APPENDIX I
Traffic Impact Analysis

Traffic Impact Analysis

Collier Park Renovations

Final Report

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1.0 Introduction

1.1 Purpose of the Report

The purpose of this Traffic Impact Analysis (TIA) is to identify and document potential traffic impacts related to the development of the Collier Park Renovations project, as well as to recommend mitigation measures as necessary for any identified roadway and intersection deficiencies associated with the project.

1.2 Study Area and Project Background

Collier Park is located in the City of La Mesa, in southwestern San Diego County. The 7.7-acre park is located at 4401 Palm Avenue, and is situated between Palm Avenue to the west and 4th Street/Upland Street to the east. The park is approximately one-half mile south of La Mesa Village and La Mesa Boulevard. **Figure 1-1** displays the regional location of the project and **Figure 1-2** illustrates the project study area. A segment of Pasadena Avenue bisects the park and is used as a through street to access surrounding residences. Pasadena Avenue provides the only vehicular access to the existing parking area, which is located in the southwestern corner of the park.

Six (6) scenarios were analyzed in this study, including:

- Existing Conditions – utilized to establish the existing baseline traffic operations within the study area.
- Existing Plus Project Conditions – represents existing traffic conditions with the addition of traffic from the proposed Collier Park Renovations project.
- Near-Term Year 2020 Base Conditions – establishes a near-term non-project baseline against which traffic generated by the Collier Park Renovations project can be compared. The Year 2020 represents the proposed opening day for the project. Since the City of La Mesa is nearly built out in terms of its planned land uses and there are no planned developments which would generate significant traffic in the vicinity of the proposed project, an 8% ambient growth factor (at 1% per year) was applied to the existing counts to represent potential cumulative traffic. This approach was approved by city staff.
- Near-Term Year 2020 Base Plus Project Conditions – represents 2020 baseline traffic conditions with the addition of traffic generated by the proposed Collier Park Renovations project.
- Future Year 2035 Base Conditions – represents projected long-range non-project cumulative baseline traffic conditions for the Year 2035. Volumes for the Year 2035 were obtained from the SANDAG Series 12 regional model which is utilized the for City's currently on-going General Plan Circulation Element Update.

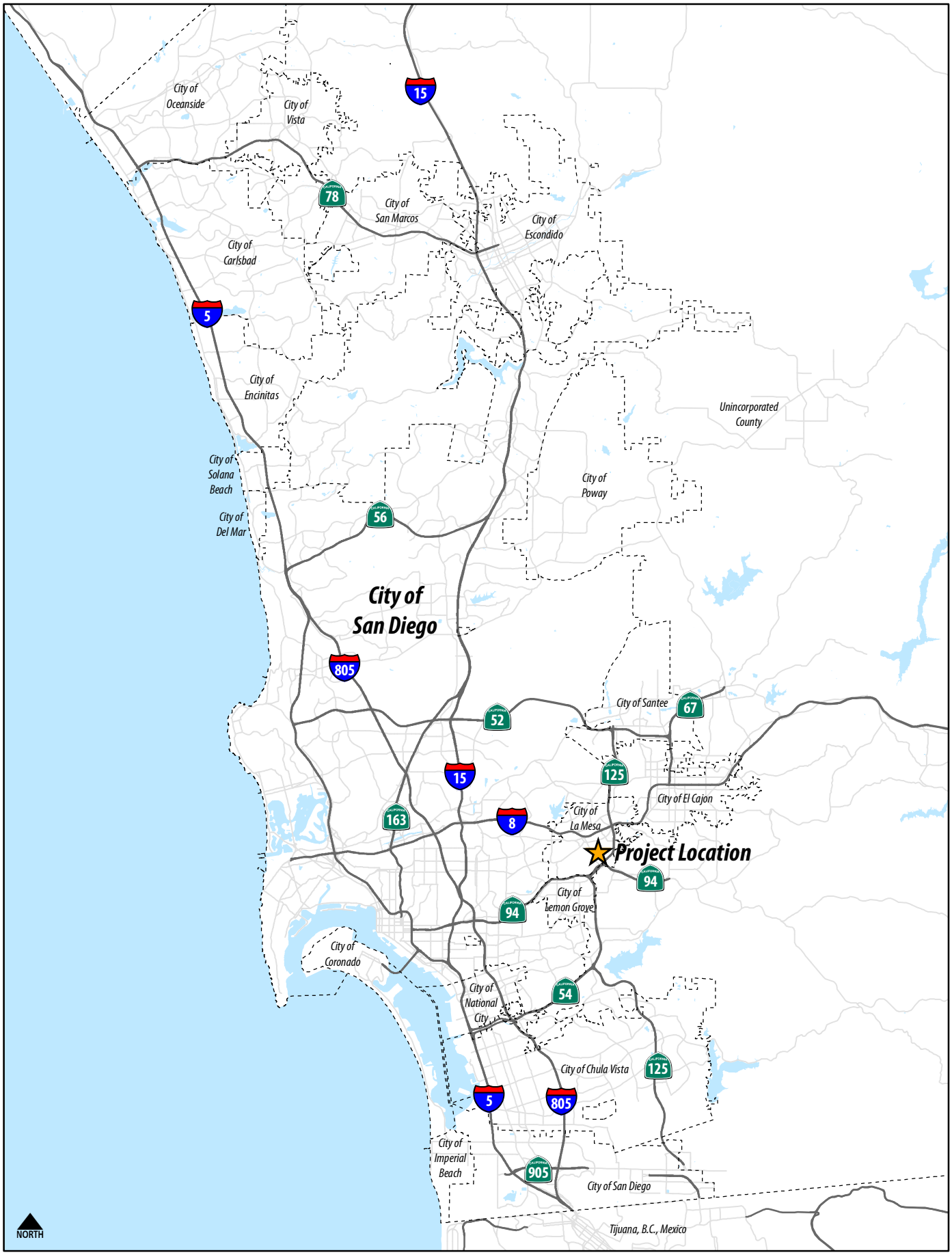

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Figure 1-1
Project Regional Location

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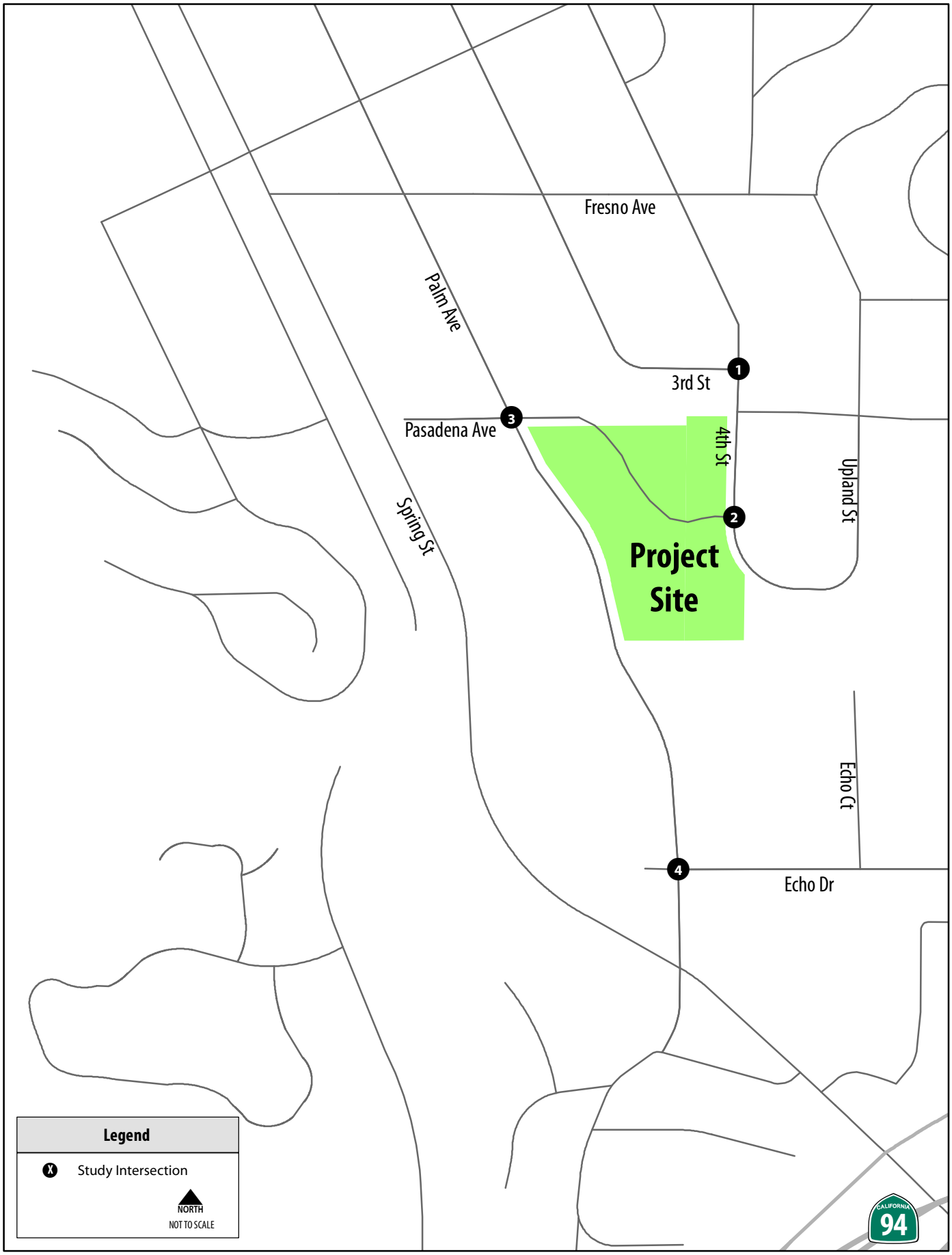

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Figure 1-2
Project Study Area

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- Future Year 2035 Base Plus Project Conditions – represents Year 2035 cumulative base traffic conditions with the addition of traffic generated by the proposed Collier Park Renovations project.

Mitigation measures and required site access improvements to maintain acceptable traffic operations were also documented as part of this analysis. The roadway segment analyses included herein are based upon the Level of Service (LOS) criteria currently adopted by the City. The City's LOS standards are included in Chapter 2.

1.3 Report Organization

Following this Introduction chapter, this report is organized into the following sections:

2.0 Analysis Methodology – This chapter describes the methodologies and standards utilized to analyze roadway and intersection traffic conditions.

3.0 Existing Conditions – This chapter describes the existing traffic network within the study area and provides analysis results for existing traffic conditions.

4.0 Project Description – This chapter describes the proposed project including project traffic generation, trip distribution patterns, and project trip assignments.

5.0 Existing Plus Project Conditions – This chapter describes the existing traffic network with the addition of the proposed Collier Park Renovations project. Mitigation measures, if necessary, for project-related impacts are also identified.

6.0 Near-Term Year 2020 Traffic Conditions – This chapter describes traffic conditions by Year 2020, the proposed project opening year. Analysis results are provided for the No-Project (Year 2020 Base) and Year 2020 Base Plus Project conditions, along with recommended mitigation measures (if necessary).

7.0 Future Year 2035 Cumulative Traffic Conditions – This chapter describes projected long-range future cumulative traffic conditions. Traffic analysis results are presented for the No-Project (Year 2035 Base) and Year 2035 Base Plus Project conditions. Mitigation measures for project-related impacts are identified for Future Year 2035 Base Plus Project Conditions, as appropriate.

8.0 Findings and Recommendations – Outlines overall study findings, identifies recommended project-related mitigation measures, and reviews site access and circulation issues.

2.0 Analysis Methodology

The traffic analyses prepared for this study were performed in accordance with SANTEC/ITE traffic impact study guidelines, the enhanced California Environmental Quality Act (CEQA) project review process, and San Diego Regional Congestion Management Program (CMP) requirements.

The CMP was first adopted on November 22, 1991 and was intended to assist in the monitoring of regional transportation system level of service performance. CMP analysis requirements for the San Diego region are delineated in a San Diego Association of Government (SANDAG) document entitled the *2008 Congestion Management Program Update*. The City of La Mesa utilizes the SANTEC/ITE guidelines and requires that a project study area be established as follows:

- All local roadway segments (including all State surface routes), intersections, and mainline freeway locations where the proposed project will add 50 or more peak-hour trips in either direction to the existing roadway traffic.
- All freeway entrance and exit ramps where the proposed project will add a significant number of peak-hour trips to cause any traffic queues to exceed ramp storage capacities.

The proposed project will not contribute more than 50 peak hour trips to any of the freeways and state highways in the vicinity; therefore freeway impact analyses were not conducted. Palm Avenue, Pasadena Avenue, and Echo Drive were assessed for project-related local roadway impacts.

Mitigation measures and required site access improvements to maintain acceptable traffic operations were also documented as part of this analysis. The roadway segment analyses included herein are based upon the Level of Service (LOS) criteria currently adopted by the City in the Circulation Element of the General Plan. The City's LOS standards are included in Section 2.2 of this Chapter.

2.1 Level of Service Definition

The concept of level of service (LOS) is defined as a quantitative stratification of a performance measure or measures that represent quality of service. Quality of service describes how well a transportation facility of service operates from a traveler's perspective. A level of service definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions from a traveler's perspective, while LOS F the worst. **Table 2.1** describes generalized definitions of urban transportation systems at LOS A through F.

