0.358					0.581	
WB LEFT	1	1,600	35	3	38	0.024	*	204	16	220	0.138			
WB THRU	1	1600	462	37	499	0.336		753	61	814	0.563	*		
WB RIGHT	0	0	35	3	38	0.000		81	7	88	0.000			
NORTH/SOUTH CRITICAL SUM								0.081	NORTH/SOUTH CRITICAL SUM					0.110
EAST/WEST CRITICAL SUM								0.358	EAST/WEST CRITICAL SUM					0.581
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL					0.100
INTERSECTION ICU VALUE								0.539	INTERSECTION ICU VALUE					0.791
AM INTERSECTION LOS								A	PM INTERSECTION LOS					C
AM IMPACT								0.032	PM IMPACT					0.051



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF		EXISTING	AMBIENT GROWTH	SATURDAY MID DAY		
	LANES	CAPACITY			TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	18	1	19	0.012	
NB THRU	1	1600	22	2	24	0.015	
NB RIGHT	1	1600	68	5	73	0.046	*
							0.082
SB LEFT	1	1,600	53	4	57	0.036	*
SB THRU	1	1,600	27	2	29	0.027	
SB RIGHT	0	0	13	1	14	0.000	

EB LEFT	1	1,600	12	1	13	0.008	*
EB THRU	1	1,600	504	41	545	0.340	
EB RIGHT	1	1,600	19	2	21	0.013	
							0.586
WB LEFT	1	1,600	115	9	124	0.078	
WB THRU	1	1600	792	64	856	0.578	*
WB RIGHT	0	0	64	5	69	0.000	

NORTH/SOUTH CRITICAL SUM							0.082
EAST/WEST CRITICAL SUM							0.586
CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.768
SAT INTERSECTION LOS							C
SAT IMPACT							0.049



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR				PM PEAK HOUR			
							V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	4	0		4	0.003		18	1		19	0.012	
NB THRU	1	1600	51	4	6	61	0.038		41	3	15	59	0.037	
NB RIGHT	1	1600	73	6		79	0.049	*	73	6		79	0.049	*
									0.081					0.110
SB LEFT	1	1,600	48	4		52	0.032	*	91	7		98	0.061	*
SB THRU	1	1,600	19	2	14	35	0.026		42	3	9	54	0.045	
SB RIGHT	0	0	7	1		8	0.000		17	1		18	0.000	
EB LEFT	1	1,600	26	2		28	0.018		26	2		28	0.018	*
EB THRU	1	1,600	494	40	280	814	0.509	*	590	48	394	1032	0.645	
EB RIGHT	1	1,600	7	1		8	0.005		11	1		12	0.007	
									0.533					0.788
WB LEFT	1	1,600	35	3		38	0.024	*	204	16		220	0.138	
WB THRU	1	1600	462	37	186	685	0.452		753	61	330	1144	0.770	*
WB RIGHT	0	0	35	3		38	0.000		81	7		88	0.000	
NORTH/SOUTH CRITICAL SUM								0.081	NORTH/SOUTH CRITICAL SUM				0.110	
EAST/WEST CRITICAL SUM								0.533	EAST/WEST CRITICAL SUM				0.788	
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL				0.100	
INTERSECTION ICU VALUE								0.714	INTERSECTION ICU VALUE				0.998	
AM INTERSECTION LOS								C	PM INTERSECTION LOS				E	
AM IMPACT								0.175	PM IMPACT				0.207	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	SATURDAY MID DAY		
						TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	18	1		19	0.012	
NB THRU	1	1600	22	2	12	36	0.022	
NB RIGHT	1	1600	68	5		73	0.046	*
								0.082
SB LEFT	1	1,600	53	4		57	0.036	*
SB THRU	1	1,600	27	2	10	39	0.033	
SB RIGHT	0	0	13	1		14	0.000	
EB LEFT	1	1,600	12	1		13	0.008	*
EB THRU	1	1,600	504	41	415	960	0.600	
EB RIGHT	1	1,600	19	2		21	0.013	
								0.803
WB LEFT	1	1,600	115	9		124	0.078	
WB THRU	1	1600	792	64	347	1203	0.795	*
WB RIGHT	0	0	64	5		69	0.000	
NORTH/SOUTH CRITICAL SUM								0.082
EAST/WEST CRITICAL SUM								0.803
CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.985
SAT INTERSECTION LOS								E
SAT IMPACT								0.217