TABLE 2.1
LEVEL OF SERVICE DEFINITIONS

LOS	Congestion/Delay	Traffic Flow Quality
A	None	Low volumes, high speeds; Speed not restricted by other vehicles; All signal cycles clear with no vehicles waiting through more than one signal.
B	None	Operating speeds beginning to be affected by other traffic; Less than 10% of signal cycles have vehicles waiting through more than one signal cycle.
C	None to minimal	Operating speed and maneuverability closely controlled by other traffic; Between 10% and 30% of signal cycles have vehicles waiting through more than one signal cycle.
D	Minimal to substantial	Tolerable operating speeds; Between 30% and 70% of signal cycles have vehicles waiting through more than one signal cycle.
E	Significant	Capacity; Maximum traffic volume an intersection can accommodate; 70% to 100% of signal cycles have vehicles waiting through more than one signal cycle.
F	Considerable	Long queues of traffic; unstable flows; travel speeds can drop to zero.

Source: Highway Capacity Manual 2000

2.2 Roadway Segment Level of Service Standards and Thresholds

Roadway segment level of service standards and thresholds provided the basis for analysis of arterial roadway segment performance. The analysis of roadway segment level of service is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. **Table 2.2** presents the roadway segment capacity and level of service standards utilized to analyze roadway segments within the City of La Mesa.

These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical attributes. Typically, the performance and level of service of a roadway segment is heavily influenced by the ability of the arterial intersections to accommodate peak hour volumes. For the purposes of this traffic analysis, LOS D is considered acceptable for Circulation Element roadways within the City of La Mesa.

2.3 Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analysis, including both signalized and unsignalized intersections.

TABLE 2.2
SANTEC/ITE AND CITY OF LA MESA
ROADWAY SEGMENT DAILY CAPACITY AND LEVEL OF SERVICE STANDARDS

Roadway Functional Classification	Level of Service				
	A	B	C	D	E
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial (6-lane)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Secondary Arterial / Collector (4-lane w/ center lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (4-lane w/o center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane w/ continuous left-turn lane)					
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane w/ commercial fronting)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane multi-family)					
Sub-Collector (2-lane single-family)	-	-	< 2,200	-	-

Source: SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region

Note:
Bold numbers indicate the ADT thresholds for acceptable LOS.

2.3.1 Signalized Intersection Analysis

The analysis of signalized intersections utilized the operational analysis procedure outlined in the 2000 Highway Capacity Manual (HCM), Transportation Research Board Special Report 209. This method defines Level of Service in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (VPHPL) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks) and shared lane movements (i.e. through and right-turn movements originating from the same lane). The LOS criteria used for the analysis of signalized intersections are described in **Table 2.3**, identifying the thresholds of control delays and the associated LOS. The computerized analysis of intersection operations was performed utilizing the *Traffix 8.0R1* traffic analysis software by Dowling Associates, Inc.

2.3.2 Unsignalized Intersection Analysis

Unsignalized intersections, including two-way and all-way stop controlled intersections were analyzed using the 2000 Highway Capacity Manual (Section 10) unsignalized intersection analysis methodology. The *Traffix 8.0R1* software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) intersection is

determined by the computed or measured control delay and is defined for each minor movement. **Table 2.4** summarizes the LOS criteria for unsignalized intersections.

TABLE 2.3
SIGNALIZED INTERSECTION LEVEL OF SERVICE
HIGHWAY CAPACITY MANUAL OPERATIONAL ANALYSIS METHOD

Average Stopped Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10	*LOS A* describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
>10– 20	*LOS B* describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
>20 – 35	*LOS C* describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
>35– 55	*LOS D* describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
>55 – 80	*LOS E* is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80	*LOS F* describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: 2000 Highway Capacity Manual, TRB Special Report 209

TABLE 2.4
LEVEL OF SERVICE CRITERIA FOR
STOP CONTROLLED UNSIGNALIZED INTERSECTIONS

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10	A
>10 to ≤15	B
>15 to ≤25	C
>25 to ≤35	D
>35 to ≤50	E
>50	F

Source: 2000 Highway Capacity Manual, TRB Special Report 209

The City considers LOS D or better during the AM and PM peak hours to be the threshold of significance for intersection Level of Service. This is consistent with the approach of other jurisdictions within San Diego County and the SANTEC/ITE traffic impact study guidelines.

2.4 Determination of Significant Impacts

Project-related traffic impacts are one of the most commonly identified environmental impacts under CEQA. Traffic operations and safety impacts are addressed below.

In general, a significant impact would be identified when the addition of project traffic results in a level of service dropping from LOS D or better to substandard LOS E or F. **Table 2.5** summarizes the impact significance thresholds for facilities operating at substandard level of service with and without the project. These thresholds as applied to roadway segments are based upon an acceptable increase in the Volume / Capacity (V/C) ratio.

TABLE 2.5
SANTEC/ITE
MEASURES OF SIGNIFICANT PROJECT TRAFFIC IMPACTS

LOS with Project	Allowable Change Due to Impact					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec)	Delay (min)
E and F	0.01	1.0	0.02	1.0	2.0	2.0

Source: SANTEC/ITE Traffic Impact Study Guidelines

3.0 Existing Conditions

This section describes key roadways segments and intersections, existing daily roadway and peak hour intersection traffic volume information and LOS analysis results under Existing Conditions.

3.1 Existing Roadway Network

Several local roadways traverse the study area. Each of the key roadways, as well as associated study intersections within the study area is discussed below.

North-South Facilities

Palm Avenue – Palm Avenue is currently a 2-lane roadway with parallel parking on both sides within the study area, between Fresno Avenue and Spring Street. The curb-to-curb width along this facility is 40 feet and the posted speed limit is 30 mph. Palm Avenue is classified as a two-lane Local Collector in the City's currently adopted Circulation Element. There are currently no bicycle facilities along Palm Avenue within the study area, however, the City of La Mesa Bicycle Facilities and Active Transportation Plan February 2012 recommends the installation of a Class III Bike Route along Palm Avenue. Bus routes 811 and 855 travel along Palm Avenue with a stop at the intersection of Palm Avenue/Spring Street.

East-West Facilities

Pasadena Avenue – Pasadena Avenue is currently a 2-lane roadway that bisects Collier Park and is used as a through street to access surrounding residences. Pasadena Avenue provides the only vehicular access to the existing parking area, which is located in the southwestern corner of the park. The edge to edge of roadway width varies between 17 and 27 feet between Palm Avenue and 4th Street. There are no curb, sidewalk, on-street parking or bicycle facilities provided along Pasadena Avenue. This roadway is not classified as a Circulation Element.

Echo Drive – Echo Drive, east of Palm Avenue is currently a 2-lane roadway with parallel parking on both sides within the study area. The curb-to-curb width along this facility is approximately 40 feet and the posted speed limit is 25 mph. Echo Drive, east of Palm Avenue is classified as a two-lane Local Collector in the City's currently adopted Circulation Element. There are currently no bicycle facilities along Echo Drive within the study area.

Study Intersections

The following four (4) key study area intersections were analyzed in the study:

1. 4th Street / 3rd Street (one-way stop controlled)
2. 4th Street/Upland Street / Pasadena Avenue (one-way stop controlled)
3. Palm Avenue / Pasadena Avenue (two-way stop controlled)
4. Palm Avenue / Echo Drive (two-way stop controlled)

The existing roadway and intersection geometrics are shown in **Figure 3-1**.

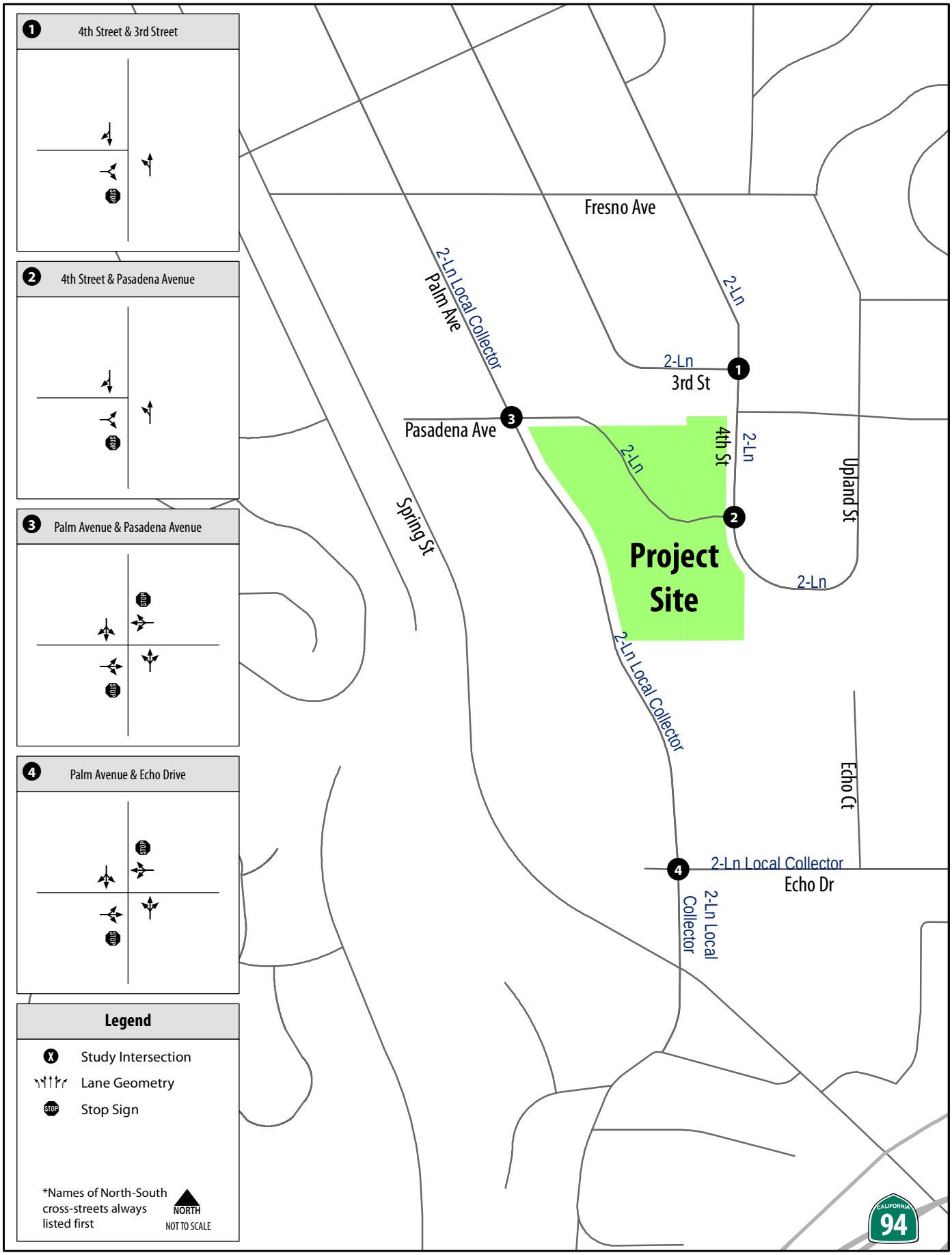

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Figure 3-1
Roadway and Intersection Geometrics
Existing Conditions

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3.2 Existing Roadway and Intersection Volumes

Given the nature of a park project along with the fact that two churches are located in the project study area, it was determined that both weekday and weekend conditions should be evaluated for study area roadways. Based upon reviewing the average daily traffic (ADT) counts, intersection turning movements were collected during a weekday PM peak period (4:00 to 6:00 p.m.) and a weekend noon peak period (noon to 2:00 p.m.) to represent the highest peak hour traffic volumes.

Figure 3-2 displays existing ADT volumes (both weekday and weekend) for study area roadway segments and the weekday PM/weekend noon peak periods traffic volumes for the key study area intersections. The roadway segment and study area intersection traffic counts were conducted in June and July 2012, and are provided in **Appendix A**.

3.3 Existing Level of Service Analysis

Level of service analyses under Existing Conditions were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection level of service results are discussed separately below.

Roadway Segment Analysis

Table 3.1 displays the LOS analysis results for key study area roadway segments under Existing Conditions.

TABLE 3.1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS

Roadway	From	To	Classification	Capacity (LOS E)	Weekday		Weekend	
					ADT	LOS	ADT	LOS
Palm Avenue	Fresno Avenue	Pasadena Avenue	2-Ln Local Collector	10,000	5,410	B	4,320	B
	Pasadena Avenue	Echo Drive			7,060	C	5,450	B
	Echo Drive	Spring Street			7,560	D	5,980	C
Pasadena Avenue	Palm Avenue	4th Street	2-Ln non-CE	10,000	300	A	390	A
Echo Drive	Palm Avenue	Echo Court	2-Ln Local Collector	10,000	1,690	A	1,890	A

Source: NDS, Chen Ryan Associates; July 2012

As shown in the table, all of the study area roadway segments are currently operating at acceptable LOS D or better.