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR	
									CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED				CRITICAL PAIR	EXISTING
NB LEFT	1	1,600	4	0	0		4	0.003		18	1	0		19	0.012		
NB THRU	1	1,600	51	4	6		61	0.038		41	3	15		59	0.037		
NB RIGHT	1	1,600	73	6	0		79	0.049	*	73	6	0		79	0.049	*	
										0.081							0.110
SB LEFT	1	1,600	48	4	0		52	0.032	*	91	7	0		98	0.061	*	
SB THRU	1	1,600	19	2	14		35	0.026		42	3	9		54	0.045		
SB RIGHT	0	0	7	1	0		8	0.000		17	1	0		18	0.000		
EB LEFT	1	1,600	26	2	0	80	28	0.018		26	2	0		28	0.018	*	
EB THRU	1	1,600	494	40	280		894	0.559	*	590	48	394	128	1160	0.725		
EB RIGHT	1	1,600	7	1	0		8	0.005		11	1	0		12	0.007		
										0.583							0.884
WB LEFT	1	1,600	35	3	0		38	0.024	*	204	16	0		220	0.138		
WB THRU	1	1,600	462	37	186	94	779	0.511		753	61	330	154	1298	0.866	*	
WB RIGHT	0	0	35	3	0		38	0.000		81	7	0		88	0.000		
NORTH/SOUTH CRITICAL SUM									0.081		NORTH/SOUTH CRITICAL SUM					0.110	
EAST/WEST CRITICAL SUM									0.583		EAST/WEST CRITICAL SUM					0.884	
CLEARANCE INTERVAL									0.100		CLEARANCE INTERVAL					0.100	
INTERSECTION ICU VALUE									0.764		INTERSECTION ICU VALUE					1.094	
AM INTERSECTION LOS									C		PM INTERSECTION LOS					F	
AM IMPACT									0.050		PM IMPACT					0.096	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	18	2	0		20	0.012	
NB THRU	1	1600	22	2	12		36	0.023	
NB RIGHT	1	1600	68	7	0		75	0.047	*
									0.084
SB LEFT	1	1,600	53	6	0		59	0.037	*
SB THRU	1	1,600	27	3	10		40	0.034	
SB RIGHT	0	0	13	1	0		14	0.000	
EB LEFT	1	1,600	12	1	0		13	0.008	*
EB THRU	1	1,600	504	55	415	189	1163	0.727	
EB RIGHT	1	1,600	19	2	0		21	0.013	
									0.980
WB LEFT	1	1,600	115	13	0		128	0.080	
WB THRU	1	1600	792	87	347	258	1484	0.972	*
WB RIGHT	0	0	64	7	0		71	0.000	
NORTH/SOUTH CRITICAL SUM									0.084
EAST/WEST CRITICAL SUM									0.980
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.164
SAT INTERSECTION LOS									F
SAT IMPACT									0.179



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+Mitigation
Future (2012) with Project+Mitigation
E & WB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR			
									CRITICAL		EXISTING	AMBIENT GROWTH				RELATED	CRITICAL		
		PAIR		PAIR															
NB LEFT	1	1,600	4	0	0		4	0.003		18	1	0		19	0.012				
NB THRU	1	1,600	51	4	6		61	0.038		41	3	15		59	0.037				
NB RIGHT	1	1,600	73	6	0		79	0.049	*	73	6	0		79	0.049	*			
									0.081									0.110	
SB LEFT	1	1,600	48	4	0		52	0.032	*	91	7	0		98	0.061	*			
SB THRU	1	1,600	19	2	14		35	0.026		42	3	9		54	0.045				
SB RIGHT	0	0	7	1	0		8	0.000		17	1	0		18	0.000				
									0.284									0.494	
EB LEFT	1	1,600	26	2	0	18	28	0.018		26	2	0	106	28	0.018				
EB THRU	2	3,200	494	40	280		832	0.260	*	590	48	394		1138	0.356	*			
EB RIGHT	1	1,600	7	1	0		8	0.005		11	1	0		12	0.007				
									0.284									0.494	
WB LEFT	1	1,600	35	3	0		38	0.024	*	204	16	0		220	0.138	*			
WB THRU	2	3,200	462	37	186	29	714	0.235		753	61	330	98	1242	0.415				
WB RIGHT	0	0	35	3	0		38	0.000		81	7	0		88	0.000				
									0.465									0.704	
NORTH/SOUTH CRITICAL SUM									0.081	NORTH/SOUTH CRITICAL SUM									0.110
EAST/WEST CRITICAL SUM									0.284	EAST/WEST CRITICAL SUM									0.494
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									0.465	INTERSECTION ICU VALUE									0.704
AM INTERSECTION LOS									A	PM INTERSECTION LOS									C
AM IMPACT									-0.249	PM IMPACT									-0.294