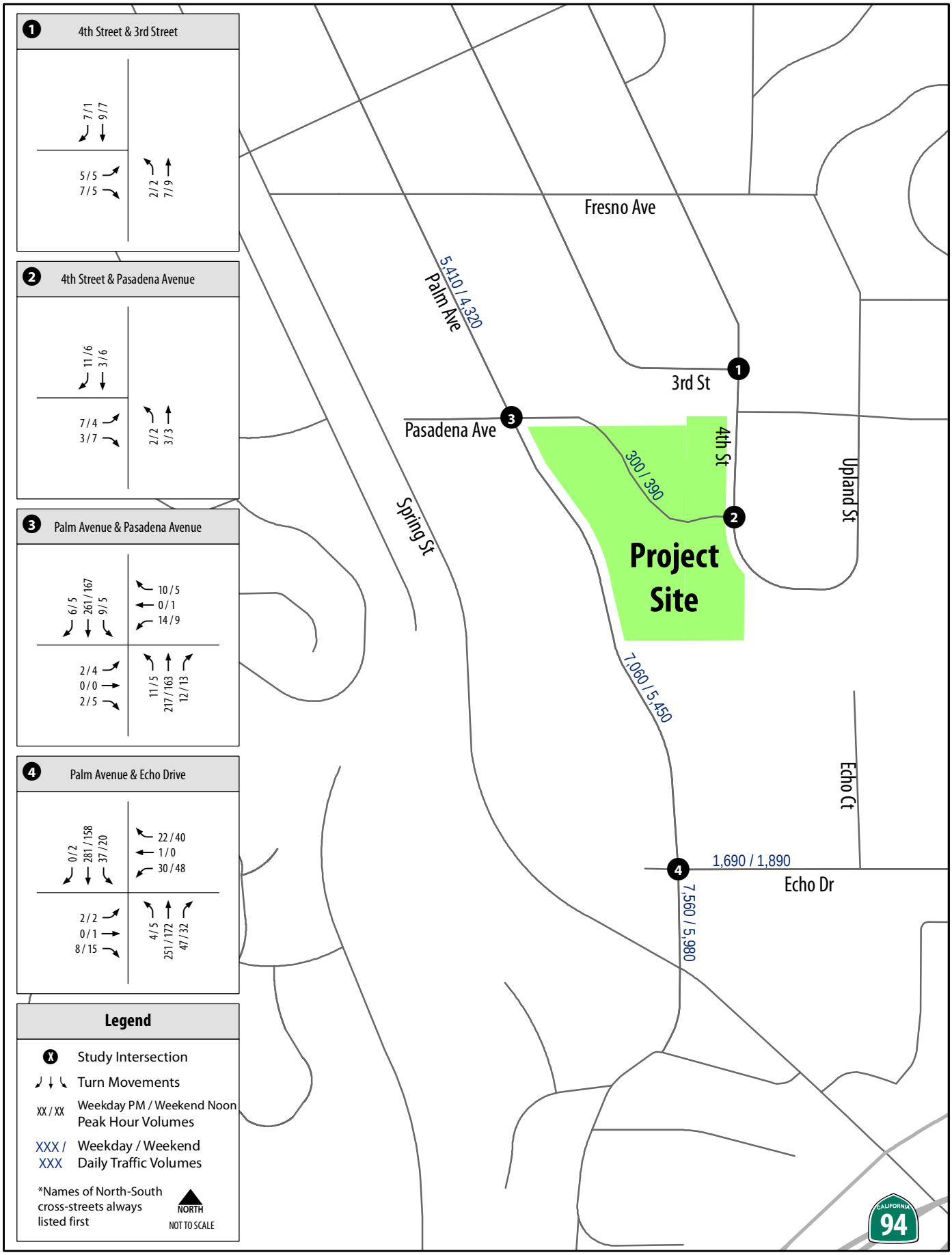

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Figure 3-2
Traffic Volumes
Existing Conditions

Intersection Analysis

Table 3.2 displays intersection level of service and average vehicle delay results for the key study area intersections under Existing Conditions. Level of service calculation worksheets for Existing Conditions are provided in **Appendix B**.

TABLE 3.2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS

Intersection	Weekday PM Peak Hour		Weekend Noon Peak Hour	
	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1. 4th St / 3rd St (one-way stop controlled)*	8.6	A	8.6	A
2. 4th St/Upland St / Pasadena Ave (one-way stop controlled)*	8.6	A	8.6	A
3. Palm Ave / Pasadena Ave (two-way stop controlled)*	13.1	B	11.0	B
4. Palm Ave / Echo Dr (two-way stop controlled)*	17.1	C	13.0	B

Source: NDS, Chen Ryan Associates; July 2012

Note:
* For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

As shown in the table, all of the study area intersections are currently operating at acceptable LOS C or better during both the weekday PM and weekend noon peak hours.

4.0 Project Traffic

This section describes the proposed project, including land uses and estimated trip generation, trip distribution, and trip assignment.

4.1 Project Description

The proposed project is organized into four areas: 1) Panhandle; 2) Spring House; 3) History Hill; and 4) Collier Club House. **Figure 4-1** illustrates the project site plan. The improvements associated with the four project areas are discussed below. The improvements proposed are conceptual in nature, and detailed plans have not been finalized, except for the Panhandle area of the park. The traffic analysis evaluates a worst-case scenario with respect to potential project-related traffic impacts.

Panhandle

The first anticipated phase of improvements to Collier Park would occur in the Panhandle area, which is situated in the southern and western portions of the park. Within the park, Pasadena Avenue separates the Panhandle area from the rest of the park. The Panhandle area is primarily developed for recreational use with existing facilities such as a tennis court, playground, restrooms, picnic area, and parking lot. Proposed improvements in the Panhandle area include relocation of the water drinking fountain structure; replacement of the playground, restrooms, new tennis court, bus stop, and parking; and installation of walking paths, landscaping, drainage, and security features. The improvements proposed in the Draft Collier Park Master Plan for the Panhandle area are described below in further detail.

Water Drinking Fountain - The existing reconstructed water drinking fountain structure would be relocated to the entrance of the park at the intersection of Palm Avenue and Pasadena Avenue to serve as an enhanced entry feature to the park.

Playgrounds - The existing playground area would be replaced with three separate, age-specific playgrounds for 2-5 years old, 5-9 years old, and 9-12 years old, respectively. The new playgrounds would be located in the central portion of the Panhandle area of the park, so they are visible from the parking lot. A larger, passive turf area would be constructed east of the new playgrounds. Two shade structures would be constructed adjacent to the new playgrounds and would be available for use during special events or group picnics.

Plaza and Restroom - Improvements to the Panhandle area include the construction of a main plaza area adjacent to the new playgrounds. The plaza area would be equipped with a new accessible and secure restroom and storage facility. The plaza would be raised and would allow for a separation of active and passive activities while also serving as a buffer area to keep children away from the main parking lot.

Source: City of La Mesa (2011)

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Figure 4-1
Project Site Plan

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Walking Paths - Three pedestrian entrances would be constructed along Palm Avenue, replacing two existing steeply sloped stair/ramp paths. At least one entrance from Upland Street would be added to encourage pedestrian use by residents in the neighborhood to the east. Another walking path would be constructed from the park's main entrance at the corner of Palm Avenue and Pasadena Avenue, extending southeast to the new playgrounds. This entrance walkway would also extend to the Navy housing project adjacent to the south side of the park. To the extent possible, all walking paths within the park would be handicap accessible and appropriate for all abilities, and would create internal park connections as well as connections with surrounding streets.

Tennis Court - The existing tennis court would be removed and replaced with a new tennis court to the west of the current location closer to Palm Avenue.

Bus Stop - An enhanced bus stop would be provided at the northwestern corner of the park along Palm Avenue.

Parking - The existing 25 space parking lot would be removed and replaced with 21 on-site parking spaces throughout the park. The east side of Palm Avenue adjacent to the park has capacity for an additional 32 on-street parking spaces. The intent of spreading out the parking spaces throughout the park is to encourage activity in all areas of the park and improve park security.

Landscaping - Excluding turf areas, the Panhandle area would be landscaped with native vegetation using low water demand techniques consistent with the City's water efficient landscape ordinance. Plants would require minimal maintenance. Turf areas within the Panhandle area would be located in the northwestern portion of the park, along Palm Avenue, and east of the new playgrounds.

Drainage - A large portion of the park would be re-graded and replanted to better manage site drainage and limit the amount of water that leaves the site. Drainage improvements would include the installation of grass swales and cobble drainage swales, as well as the replacement of the existing concrete-lined channel with a bio-swale and bio-filtration basin.

Security Features - The project proposes to enhance park security by creating activity areas throughout the park, installing plantings that do not block views of the park from public rights-of-way, installing lighting throughout the park, and installing new fencing along the southern and eastern boundaries of the park. Project grading would re-contour the natural bowl located in the Panhandle area of the park to allow for better visibility from Palm Avenue.

Spring House

The existing Spring House is located within the Panhandle area of Collier Park. The City is exploring various options with regard to the Spring House, including restoration, reconstruction, and replacement. Under the proposed project, the existing Spring House would be deconstructed down to the stone rubble wall base. The wall base would then be repaired to

create an outdoor interpretive center chronicling the history of the park. The creation of the interpretive center would include stabilization of the remaining concrete and stone wall structure, the addition of a new concrete floor finish, water-proofing of the cistern, and the addition of outdoor interpretive exhibits. Prior to construction, historical documentation of the Spring House would be completed.

The existing spring that flows into the drainage swale on-site has undergone water quality testing and was determined to be suitable for recreational and irrigation use on non-woody plants. The spring water that flows into the cistern within the Spring House could be used to irrigate the developed portions of the park. The cistern has an approximate capacity of 4,000 gallons.

The alteration or demolition of the Spring House must follow the "Procedure for Alteration or Demolition of Cultural Resources Listed on the Potential Landmark Registry" described in Section 25.02.022 of the La Mesa Municipal Code (LMMC).

History Hill

The History Hill area is located in the southeastern portion of Collier Park, east of the Panhandle area, west of 4th Street, and south of Pasadena Street. This area currently consists of mostly undeveloped parkland. The History Hill area would be converted into a grassy amphitheater built into the hillside. The natural elevation would be utilized for "stadium-style" seating composed of pavers and decomposed granite, fronted by a flat area for recreation or performances. The amphitheater would offer casual seating capacity for 50 park visitors and would be suitable for intimate performances and gatherings. A small portion of the amphitheater area would be designated as rental space for weddings and other similar events. The amphitheater would be located adjacent to the Spring House, creating an opportunity for the two features to be used together as a single special events venue.

The entire History Hill area would be terraced and planted with new landscaping to provide natural spaces for informal gatherings along the unpaved paths meandering through the amphitheater area. Project grading would lower the existing topography of the History Hill area. Three walkways would be constructed within the amphitheater area. These paths would be composed of decomposed granite and terraced to accommodate the topography. The decomposed granite walkways would be interspersed with grass and sandstone steps. The southern portion of the History Hill area would include a walkway that provides access to the southern portion of the Panhandle area.

Collier Club House

The Collier Club House area is located in the northern portion of Collier Park, north and east of Pasadena Street and west of 4th Street. This area currently consists of mostly undeveloped parkland. Proposed improvements in the Collier Club House area include construction of a club house building, outdoor seating areas, a plaza area, and parking, as well as the installation of

walking paths, landscaping, and security features. The improvements proposed for the Collier Club House area are described below in further detail.

Club House - The Collier Club House area would be developed to contain a new 2,500 square-foot club house building for public use. West of the new club house building, two separate outdoor seating areas and a ceremony stage, with a maximum capacity of 300 persons, would be constructed. East of the new club house building, a plaza area would be constructed that would contain benches, an unpaved pathway, and green space. A water feature, fire pit and outdoor cooking and dining area would be located north of the new club house building. Passive exercise areas, such as an oversized chess game and bocce ball courts or similar types of activities, would be located south of the new club house building.

Walking Paths - Two pedestrian crossings would be installed across Pasadena Avenue. One pedestrian crossing would provide access between the Collier Club House and History Hill areas near the intersection of Upland Street and Pasadena Avenue. The other pedestrian crossing would provide access between the Collier Club House area and the Spring House area in the central portion of the park.

A concrete sidewalk would be constructed along the western side of Upland Street for the length of the park boundary along this roadway. A connected sidewalk would also extend from Upland Street into the center of the park along the northern side of Pasadena Avenue, terminating at the pedestrian crossing in the Collier Club House area. The portion of the sidewalk within the park boundary would include a wheelchair ramp and landing system. A separate, unpaved path would be constructed between the plaza area, near the intersection of Upland Street and Pasadena Avenue, and the new club house. Benches would be interspersed throughout the Collier Club House area.

To the extent possible, all walking paths would be accessible for disabled and appropriate for all abilities. Paths would be placed to encourage physical activity and facilitate walkability. Walking paths would create connections within the park and with surrounding streets.

Traffic Circulation - A driveway would be constructed along the northern portion of the park boundary that provides access from Pasadena Avenue to the outdoor seating area west of the new club house building.

Parking - An asphalt parking lot with 34 spaces would be constructed within the northeastern portion of the Collier Club House area.

Landscaping - Excluding turf areas, the Collier Club House area would be landscaped with native vegetation using low water demand techniques consistent with the City's water efficient landscape ordinance. One turf area would be located in the western portion of the Collier Club House area, adjacent to Pasadena Avenue. Another turf area would be located immediately west of the plaza within the Collier Club House area.

Security Features - Park security would be enhanced by creating activity areas throughout the park, installing plantings that do not block views of the park from public rights-of-way, and installing lighting throughout the park.

4.2 Project Trip Generation, Distribution, and Assignment

4.2.1 Project Trip Generation

For the purposes of this study, the "worst-case" condition will be analyzed to assess potential impacts associated with the proposed project. The "worst-case" is defined by adding the highest trip generation (standard park use in addition to traffic generated by special events, such as weddings and concerts) from the proposed Collier Park to the highest peak period (weekday PM peak and weekend noon peak) background traffic.

Trip generation rates for the proposed project were developed utilizing SANDAG's *Guide to Vehicular Traffic Generation Rates for the San Diego Region* (SANDAG, April 2002), in addition to the estimation of special event traffic. As indicated previously in the project description, special events could be held at the 2,500 square-foot club house building (300-person maximum capacity) and the grassy amphitheater located on History Hill (seating capacity of 50), which would represent a total of 350 people at the park during special events under the "worst-case" conditions. **Table 4.1** displays daily, as well as peak hour project trip generation.

TABLE 4.1
COLLIER PARK RENOVATIONS TRIP GENERATION

Land Use	Quantity	Trip Rate	Daily Trips	Peak hour %	Peak Hour Trips
City Park	7.7 Acres	50 / AC	385	9	35 (17-in / 18-out)
Special Events*	2,500 SF club house and grassy amphitheater	-	466	-	280 (233-in / 47-out)
		"Worst-Case" Total	851		315 (250-in / 65-out)

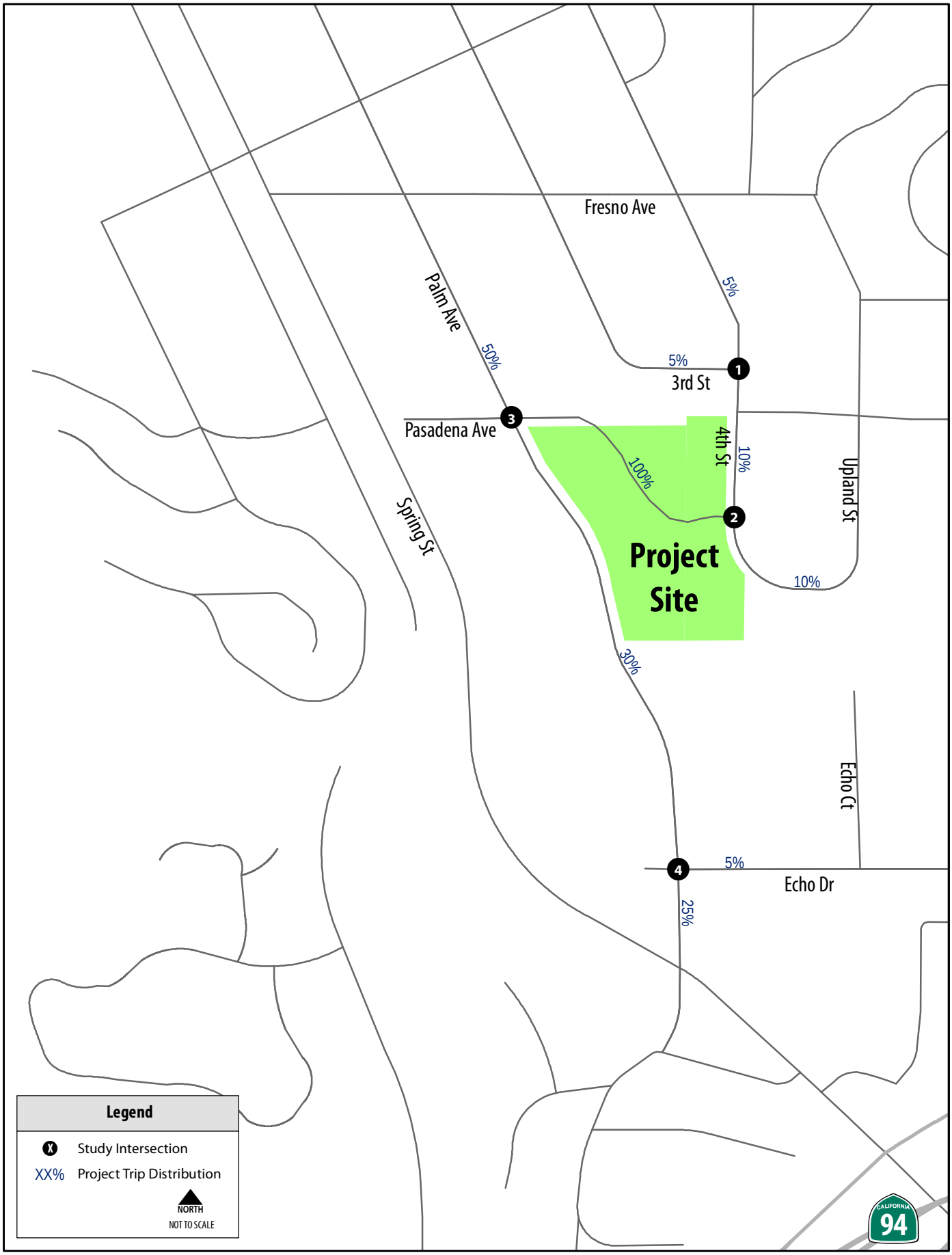
Source: SANDAG Trip Generation Manual, Chen Ryan Associates; July 2012

Note:
*It was assumed that each vehicle will carry an average of 1.5 passengers, and thus 466 total trips (350/1.5 x2) would be generated by special events.

As shown in Table 4.1, the proposed Collier Park Renovations project would generate a total of 851 daily trips, including 315 (250-in / 65-out) peak hour trips under the "worst-case" scenario.

4.2.2 Project Trip Distribution

The project trip distribution was developed to reflect the likely distribution of project traffic given surrounding land uses. **Figure 4-2** displays the trip distribution patterns associated with the proposed Collier Park Renovations project.



Collier Park Renovations TIA

Figure 4-2
Project Trip Distribution

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4.2.3 Project Trip Assignment

Based upon the project trip distribution, daily and AM/PM peak hour project trips were assigned to the adjacent roadway network, as displayed in **Figure 4-3**.

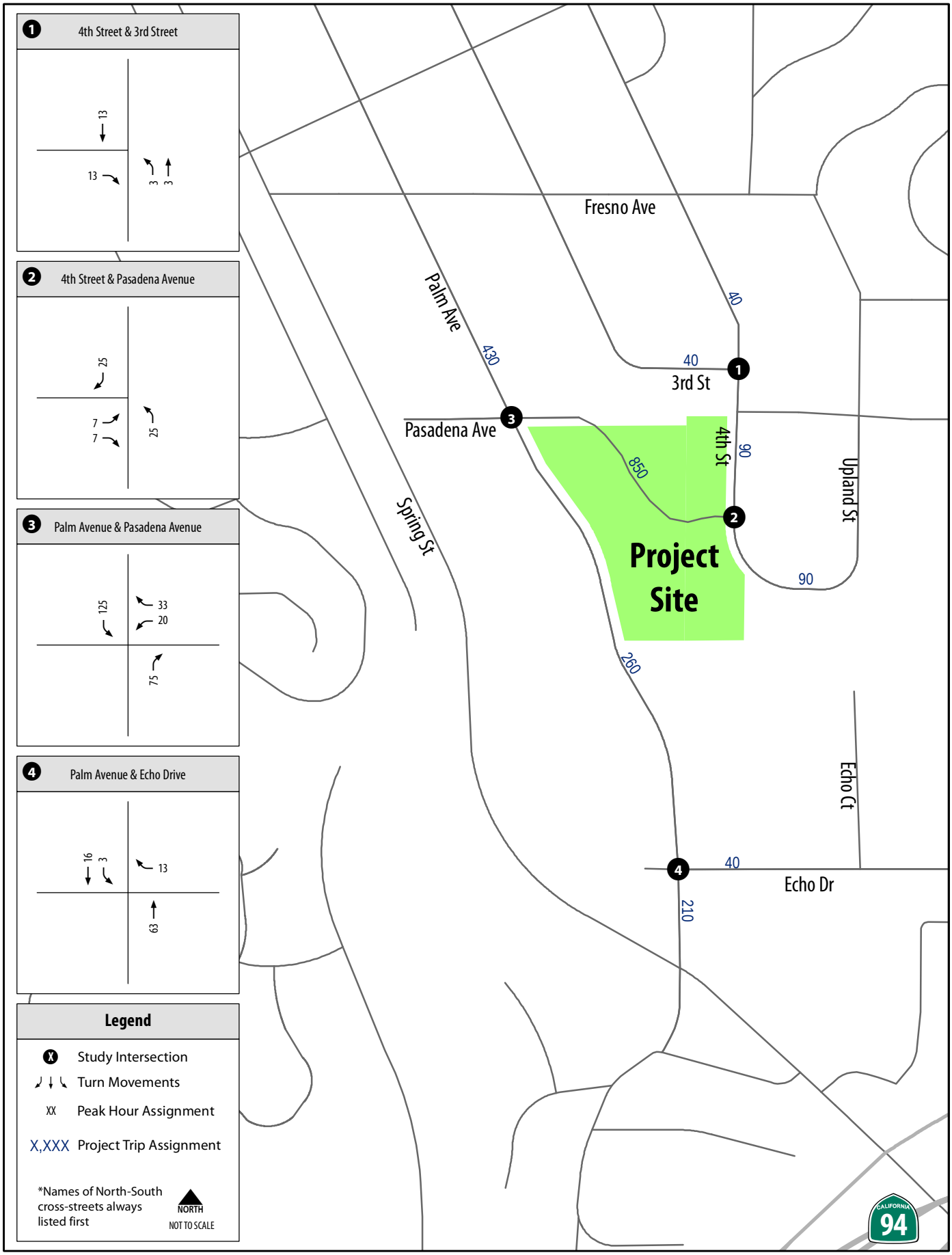

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Figure 4-3
Project Trip Assignment

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5.0 Existing Plus Project Conditions

This section provides an analysis of existing traffic conditions with the addition of the Collier Park Renovations project.

5.1 Existing Plus Project Roadway Network and Traffic Volumes

Roadway and intersection geometrics under Existing Plus Project Conditions were assumed to be identical to the Existing Conditions geometrics, as displayed in Figure 3-1. Daily roadway and peak hour intersection volumes for this scenario are displayed in **Figure 5-1**.

5.2 Existing Plus Project Traffic Conditions

Analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection level of service results are discussed separately below.

Roadway Segment Analysis

Table 5.1 displays the LOS analysis results for key roadway segments under Existing Plus Project Conditions. As shown in the table, all of the study area roadway segments would operate at acceptable LOS D or better with the addition of project traffic. The project traffic would not cause LOS at any of the study roadway segments to degrade to unacceptable levels.

Intersection Analysis

Table 5.2 displays intersection LOS and average vehicle delay results under Existing Plus Project Conditions. LOS calculation worksheets for the Existing Plus Project Conditions are provided in **Appendix C**.

As shown in Table 5.2, all of the study area intersections would continue to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak hours under Existing Plus Project Conditions. The addition of the project traffic would not cause LOS at any of the study intersections to degrade to unacceptable levels.

Impact Significance and Mitigation

Based upon the significance criteria presented in Section 2.4 of this report, the addition of project traffic would not have any identified significant traffic impacts to the project study area under Existing Plus Project Conditions. Therefore, no mitigation would be required.

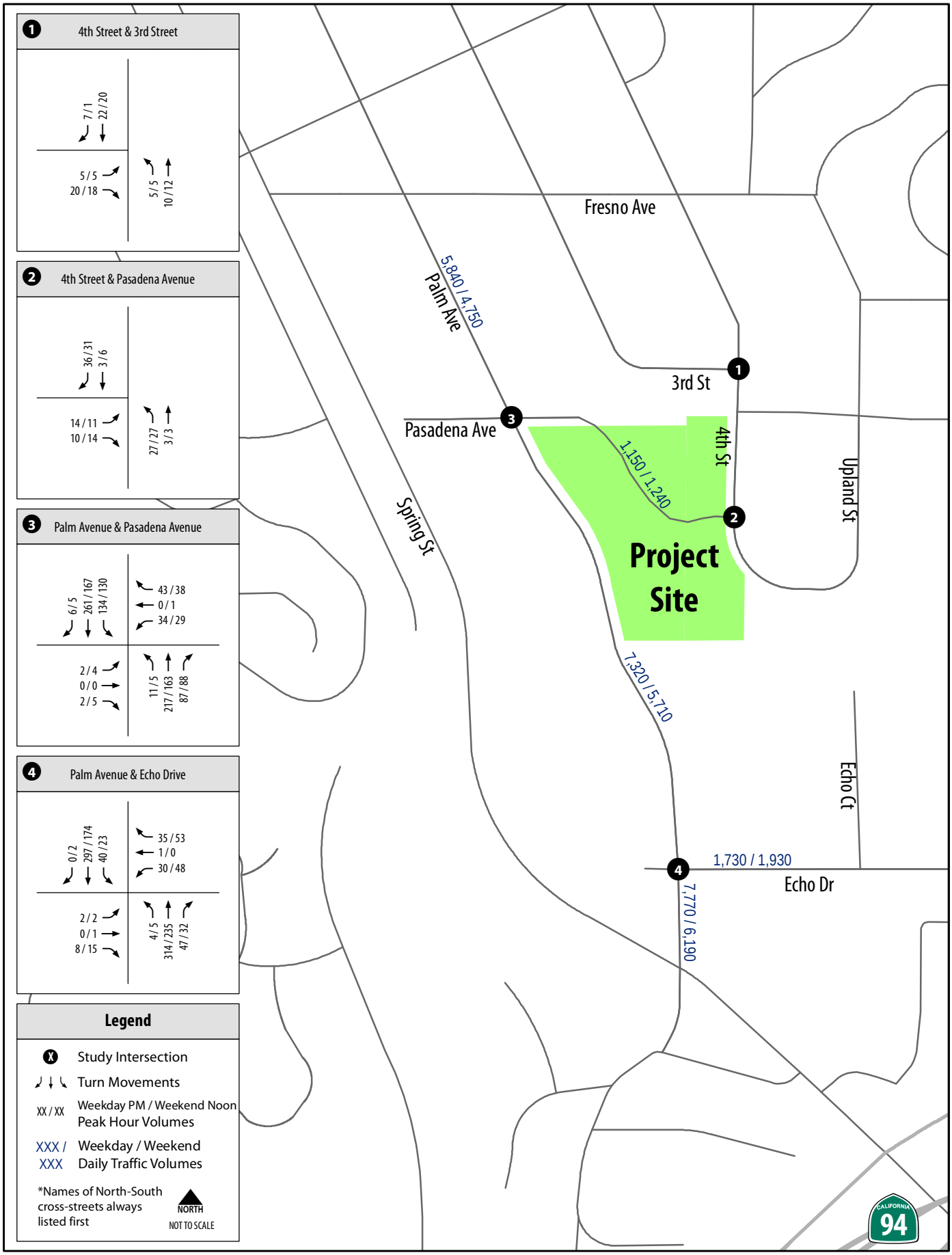

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Figure 5-1
Traffic Volumes
Existing Plus Project Conditions