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 45TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+Mitigation
Future (2012) with Project + Mitigation
E & WB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	18	1	0		19	0.012	
NB THRU	1	1600	22	2	12		36	0.022	
NB RIGHT	1	1600	68	5	0		73	0.046	*
									0.082
SB LEFT	1	1,600	53	4	0		57	0.036	*
SB THRU	1	1,600	27	2	10		39	0.033	
SB RIGHT	0	0	13	1	0		14	0.000	

EB LEFT	1	1,600	12	1	0		13	0.008	*
EB THRU	2	3,200	504	41	415	134	1094	0.342	
EB RIGHT	1	1,600	19	2	0		21	0.013	
									0.451
WB LEFT	1	1,600	115	9	0		124	0.078	
WB THRU	2	3,200	792	64	347	145	1348	0.443	*
WB RIGHT	0	0	64	5	0		69	0.000	

NORTH/SOUTH CRITICAL SUM 0.082
EAST/WEST CRITICAL SUM 0.451
CLEARANCE INTERVAL 0.100

INTERSECTION ICU VALUE 0.633

SAT INTERSECTION LOS B
SAT IMPACT -0.352



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				PM PEAK HOUR				
			2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR	2007 Volumes	2008 VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	30	31	0.019		28	29	0.018		
NB THRU	1	1,600	208	212	0.133		62	63	0.040	*	
NB RIGHT	1	1,600	213	217	0.136	*	63	64	0.040	*	
						0.281					
SB LEFT	1	1,600	228	233	0.145	*	206	210	0.131	*	
SB THRU	1	1,600	44	45	0.028		76	78	0.048		
SB RIGHT	1	1,600	54	55	0.034		115	117	0.073		

EB LEFT	1	1,600	89	91	0.057		89	91	0.057		
EB THRU	1	1,600	517	527	0.330	*	617	629	0.393	*	
EB RIGHT	1	1,600	17	17	0.011		8	8	0.005		
						0.335					
WB LEFT	1	1,600	8	8	0.005	*	89	91	0.057	*	
WB THRU	2	3,200	401	409	0.128		1011	1031	0.322		
WB RIGHT	1	1,600	65	66	0.041		184	188	0.117		

			NORTH/SOUTH CRITICAL SUM			0.281		NORTH/SOUTH CRITICAL SUM			0.171
			EAST/WEST CRITICAL SUM			0.335		EAST/WEST CRITICAL SUM			0.450
			CLEARANCE INTERVAL			0.100		CLEARANCE INTERVAL			0.100
			INTERSECTION ICU VALUE			0.716		INTERSECTION ICU VALUE			0.721
			AM INTERSECTION LOS			C		PM INTERSECTION LOS			C



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	SATURDAY MID DAY			CRITICAL PAIR
			2007 Volumes	2008 VOLUMES	V/C	
NB LEFT	1	1,600	26	27	0.017	*
NB THRU	1	1,600	56	57	0.036	
NB RIGHT	1	1,600	55	56	0.035	
						0.151
SB LEFT	1	1,600	181	185	0.115	*
SB THRU	1	1,600	46	47	0.029	
SB RIGHT	1	1,600	84	86	0.054	

EB LEFT	1	1,600	54	55	0.034	*
EB THRU	1	1,600	507	517	0.323	
EB RIGHT	1	1,600	12	12	0.008	
						0.373
WB LEFT	1	1,600	78	80	0.050	*
WB THRU	2	3,200	696	710	0.222	
WB RIGHT	1	1,600	135	138	0.086	