TABLE 5.1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT CONDITIONS

Roadway	From	To	Classification	Capacity (LOS E)	Weekday				Delta in V/C	Impact ?	Weekend				Delta in V/C	Impact ?
					with Project		w/o Project				with Project		w/o Project			
					ADT	LOS	ADT	LOS			ADT	LOS	ADT	LOS		
Palm Avenue	Fresno Avenue	Pasadena Avenue	2-Ln Local Collector	10,000	5,840	C	5,410	B	0.04	No	4,750	B	4,320	B	0.04	No
	Pasadena Avenue	Echo Drive			7,320	C	7,060	C	0.03	No	5,710	C	5,450	B	0.03	No
	Echo Drive	Spring Street			7,770	D	7,560	D	0.02	No	6,190	C	5,980	C	0.02	No
Pasadena Avenue	Palm Avenue	4th Street	2-Ln non-CE	10,000	1,150	A	300	A	0.09	No	1,240	A	390	A	0.09	No
Echo Drive	Palm Avenue	Echo Court	2-Ln Local Collector	10,000	1,730	A	1,690	A	0.00	No	1,930	A	1,890	A	0.00	No

Source: Chen Ryan Associates; July 2012

TABLE 5.2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT CONDITIONS

Intersection	Weekday PM Peak Hour		Weekend Noon Peak Hour		Delay w/o Project (sec) PM/Noon	LOS w/o Project PM/Noon	Significant Impact?
	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
1. 4th St / 3rd St (one-way stop controlled)*	8.7	A	8.7	A	8.6 / 8.6	A / A	No
2. 4th St/Upland St / Pasadena Ave (one-way stop controlled)*	9.1	A	9.2	A	8.6 / 8.6	A / A	No
3. Palm Ave / Pasadena Ave (two-way stop controlled)*	22.1	C	14.5	B	13.1 / 11.0	B / B	No
4. Palm Ave / Echo Dr (two-way stop controlled)*	18.2	C	14.5	B	17.1 / 13.0	C / B	No

Source: Chen Ryan Associates; July 2012

Note:
* For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

6.0 Near-Term Year 2020 Traffic Conditions

This section provides an analysis of Year 2020 (anticipated project opening) traffic conditions both with and without the Collier Park Renovations project. The scenarios analyzed in this section include:

- Near-Term Year 2020 Base
- Near-Term Year 2020 Base Plus Project

6.1 Near-Term Year 2020 Base Roadway Network and Traffic Volumes

Roadway and intersection geometrics under Near-Term Year 2020 Base Conditions were assumed to be identical to the Existing Conditions, as shown in Figure 3-1. Since the City of La Mesa is nearly built out in terms of its planned land uses and there are no planned developments which would generate significant traffic in the vicinity of the proposed project, an 8% ambient growth factor (at 1% per year) was applied to the existing counts to represent potential cumulative traffic. This approach was approved by City staff. **Figure 6-1** displays average daily roadway and peak hour intersection volumes for the study roadway segments and intersections under the Near-Term Year 2020 Base Conditions.

6.2 Near-Term Year 2020 Base Traffic Conditions

LOS analyses for the Near-Term Year 2020 Base were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection level of service results for Year 2020 Base traffic conditions are discussed separately below.

Roadway Segment Analysis

Table 6.1 displays the Level of Service analysis results for key roadway segments under Near-Term Year 2020 Base Conditions. As shown in the table, all of the study area roadway segments would operate at acceptable LOS D or better under Near-Term Year 2020 Base Conditions.

Intersection Analysis

Table 6.2 displays intersection LOS and average vehicle delay results under Near-Term Year 2020 Base Conditions. LOS calculation worksheets for the Near-Term Year 2020 Base Conditions are provided in **Appendix D**. As shown in the table, all of the study area intersections would operate at acceptable LOS C or better during both the weekday PM and weekend noon peak hours under Near-Term Year 2020 Base Conditions.

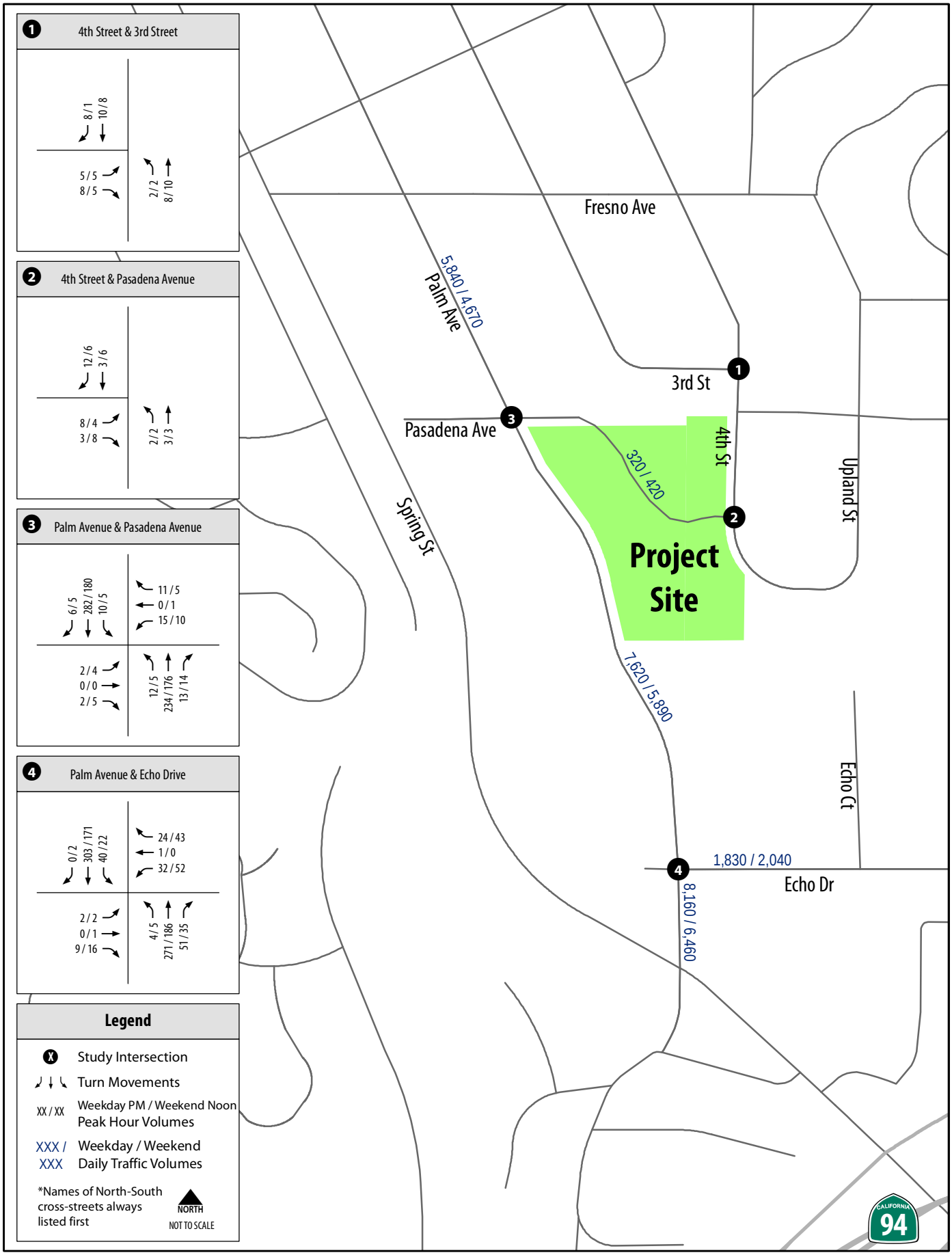

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Figure 6-1
Traffic Volumes
Near-Term Year 2020 Base Conditions

TABLE 6.1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
NEAR-TERM YEAR 2020 BASE CONDITIONS

Roadway	From	To	Classification	Capacity (LOS E)	Weekday		Weekend	
					ADT	LOS	ADT	LOS
Palm Avenue	Fresno Avenue	Pasadena Avenue	2-Ln Local Collector	10,000	5,840	C	4,670	B
	Pasadena Avenue	Echo Drive			7,620	D	5,890	C
	Echo Drive	Spring Street			8,160	D	6,460	C
Pasadena Avenue	Palm Avenue	4th Street	2-Ln non-CE	10,000	320	A	420	A
Echo Drive	Palm Avenue	Echo Court	2-Ln Local Collector	10,000	1,830	A	2,040	A

Source: Chen Ryan Associates; July 2012

TABLE 6.2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
NEAR-TERM YEAR 2020 BASE CONDITIONS

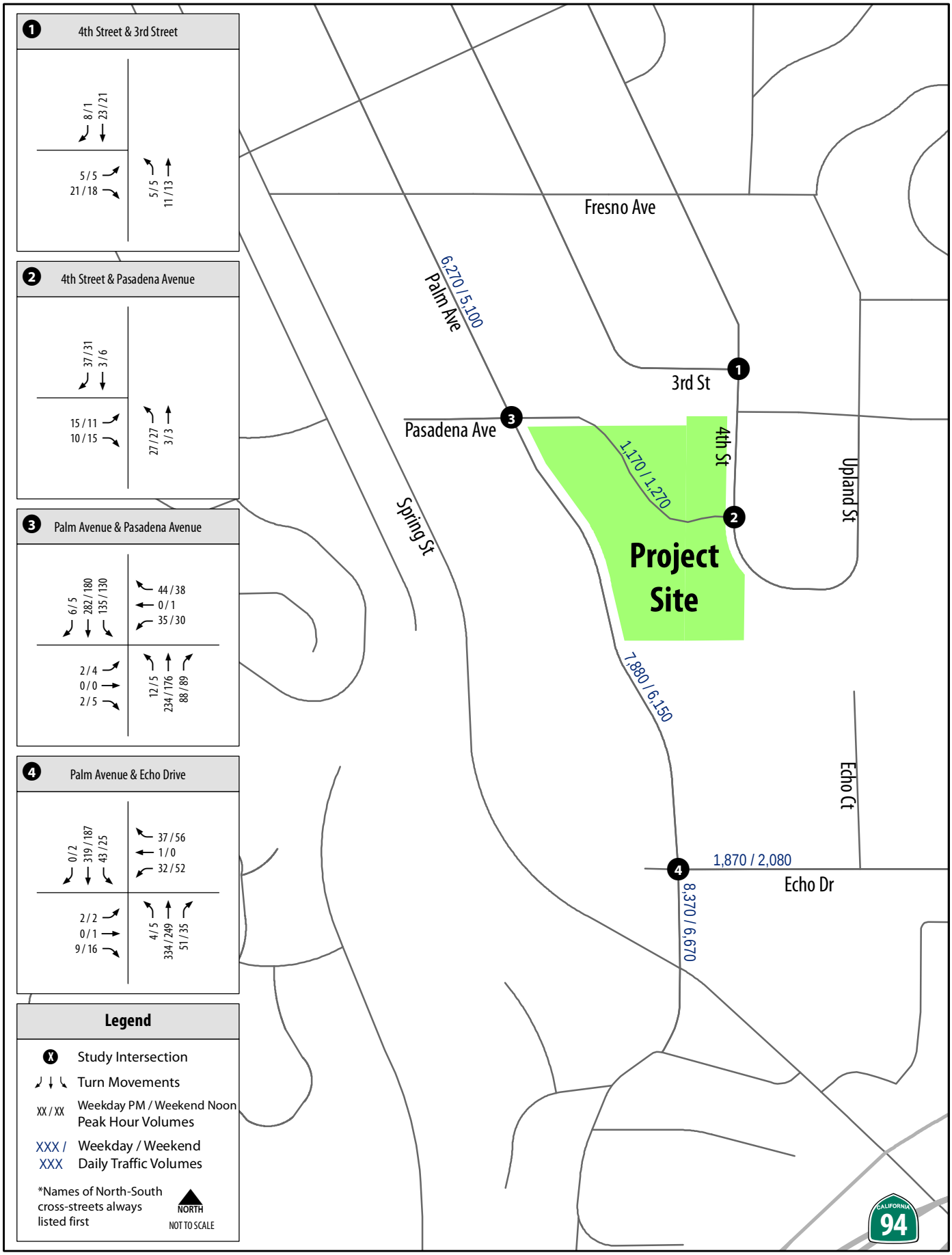
Intersection	Weekday PM Peak Hour		Weekend Noon Peak Hour	
	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1. 4th St / 3rd St (one-way stop controlled)*	8.6	A	8.6	A
2. 4th St/Upland St / Pasadena Ave (one-way stop controlled)*	8.6	A	8.6	A
3. Palm Ave / Pasadena Ave (two-way stop controlled)*	13.8	B	11.3	B
4. Palm Ave / Echo Dr (two-way stop controlled)*	18.9	C	13.7	B

Source: Chen Ryan Associates; July 2012

Note:
* For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

6.3 Near-Term Year 2020 Base Plus Project Roadway Network and Traffic Volumes

This scenario included Near-Term Year 2020 Base traffic volumes with the addition of Collier Park Renovations project traffic. Roadway and intersection geometrics under Year 2020 Base Plus Project Conditions were assumed to be identical to the existing geometrics, as shown in Figure 3-1. Daily and peak hour intersection volumes for this scenario are displayed in **Figure 6-2**.



Collier Park Renovations TIA

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Figure 6-2
Traffic Volumes
Near-Term Year 2020 Base Plus Project Conditions

6.4 Near-Term Year 2020 Base Plus Project Traffic Conditions

Analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection level of service results are discussed in the following sections.

Roadway Segment Analysis

Table 6.3 displays the Level of Service analysis results for key roadway segments under Near-Term Year 2020 Base Plus Project Conditions.

As shown in Table 6.3, all of the study area roadway segments would operate at acceptable LOS D or better under Near-Term Year 2020 Base Plus Project Conditions. The addition of the project traffic would not cause LOS at any of the study roadway segments to degrade to unacceptable levels.

Intersection Analysis

Table 6.4 displays intersection Level of Service and average vehicle delay results under Near-Term Year 2020 Base Plus Project Conditions. Level of Service calculation worksheets for the Year 2020 Base Plus Project Conditions are provided in **Appendix E**.

As shown in Table 6.4, all of the study area intersections would operate at acceptable LOS D or better during both the weekday PM and weekend noon peak hours under Near-Term Year 2020 Base Plus Project Conditions. The addition of the project traffic would not cause LOS at any of the study intersections to degrade to unacceptable levels.

Impact Significance and Mitigation

Based upon the significance criteria presented in Section 2.4 of this report, the addition of project traffic would not have any identified significant traffic impacts in the project study area. Therefore, no traffic mitigation measures would be required under Near-Term Year 2020 Base Plus Project Conditions.

TABLE 6.3
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
NEAR-TERM YEAR 2020 BASE PLUS PROJECT CONDITIONS

Roadway	From	To	Classification	Capacity (LOS E)	Weekday				Delta in V/C	Impact ?	Weekend				Delta in V/C	Impact ?
					with Project		w/o Project				with Project		w/o Project			
					ADT	LOS	ADT	LOS			ADT	LOS	ADT	LOS		
Palm Avenue	Fresno Avenue	Pasadena Avenue	2-Ln Local Collector	10,000	6,270	C	5,840	C	0.04	No	5,100	B	4,670	B	0.04	No
	Pasadena Avenue	Echo Drive			7,880	D	7,620	D	0.03	No	6,150	C	5,890	C	0.03	No
	Echo Drive	Spring Street			8,370	D	8,160	D	0.02	No	6,670	C	6,460	C	0.02	No
Pasadena Avenue	Palm Avenue	4th Street	2-Ln non-CE	10,000	1,170	A	320	A	0.09	No	1,270	A	420	A	0.09	No
Echo Drive	Palm Avenue	Echo Court	2-Ln Local Collector	10,000	1,870	A	1,830	A	0.00	No	2,080	A	2,040	A	0.00	No

Source: Chen Ryan Associates; July 2012

TABLE 6.4
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
NEAR-TERM YEAR 2020 BASE PLUS PROJECT CONDITIONS

Intersection	Weekday PM Peak Hour		Weekend Noon Peak Hour		Delay w/o Project (sec) PM/Noon	LOS w/o Project PM/Noon	Significant Impact?
	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
1. 4th St / 3rd St (one-way stop controlled)*	8.7	A	8.7	A	8.6 / 8.6	A / A	No
2. 4th St/Upland St / Pasadena Ave (one-way stop controlled)*	9.1	A	9.2	A	8.6 / 8.6	A / A	No
3. Palm Ave / Pasadena Ave (two-way stop controlled)*	24.7	C	15.1	C	13.8 / 11.3	B / B	No
4. Palm Ave / Echo Dr (two-way stop controlled)*	20.4	C	15.5	C	18.9 / 13.7	C / B	No

Source: Chen Ryan Associates; July 2012

Note:
* For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

7.0 Future Year 2035 Cumulative Traffic Conditions

This section provides a description of future Year 2035 Traffic Conditions both with and without the proposed Collier Park Renovations project. Scenarios analyzed in this section include:

- Future Year 2035 Base Conditions
- Future Year 2035 Base Plus Project Conditions

7.1 Future Year 2035 Base Roadway Network and Traffic Volumes

Roadway and intersection geometrics under Future Year 2035 Base Conditions were assumed to be identical to the Existing Conditions, as shown in Figure 3-1.

Figure 7-1 displays projected daily roadway and peak hour intersection volumes for study area roadway segments and intersections under Year 2035 Base Conditions. Volumes for the Year 2035 were obtained from the SANDAG Series 12 regional model which is utilized for the City's current General Plan Circulation Element Update effort by AECOM.

Future Year 2035 peak hour intersection turning movements were developed by comparing existing and future Year 2035 ADTs as well as peak hour approach and departure volumes, then applying the respective growth factors.

7.2 Future Year 2035 Base Traffic Conditions

Level of Service analyses for the Future Year 2035 Base conditions were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection level of service results are discussed in the following sections.

Roadway Segment Analysis

Table 7.1 displays the Level of Service analysis results for key roadway segments under the Future Year 2035 Base conditions. As shown in the table, Palm Avenue, between Fresno Avenue and Spring Street is projected to operate at substandard LOS E during weekdays while all of the study area roadway segments would continue to operate at acceptable LOS D or better on the weekend.

Intersection Analysis

Table 7.2 displays intersection Level of Service and average vehicle delay results under Future Year 2035 Base Conditions. Level of Service calculation worksheets are provided in **Appendix F**.

As shown in Table 7.2, all of the study area intersections are projected to operate at acceptable LOS C or better during the weekday PM and weekend noon peak periods under Future Year 2035 Base Conditions.

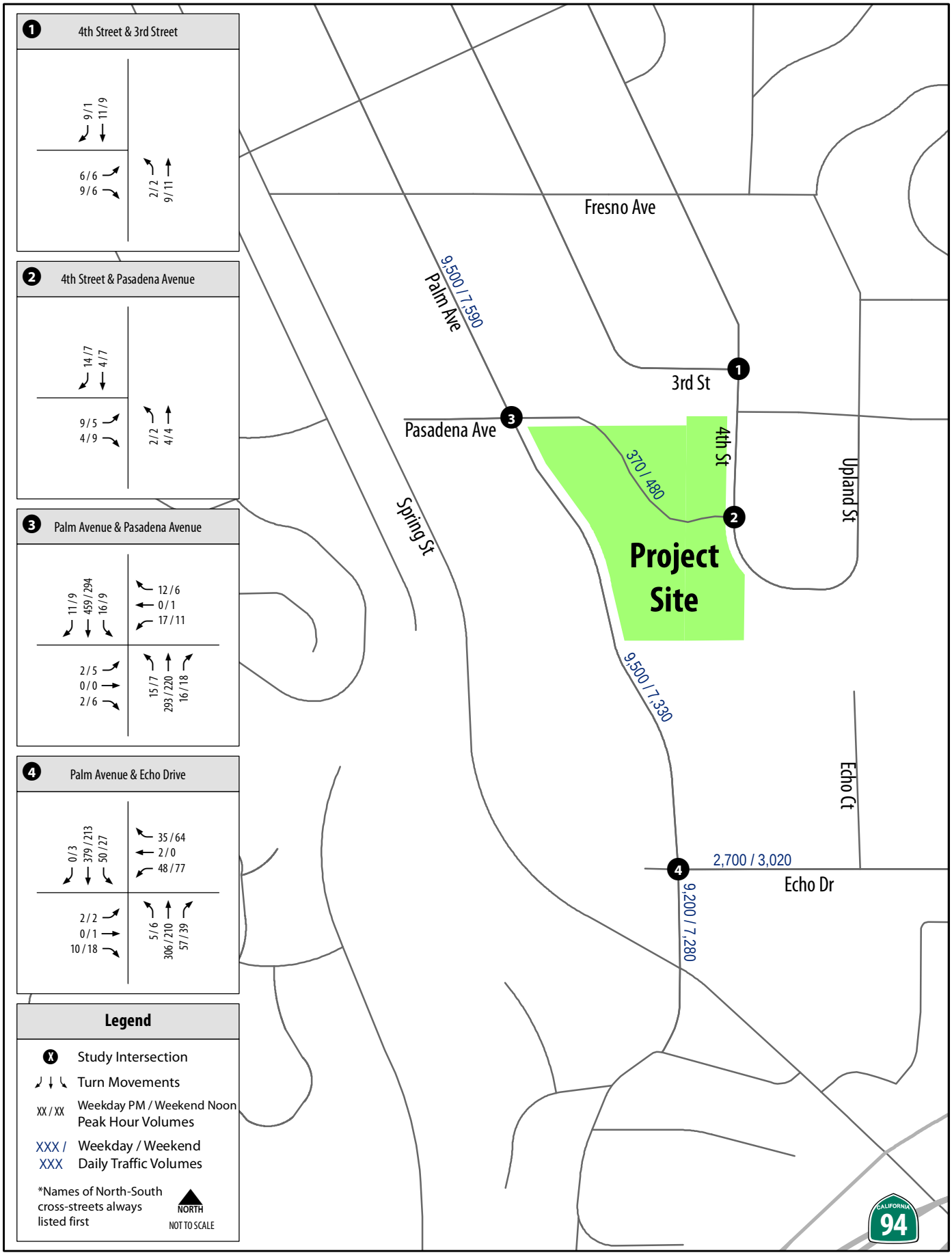

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Figure 7-1
Traffic Volumes
Future Year 2035 Base Conditions

TABLE 7.1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
FUTURE YEAR 2035 BASE CONDITIONS

Roadway	From	To	Classification	Capacity (LOS E)	Weekday		Weekend	
					ADT	LOS	ADT	LOS
Palm Avenue	Fresno Avenue	Pasadena Avenue	2-Ln Local Collector	10,000	9,500	E	7,590	D
	Pasadena Avenue	Echo Drive			9,500	E	7,330	C
	Echo Drive	Spring Street			9,200	E	7,280	C
Pasadena Avenue	Palm Avenue	4th Street	2-Ln non-CE	10,000	370	A	480	A
Echo Drive	Palm Avenue	Echo Court	2-Ln Local Collector	10,000	2,700	A	3,020	A

Source: Chen Ryan Associates; July 2012

TABLE 7.2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
FUTURE YEAR 2035 BASE CONDITIONS