NORTH/SOUTH CRITICAL SUM						0.151
EAST/WEST CRITICAL SUM						0.373
CLEARANCE INTERVAL						0.100

INTERSECTION ICU VALUE						0.624
SAT INTERSECTION LOS						B



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	TOTAL	AM PEAK HOUR				PM PEAK HOUR					
						V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	TOTAL
NB LEFT	1	1,600	31	2	33	0.021		29	2	31	0.019				
NB THRU	1	1600	212	17	229	0.143		63	5	68	0.043				
NB RIGHT	1	1600	217	18	235	0.147	*	64	5	70	0.044	*			
								0.304						0.186	
SB LEFT	1	1,600	233	19	251	0.157	*	210	17	227	0.142	*			
SB THRU	1	1,600	45	4	49	0.030		78	6	84	0.052				
SB RIGHT	1	1,600	55	4	60	0.037		117	9	127	0.079				
EB LEFT	1	1,600	91	7	98	0.061		91	7	98	0.061				
EB THRU	1	1,600	527	43	570	0.356	*	629	51	680	0.425	*			
EB RIGHT	1	1,600	17	1	19	0.012		8	1	9	0.006				
								0.362						0.486	
WB LEFT	1	1,600	8	1	9	0.006	*	91	7	98	0.061	*			
WB THRU	2	3,200	409	33	442	0.138		1031	83	1115	0.348				
WB RIGHT	1	1,600	66	5	72	0.045		188	15	203	0.127				
NORTH/SOUTH CRITICAL SUM								0.304	NORTH/SOUTH CRITICAL SUM						0.186
EAST/WEST CRITICAL SUM								0.362	EAST/WEST CRITICAL SUM						0.486
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL						0.100
INTERSECTION ICU VALUE								0.766	INTERSECTION ICU VALUE						0.772
AM INTERSECTION LOS								C	PM INTERSECTION LOS						C
AM IMPACT								0.050	PM IMPACT						0.051



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF		EXISTING	AMBIENT GROWTH	SATURDAY MID DAY		
	LANES	CAPACITY			TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	27	2	29	0.018	
NB THRU	1	1600	57	5	62	0.039	*
NB RIGHT	1	1600	56	5	61	0.038	
							0.164
SB LEFT	1	1,600	185	15	200	0.125	*
SB THRU	1	1,600	47	4	51	0.032	
SB RIGHT	1	1,600	86	7	93	0.058	
EB LEFT	1	1,600	55	4	60	0.037	
EB THRU	1	1,600	517	42	559	0.349	*
EB RIGHT	1	1,600	12	1	13	0.008	
							0.403
WB LEFT	1	1,600	80	6	86	0.054	*
WB THRU	2	3,200	710	57	767	0.240	
WB RIGHT	1	1,600	138	11	149	0.093	
NORTH/SOUTH CRITICAL SUM							0.164
EAST/WEST CRITICAL SUM							0.403
CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.667
SAT INTERSECTION LOS							B
SAT IMPACT							0.043



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR				PM PEAK HOUR				
							V/C	CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	31	2	7	40	0.025		29	2	15	46	0.029		
NB THRU	1	1,600	212	17	29	258	0.161	*	63	5	72	140	0.088	*	
NB RIGHT	1	1,600	217	18	0	235	0.147		64	5	0	69	0.043		
									0.318					0.230	
SB LEFT	1	1,600	233	19	0	251	0.157	*	210	17	0	227	0.142	*	
SB THRU	1	1,600	45	4	63	112	0.070		78	6	40	124	0.077		
SB RIGHT	1	1,600	55	4	7	67	0.042		117	9	15	142	0.089		
EB LEFT	1	1,600	91	7	6	104	0.065		91	7	15	113	0.071		
EB THRU	1	1,600	527	43	259	829	0.518	*	629	51	352	1032	0.645	*	
EB RIGHT	1	1,600	17	1	6	25	0.015		8	1	15	24	0.015		
									0.524					0.706	
WB LEFT	1	1,600	8	1	0	9	0.006	*	91	7	0	98	0.061	*	
WB THRU	2	3,200	409	33	167	609	0.190		1031	83	286	1401	0.438		
WB RIGHT	1	1,600	66	5	0	72	0.045		188	15	0	203	0.127		
NORTH/SOUTH CRITICAL SUM									0.318	NORTH/SOUTH CRITICAL SUM					0.230
EAST/WEST CRITICAL SUM									0.524	EAST/WEST CRITICAL SUM					0.706
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL					0.100
INTERSECTION ICU VALUE									0.942	INTERSECTION ICU VALUE					1.036
AM INTERSECTION LOS									E	PM INTERSECTION LOS					F
AM IMPACT									0.176	PM IMPACT					0.264