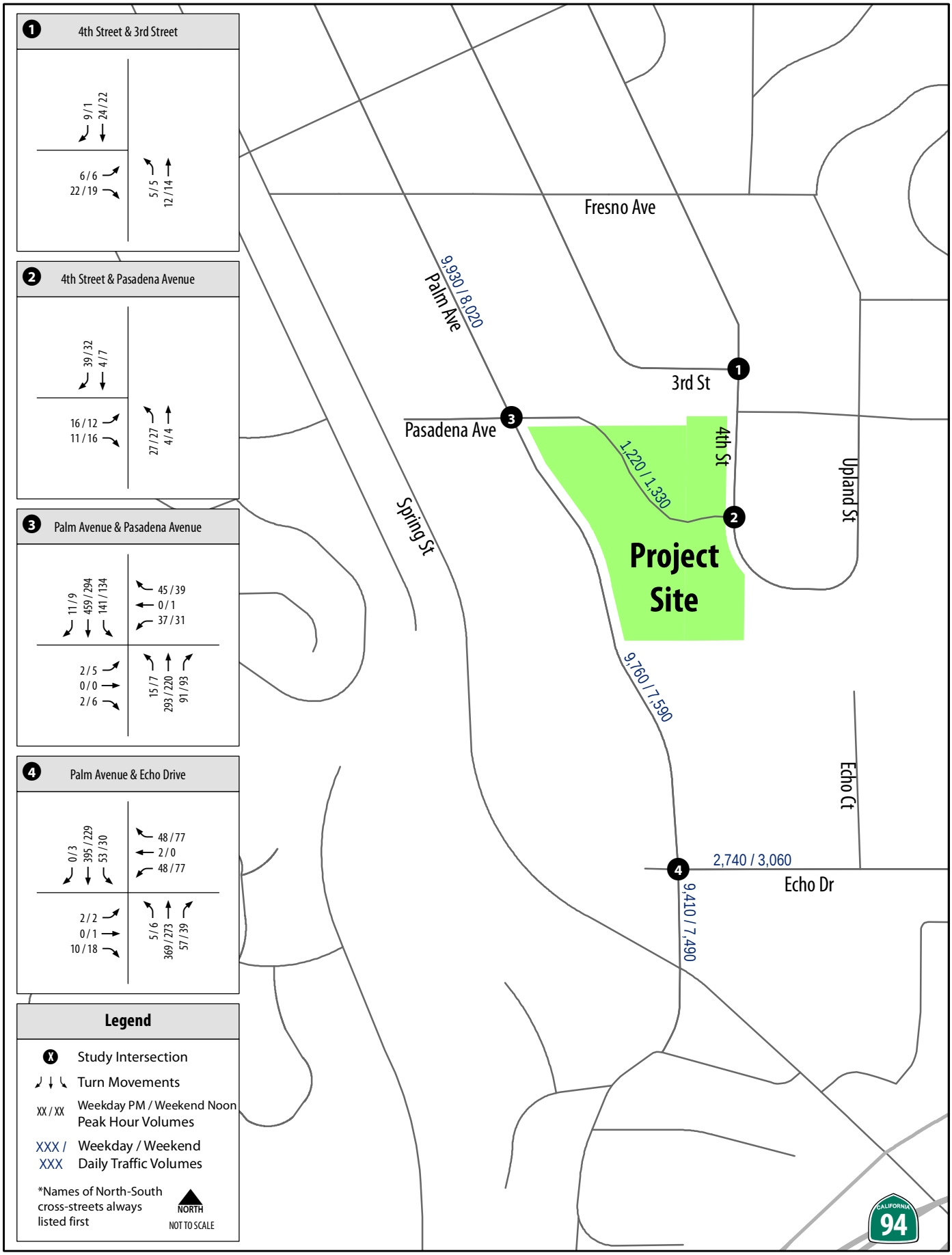
Intersection	Weekday PM Peak Hour		Weekend Noon Peak Hour	
	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1. 4th St / 3rd St (one-way stop controlled)*	8.6	A	8.6	A
2. 4th St/Upland St / Pasadena Ave (one-way stop controlled)*	8.6	A	8.6	A
3. Palm Ave / Pasadena Ave (two-way stop controlled)*	16.5	C	12.9	B
4. Palm Ave / Echo Dr (two-way stop controlled)*	19.8	C	14.6	B

Source: Chen Ryan Associates; July 2012

Note:
* For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

7.3 Future Year 2035 Base Plus Project Roadway Network and Traffic Volumes

This scenario includes Future Year 2035 Base traffic volumes with the addition of Collier Park Renovations project traffic. Roadway and intersection geometrics under Year 2035 Base Plus Project Conditions were assumed to be identical to existing geometrics, as shown in Figure 3-1. Daily and peak hour intersection volumes for this scenario are displayed in **Figure 7-2**.



Collier Park Renovations TIA

Figure 7-2
Traffic Volumes
Future Year 2035 Base Plus Project Conditions

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7.4 Future Year 2035 Base Plus Project Traffic Conditions

Level of Service analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment and intersection level of service results are discussed in the following sections.

Roadway Segment Analysis

Table 7.3 displays the Level of Service analysis results for key roadway segments under Future Year 2035 Base Plus Project Conditions.

As shown in Table 7.3, similar to Future Year 2035 Base conditions, Palm Avenue, between Fresno Avenue and Spring Street is projected to operate at substandard LOS E during weekdays while all of the study area roadway segments would continue to operate at acceptable LOS D or better on the weekend under Future Year 2035 Base Plus Project Conditions. The addition of project traffic would result in the increase in the V/C (volume to capacity) ratio to exceed 0.02 at the following three (3) segments along Palm Avenue:

- Palm Avenue, between Fresno Avenue and Pasadena Avenue;
- Palm Avenue, between Pasadena Avenue and Echo Drive; and
- Palm Avenue, between Echo Drive and Spring Street.

However, it is common practice in the San Diego region to perform the following additional check if the proposed project results in a significant traffic impact on a roadway segment:

- Is the roadway segment built to its ultimate roadway classification? If the answer is yes, then no roadway widening would be required if the intersections defining the roadway segment (at ends and/or within the segment) would operate at acceptable levels since intersection analysis is more indicative of actual roadway system operations than street segment analysis.

Since Palm Avenue is built to its ultimate configurations, the intersection analysis results (discussed in the following section) will be the determinant of the significance of impact.

Intersection Analysis

Table 7.4 displays intersection Level of Service and average vehicle delay results under Future Year 2035 Base Plus Project Conditions. Level of Service calculation worksheets for this scenario are provided in **Appendix G**.

As shown in Table 7.4, all of the study area intersections would operate at acceptable LOS D or better during both the weekday PM and weekend noon peak hours under Future Year 2035 Base Plus Project Conditions. The addition of the project traffic would not cause LOS at any of the study intersections to degrade to unacceptable levels.

TABLE 7.3
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
FUTURE YEAR 2035 BASE PLUS PROJECT CONDITIONS

Roadway	From	To	Classification	Capacity (LOS E)	Weekday				Delta in V/C	Impact ?	Weekend				Delta in V/C	Impact ?
					with Project		w/o Project				with Project		w/o Project			
					ADT	LOS	ADT	LOS			ADT	LOS	ADT	LOS		
Palm Avenue	Fresno Avenue	Pasadena Avenue	2-Ln Local Collector	10,000	9,930	E	9,500	E	0.04	Yes	8,020	D	7,590	D	0.04	No
	Pasadena Avenue	Echo Drive			9,760	E	9,500	E	0.03	Yes	7,590	D	7,330	C	0.03	No
	Echo Drive	Spring Street			9,410	E	9,200	E	0.02	Yes	7,490	C	7,280	C	0.02	No
Pasadena Avenue	Palm Avenue	4th Street	2-Ln non-CE	10,000	1,220	A	370	A	0.09	No	1,330	A	480	A	0.09	No
Echo Drive	Palm Avenue	Echo Court	2-Ln Local Collector	10,000	2,740	A	2,700	A	0.00	No	3,060	A	3,020	A	0.00	No

Source: Chen Ryan Associates; July 2012

Note: Bold letter indicates substandard LOS E or F.

TABLE 7.4
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
FUTURE YEAR 2035 BASE PLUS PROJECT CONDITIONS

Intersection	Weekday PM Peak Hour		Weekend Noon Peak Hour		Delay w/o Project (sec) PM/Noon	LOS w/o Project PM/Noon	Significant Impact?
	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
1. 4th St / 3rd St (one-way stop controlled)*	8.8	A	8.7	A	8.6 / 8.6	A / A	No
2. 4th St/Upland St / Pasadena Ave (one-way stop controlled)*	9.1	A	9.2	A	8.6 / 8.6	A / A	No
3. Palm Ave / Pasadena Ave (two-way stop controlled)*	27.8	D	17.6	C	16.5 / 12.9	C / B	No
4. Palm Ave / Echo Dr (two-way stop controlled)*	22.3	C	16.5	C	19.8 / 14.6	C / B	No

Source: Chen Ryan Associates; July 2012

Note: * For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

Impact Significance and Mitigation

The addition of project traffic would result in a V/C ratio increase of more than 0.02 at the following roadway segments along Palm Avenue under Future Year 2035 Base Plus Project Conditions:

- Palm Avenue, between Fresno Avenue and Pasadena Avenue;
- Palm Avenue, between Pasadena Avenue and Echo Drive; and
- Palm Avenue, between Echo Drive and Spring Street.

However, since Palm Avenue is built to its ultimate classification and all of the study intersections along this facility are projected to operate at acceptable LOS D or better, it is determined that the impacts would not be significant thus no mitigation measure would be required.

8.0 Findings and Recommendations

This chapter provides a summary of the key findings and study recommendations, including the Level of Service results for each scenario analyzed. Specific recommendations related to mitigation of Collier Park Renovations project traffic impacts on the roadway network are listed, as necessary. Issues relating to pedestrian facilities are also discussed.

8.1 Summary of Roadway and Intersection Analyses

Summary of Roadway Segment Analyses

Tables 8.1 and **8.2** display weekday and weekend roadway segment Level of Service results for each scenario analyzed, respectively.

TABLE 8.1
SUMMARY OF WEEKDAY ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

Roadway	Segment	Existing	Existing Plus Project	2020 Base	2020 Base Plus Project	2035 Base	2035 Base Plus Project
Palm Avenue	Fresno Avenue to Pasadena Avenue	B	C	C	C	E	E
	Pasadena Avenue to Echo Drive	C	C	D	D	E	E
	Echo Drive to Spring Street	D	D	D	D	E	E
Pasadena Avenue	Palm Avenue to 4th Street	A	A	A	A	A	A
Echo Drive	Palm Avenue to Echo Court	A	A	A	A	A	A

Source: Chen Ryan Associates; July 2012

Note:
Bold letter indicates substandard LOS E or F.

TABLE 8.2
SUMMARY OF WEEKEND ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

Roadway	Segment	Existing	Existing Plus Project	2020 Base	2020 Base Plus Project	2035 Base	2035 Base Plus Project
Palm Avenue	Fresno Avenue to Pasadena Avenue	B	B	B	B	D	D
	Pasadena Avenue to Echo Drive	B	C	C	C	C	D
	Echo Drive to Spring Street	C	C	C	C	C	C
Pasadena Avenue	Palm Avenue to 4th Street	A	A	A	A	A	A
Echo Drive	Palm Avenue to Echo Court	A	A	A	A	A	A

Source: Chen Ryan Associates; July 2012

The following key points summarize the roadway segment analyses:

1. Under Existing and Existing Plus Project conditions, all of the study area roadway segments are currently operating and would continue to operate at LOS D or better during both the weekdays and on the weekend. The proposed project would not result in significant impacts to the study area roadway segments.

2. Under Near-Term Year 2020 scenarios, all of the study area roadway segments would operate at acceptable LOS D or better during both the weekdays and on the weekend. The proposed project would not result in significant impacts to the study area roadway segments.

3. Under Future Year 2035 scenarios, all of the study area roadway segments are projected to operate at acceptable LOS D or better, with the exceptions of Palm Avenue (3 segments): between Fresno Avenue and Pasadena Avenue; between Pasadena Avenue and Echo Drive; and between Echo Drive and Spring Street. These segments are projected to operate at substandard LOS E. However, since Palm Avenue is built to its ultimate classification and all of the study intersections along this facility are projected to operate at acceptable LOS D or better, it is determined that the impacts would not be significant, thus no mitigation measure would be required.

Summary of Intersection Analyses

Table 8.3 displays intersection Level of Service results for each of the analyzed scenarios.

TABLE 8.3
SUMMARY OF INTERSECTION PEAK HOUR LEVEL OF SERVICE RESULTS

Intersection	Existing		Existing Plus Project		2020 Base		2020 Base Plus Project		2035 Base		2035 Base Plus Project	
	PM	Noon	PM	Noon	PM	Noon	PM	Noon	PM	Noon	PM	Noon
1. 4th St / 3rd St	A	A	A	A	A	A	A	A	A	A	A	A
2. 4th St/Upland St / Pasadena Ave	A	A	A	A	A	A	A	A	A	A	A	A
3. Palm Ave / Pasadena Ave	B	B	C	B	B	B	C	C	C	B	D	C
4. Palm Ave / Echo Dr	C	B	C	B	C	B	C	C	C	B	C	C

Source: Chen Ryan Associates; July 2012

The following key points summarize the intersection analyses:

1. Under Existing and Existing Plus Project conditions, all of the study area intersections are currently operating and would continue to operate at LOS C or better during both the weekday PM and weekend noon peak periods. The proposed project would not result in significant impacts to the study area intersections.

2. Under Near-Term Year 2020 scenarios, all of the study area intersections would operate at LOS C or better during both the weekday PM and weekend noon peak periods. The proposed project would not result in significant impacts to the study area intersections.

3. Under Future Year 2035 scenarios, all of the study area intersections are projected to operate at LOS D or better during both the weekday PM and weekend noon peak periods. The proposed project would not result in significant impacts to the study area intersections.

Summary of Mitigation Measures

This section summarizes the recommended mitigation measures at study area roadway segments and intersections under the various timeframes analyzed.

Existing Plus Project

Recommended Mitigation Measures: None.

Near-Term Year 2020 Base Plus Project

Recommended Mitigation Measures: None.

Future Year 2035 Base Plus Project

Recommended Mitigation Measures: None.