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED PROJECTS
FUTURE (2012) WITHOUT PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT		SATURDAY MID DAY			CRITICAL PAIR
				GROWTH	RELATED	TOTAL	V/C		
NB LEFT	1	1,600	27	2	21	50	0.031		
NB THRU	1	1600	57	5	59	121	0.075	*	
NB RIGHT	1	1600	56	5	0	61	0.038		0.200
SB LEFT	1	1,600	185	15	0	200	0.125	*	
SB THRU	1	1,600	47	4	44	95	0.059		
SB RIGHT	1	1,600	86	7	21	114	0.071		
EB LEFT	1	1,600	55	4	19	79	0.049		
EB THRU	1	1,600	517	42	362	921	0.576	*	
EB RIGHT	1	1,600	12	1	19	32	0.020		0.630
WB LEFT	1	1,600	80	6	0	86	0.054	*	
WB THRU	2	3,200	710	57	291	1058	0.331		
WB RIGHT	1	1,600	138	11	0	149	0.093		
NORTH/SOUTH CRITICAL SUM									0.200
EAST/WEST CRITICAL SUM									0.630
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									0.930
SAT INTERSECTION LOS									E
SAT IMPACT									0.263



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR		
									CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED				CRITICAL PAIR	CRITICAL PAIR	
NB LEFT	1	1,600	31	2	7	13	53	0.033			29	2	15	22	68	0.042		
NB THRU	1	1,600	212	17	29		258	0.161	*		63	5	72		140	0.088	*	
NB RIGHT	1	1,600	217	18	0		235	0.147			64	5	0		69	0.043		
										0.318								0.230
SB LEFT	1	1,600	233	19	0		251	0.157	*		210	17	0		227	0.142	*	
SB THRU	1	1,600	45	4	63		112	0.070			78	6	40		124	0.077		
SB RIGHT	1	1,600	55	4	7	13	80	0.050			117	9	15	22	164	0.102		
EB LEFT	1	1,600	91	7	6	11	115	0.072			91	7	15	18	131	0.082		
EB THRU	1	1,600	527	43	259	57	886	0.554	*		629	51	352	92	1124	0.703	*	
EB RIGHT	1	1,600	17	1	6	11	36	0.022			8	1	15	18	42	0.026		
										0.560								0.764
WB LEFT	1	1,600	8	1	0		9	0.006	*		91	7	0		98	0.061	*	
WB THRU	2	3,200	409	33	167	67	676	0.211			1031	83	286	110	1511	0.472		
WB RIGHT	1	1,600	66	5	0		72	0.045			188	15	0		203	0.127		
NORTH/SOUTH CRITICAL SUM										0.318	NORTH/SOUTH CRITICAL SUM						0.230	
EAST/WEST CRITICAL SUM										0.560	EAST/WEST CRITICAL SUM						0.764	
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL						0.100	
INTERSECTION ICU VALUE										0.978	INTERSECTION ICU VALUE						1.094	
AM INTERSECTION LOS										E	PM INTERSECTION LOS						F	
AM IMPACT										0.036	PM IMPACT						0.058	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2012) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	SATURDAY MID DAY		
							TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	27	2	21	37	87	0.054	
NB THRU	1	1,600	57	5	59		121	0.075	*
NB RIGHT	1	1,600	56	5	0		61	0.038	
									0.200
SB LEFT	1	1,600	185	15	0		200	0.125	*
SB THRU	1	1,600	47	4	44		95	0.059	
SB RIGHT	1	1,600	86	7	21	37	151	0.094	
EB LEFT	1	1,600	55	4	19	27	106	0.066	
EB THRU	1	1,600	517	42	362	135	1056	0.660	*
EB RIGHT	1	1,600	12	1	19	27	59	0.037	
									0.714
WB LEFT	1	1,600	80	6	0		86	0.054	*
WB THRU	2	3,200	710	57	291	184	1242	0.388	
WB RIGHT	1	1,600	138	11	0		149	0.093	
NORTH/SOUTH CRITICAL SUM									0.200
EAST/WEST CRITICAL SUM									0.714
CLEARANCE INTERVAL									0.100
INTERSECTION ICU VALUE									1.014
SAT INTERSECTION LOS									F
SAT IMPACT									0.084



Overland Traffic Consultants, Inc.

LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+Mitigation
Future (2012) with Project+Mitigation
EB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	AM PEAK HOUR				Total PROJECT	TOTAL	V/C	PM PEAK HOUR		
									CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED				CRITICAL PAIR	EXISTING	AMBIENT GROWTH
NB LEFT	1	1,600	31	2	7	13	53	0.033			29	2	15	22	68	0.042		
NB THRU	1	1,600	212	17	29	0	258	0.161	*		63	5	72	0	140	0.088	*	
NB RIGHT	1	1,600	217	18	0	0	235	0.147			64	5	0	0	69	0.043		
										0.318								0.230
SB LEFT	1	1,600	233	19	0	0	251	0.157	*		210	17	0	0	227	0.142	*	
SB THRU	1	1,600	45	4	63	0	112	0.070			78	6	40	0	124	0.077		
SB RIGHT	1	1,600	55	4	7	13	80	0.050			117	9	15	22	164	0.102		
EB LEFT	1	1,600	91	7	6	11	115	0.072	*		91	7	15	18	131	0.082	*	
EB THRU	2	3,200	527	43	259	57	886	0.277	*		629	51	352	92	1124	0.351		
EB RIGHT	1	1,600	17	1	6	11	36	0.022			8	1	15	18	42	0.026		
										0.283								0.554
WB LEFT	1	1,600	8	1	0	0	9	0.006	*		91	7	0	0	98	0.061		
WB THRU	2	3,200	409	33	167	67	676	0.211	*		1031	83	286	110	1511	0.472	*	
WB RIGHT	1	1,600	66	5	0	0	72	0.045			188	15	0	0	203	0.127		
NORTH/SOUTH CRITICAL SUM										0.318	NORTH/SOUTH CRITICAL SUM						0.230	
EAST/WEST CRITICAL SUM										0.283	EAST/WEST CRITICAL SUM						0.554	
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL						0.100	
INTERSECTION ICU VALUE										0.701	INTERSECTION ICU VALUE						0.884	
AM INTERSECTION LOS										C	PM INTERSECTION LOS						D	
AM IMPACT										-0.241	PM IMPACT						-0.152	



LANE RANCH TOWNE CENTER
ICU CALCULATIONS

INTERSECTION: 40TH STREET WEST & AVENUE L
EXISTING + AMBIENT GROWTH + RELATED + PROJECT+Mitigation
Future (2012) with Project+Mitigation
EB Thru Lane

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	Total PROJECT	TOTAL	V/C	SATURDAY MID DAY	
									CRITICAL PAIR	
NB LEFT	1	1,600	27	2	21	37	87	0.054		
NB THRU	1	1600	57	5	59	0	121	0.075	*	
NB RIGHT	1	1600	56	5	0	0	61	0.038		0.200
SB LEFT	1	1,600	185	15	0	0	200	0.125	*	
SB THRU	1	1,600	47	4	44	0	95	0.059		
SB RIGHT	1	1,600	86	7	21	37	151	0.094		
EB LEFT	1	1,600	55	4	19	27	106	0.066	*	
EB THRU	2	3,200	517	42	362	135	1056	0.330		
EB RIGHT	1	1,600	12	1	19	27	59	0.037		0.454
WB LEFT	1	1,600	80	6	0	0	86	0.054		
WB THRU	2	3,200	710	57	291	184	1242	0.388	*	
WB RIGHT	1	1,600	138	11	0	0	149	0.093		

NORTH/SOUTH CRITICAL SUM 0.200
EAST/WEST CRITICAL SUM 0.454
CLEARANCE INTERVAL 0.100

INTERSECTION ICU VALUE 0.754

SAT INTERSECTION LOS C
SAT IMPACT -0.176