8.2 Pedestrian Facilities

Existing Pedestrian Facilities

A site survey was conducted to document existing pedestrian facilities near and within Collier Park. Pedestrian access to the site is provided via sidewalks along Palm Avenue and 4th Street. Pedestrian circulation within Collier Park is provided by several paved and unpaved pathways. **Figure 8-1** displays existing pedestrian access and circulation for Collier Park. Deficient pedestrian facility in and around Collier Park are discussed and displayed below:

- Sub-standard sidewalk on the western side of Palm Avenue south of Pasadena Avenue
- Sub-standard sidewalk on the western side of 4th Street, north of Pasadena Avenue
- Missing sidewalk on the western side of 4th Street, south of Pasadena Avenue
- Missing sidewalk on the eastern side of 4th Street, north and south of Pasadena Avenue
- Sub-standard and steep access ramps along Palm Avenue.
- Sub-standard pathway along the historic Spring House.
- Sub-standard access to the eastern portion of Collier Park via stairway.

Collier Park Renovations TIA

Figure 8-1
Pedestrian Access and Circulation

CHEN RYAN

Figures 8-2 through **8-6** display examples of substandard pedestrian facilities in and around Collier Park.

Figure 8-2
Sub-Standard/Missing Sidewalk Along Palm Avenue South of Pasadena Avenue

Figure 8-3
Sub-Standard/Unofficial Access Ramp to Collier Park from Palm Avenue

Figure 8-4
Sub-Standard and Steep Access Ramp to Collier Park

Figure 8-5
Sub-Standard Sidewalk along Historic Spring House

Figure 8-6
Sub-Standard Pathway East of Historic Spring House

Planned Pedestrian Facilities

Three pedestrian entrances would be constructed along Palm Avenue, replacing two existing steeply sloped stair/ramp paths. At least one entrance from Upland Street would be added to encourage pedestrian use by residents in the neighborhood to the east. Another walking path would be constructed from the park's main entrance at the corner of Palm Avenue and Pasadena Avenue, extending southeast to the new playgrounds. This entrance walkway would also extend to the Navy housing project adjacent to the south side of the park.

Two pedestrian crossings would be installed across Pasadena Avenue. One pedestrian crossing would provide access between the Collier Club House and History Hill areas near the intersection of Upland Street and Pasadena Avenue. The other pedestrian crossing would provide access between the Collier Club House area and the Spring House area in the central portion of the park.

A concrete sidewalk would be constructed along the western side of Upland Street for the length of the park boundary along this roadway. A connected sidewalk would also extend from Upland Street into the center of the park along the northern side of Pasadena Avenue, terminating at the pedestrian crossing in the Collier Club House area. The portion of the sidewalk within the park boundary would include a ramp and landing system for disabled. A separate, unpaved path would be constructed between the plaza area, near the intersection of Upland Street and Pasadena Avenue, and the new club house. Benches would be interspersed throughout the Collier Club House area.

To the extent possible, all walking paths would be accessible to disabled and appropriate for all abilities. Paths would be placed to encourage physical activity and facility walkability. Walking paths would create connections within the park and with surrounding streets.

Appendix A
Traffic Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_001 **Day:** WEDNESDAY

City: City of La Mesa **Date:** 6/20/2012

PM

NS/EW Streets:	4th St			4th St			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	0	3			2	1	0	1	2				9
4:15 PM	0	1			2	2	0	0	1				6
4:30 PM	0	3			4	2	1	0	0				10
4:45 PM	1	2			1	3	2	0	0				9
5:00 PM	1	1			1	1	1	0	3				8
5:15 PM	0	1			3	1	1	1	4				11
5:30 PM	0	3			1	1	0	0	1				6
5:45 PM	1	0			1	2	2	0	0				6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	14	0	0	15	13	7	2	11	0	0	0	65
APPROACH %'s :	17.65%	82.35%	0.00%	0.00%	53.57%	46.43%	35.00%	10.00%	55.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	2	7	0	0	9	7	5	1	7	0	0	0	38
PEAK HR FACTOR :		0.750			0.667			0.542			0.000		0.864

CONTROL : 1 Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_001 **Day:** SATURDAY

City: City of La Mesa **Date:** 6/23/2012

NOON

NS/EW Streets:	4th St			4th St			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
12:00 PM	0	1			1	1	2		1				6
12:15 PM	0	3			0	0	1		2				6
12:30 PM	1	3			3	0	1		0				8
12:45 PM	1	1			1	1	1		1				6
1:00 PM	0	2			3	0	2		2				9
1:15 PM	1	0			0	0	2		0				3
1:30 PM	0	2			2	1	3		0				8
1:45 PM	1	1			3	0	0		2				7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	13	0	0	13	3	12	0	8	0	0	0	53
APPROACH %'s :	23.53%	76.47%	0.00%	0.00%	81.25%	18.75%	60.00%	0.00%	40.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	1215 PM												TOTAL
PEAK HR VOL :	2	9	0	0	7	1	5	0	5	0	0	0	29
PEAK HR FACTOR :		0.688			0.667			0.625			0.000		0.806

CONTROL : 1 Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_002 **Day:** WEDNESDAY

City: City of La Mesa **Date:** 6/20/2012

PM

NS/EW Streets:	4th St			4th St			Pasadena Ave			Pasadena Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	1	1			2	1	2		0				7
4:15 PM	0	0			2	3	0		2				7
4:30 PM	0	1			0	3	3		1				8
4:45 PM	0	2			2	0	1		2				7
5:00 PM	0	0			0	4	2		0				6
5:15 PM	2	0			1	4	1		0				8
5:30 PM	0	2			2	1	0		0				5
5:45 PM	0	1			1	0	2		2				6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	7	0	0	10	16	11	0	7	0	0	0	54
APPROACH %'s :	30.00%	70.00%	0.00%	0.00%	38.46%	61.54%	61.11%	0.00%	38.89%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	2	3	0	0	3	11	7	0	3	0	0	0	29
PEAK HR FACTOR :		0.625			0.700			0.625			0.000		0.906

CONTROL : 1 Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_002 **Day:** SATURDAY

City: City of La Mesa **Date:** 6/23/2012

NOON

NS/EW Streets:	4th St			4th St			Pasadena Ave			Pasadena Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
12:00 PM	1	1			0	2	0		0				4
12:15 PM	0	3			1	1	1		0				6
12:30 PM	0	2			2	2	2		0				8
12:45 PM	0	0			0	0	1		1				2
1:00 PM	1	2			4	2	0		1				10
1:15 PM	0	0			1	1	2		2				6
1:30 PM	1	0			0	2	1		0				4
1:45 PM	0	1			1	1	1		4				8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	9	0	0	9	11	8	0	8	0	0	0	48
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	45.00%	55.00%	50.00%	0.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	100 PM												TOTAL
PEAK HR VOL :	2	3	0	0	6	6	4	0	7	0	0	0	28
PEAK HR FACTOR :		0.417			0.500			0.550			0.000		0.700

CONTROL : 1 Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_003 **Day:** WEDNESDAY

City: City of La Mesa **Date:** 6/20/2012

PM

NS/EW Streets:	Palm Ave			Palm Ave			Pasadena Ave			Pasadena Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	2	43	2	3	62	1	0		5	4	1	3	126
4:15 PM	0	55	3	2	64	1	0		2	3	0	0	130
4:30 PM	2	54	6	4	56	0	0		3	3	0	3	131
4:45 PM	2	55	3	2	60	1	1		1	0	0	1	126
5:00 PM	1	70	4	3	65	1	1		0	6	0	5	156
5:15 PM	5	42	3	2	65	0	0		1	7	0	2	127
5:30 PM	3	50	2	2	71	4	0		0	1	0	2	135
5:45 PM	1	48	6	2	50	2	2		1	1	0	1	114
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	417	29	20	493	10	4	0	13	25	1	17	1045
APPROACH %'s :	3.46%	90.26%	6.28%	3.82%	94.26%	1.91%	23.53%	0.00%	76.47%	58.14%	2.33%	39.53%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	11	217	12	9	261	6	2	0	2	14	0	10	544
PEAK HR FACTOR :		0.800			0.896			0.500			0.545		0.872

CONTROL : 2-Way Stop (EB,WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_003 **Day:** SATURDAY

City: City of La Mesa **Date:** 6/23/2012

NOON

NS/EW Streets:	Palm Ave			Palm Ave			Pasadena Ave			Pasadena Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
12:00 PM	1	47	1	0	26	2	2	0	2	4	0	1	86
12:15 PM	4	45	3	2	27	0	0	0	1	1	0	0	83
12:30 PM	1	42	2	1	36	1	0	1	1	2	0	2	89
12:45 PM	2	44	2	1	46	1	1	0	1	2	0	1	101
1:00 PM	1	31	4	3	44	2	1	0	2	2	1	0	91
1:15 PM	2	43	5	0	39	1	2	0	2	2	0	2	98
1:30 PM	0	45	2	1	38	1	0	0	0	3	0	2	92
1:45 PM	2	30	6	1	28	2	1	0	0	3	0	0	73
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	327	25	9	284	10	7	1	9	19	1	8	713
APPROACH %'s :	3.56%	89.59%	6.85%	2.97%	93.73%	3.30%	41.18%	5.88%	52.94%	67.86%	3.57%	28.57%	
PEAK HR START TIME :	1245 PM												TOTAL
PEAK HR VOL :	5	163	13	5	167	5	4	0	5	9	1	5	382
PEAK HR FACTOR :		0.905			0.903			0.563			0.750		0.946

CONTROL : 2-Way Stop (EB,WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_004 **Day:** WEDNESDAY

City: City of La Mesa **Date:** 6/20/2012

PM

NS/EW Streets:	Palm Ave			Palm Ave			Echo Dr			Echo Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	1	46	14	9	65	0	0	0	4	8	0	4	151
4:15 PM	0	44	8	10	72	0	1	0	6	10	0	10	161
4:30 PM	0	61	11	8	61	0	0	1	3	16	1	5	167
4:45 PM	1	60	8	9	61	0	2	0	1	5	0	5	152
5:00 PM	1	74	7	9	74	0	0	0	3	10	0	5	183
5:15 PM	0	56	15	10	70	0	0	0	4	8	0	4	167
5:30 PM	2	61	17	9	76	0	0	0	0	7	1	8	181
5:45 PM	3	58	11	8	50	1	2	0	3	10	0	1	147
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	460	91	72	529	1	5	1	24	74	2	42	1309
APPROACH %'s :	1.43%	82.29%	16.28%	11.96%	87.87%	0.17%	16.67%	3.33%	80.00%	62.71%	1.69%	35.59%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	4	251	47	37	281	0	2	0	8	30	1	22	683
PEAK HR FACTOR :		0.921			0.935			0.625			0.828		0.933

CONTROL : 2-Way Stop (EB,WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4216_004 **Day:** SATURDAY

City: City of La Mesa **Date:** 6/23/2012

NOON

NS/EW Streets:	Palm Ave			Palm Ave			Echo Dr			Echo Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
12:00 PM	0	47	10	5	42	0	1	0	5	7		8	125
12:15 PM	0	37	10	4	33	0	0	1	1	23		12	121
12:30 PM	3	40	4	3	36	1	1	0	4	13		9	114
12:45 PM	2	48	8	8	47	1	0	0	5	5		11	135
1:00 PM	1	31	8	3	44	0	1	0	2	4		6	100
1:15 PM	1	42	10	7	39	0	0	0	5	19		3	126
1:30 PM	0	43	9	6	38	0	1	0	2	12		6	117
1:45 PM	1	40	7	7	33	0	0	1	5	11		2	107
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	328	66	43	312	2	4	2	29	94	0	57	945
APPROACH %'s :	1.99%	81.59%	16.42%	12.04%	87.39%	0.56%	11.43%	5.71%	82.86%	62.25%	0.00%	37.75%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	5	172	32	20	158	2	2	1	15	48	0	40	495
PEAK HR FACTOR :		0.901			0.804			0.750			0.629		0.917

CONTROL : 2-Way Stop (EB,WB)

Prepared by NDS/ATD

VOLUME

Palm Ave between Fresno Ave & Pasadena Ave

Day: Saturday
Date: 7/14/2012

City: La Mesa
Project #: CA12_4252_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,228	2,088	0	0	4,316

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		5						9		12:00	51		33						84	
00:15	5		2						7		12:15	43		51						94	
00:30	1		8						9		12:30	57		35						92	
00:45	7	17	4	19					11	36	12:45	42	193	46	165					88	358
01:00	3		3						6		13:00	40		43						83	
01:15	1		1						2		13:15	40		47						87	
01:30	4		9						13		13:30	58		36						94	
01:45	5	13	3	16					8	29	13:45	43	181	45	171					88	352
02:00	3		5						8		14:00	40		42						82	
02:15	2		2						4		14:15	36		42						78	
02:30	3		2						5		14:30	33		53						86	
02:45	5	13	1	10					6	23	14:45	34	143	35	172					69	315
03:00	1		1						2		15:00	29		30						59	
03:15	1		0						1		15:15	37		46						83	
03:30	1		0						1		15:30	23		40						63	
03:45	3	6	0	1					3	7	15:45	38	127	39	155					77	282
04:00	1		1						2		16:00	27		41						68	
04:15	3		1						4		16:15	39		33						72	
04:30	2		0						2		16:30	50		46						96	
04:45	2	8	0	2					2	10	16:45	41	157	39	159					80	316
05:00	3		0						3		17:00	36		42						78	
05:15	0		2						2		17:15	22		37						59	
05:30	4		3						7		17:30	33		37						70	
05:45	6	13	1	6					7	19	17:45	34	125	23	139					57	264
06:00	9		3						12		18:00	38		42						80	
06:15	10		8						18		18:15	27		32						59	
06:30	6		7						13		18:30	33		38						71	
06:45	13	38	17	35					30	73	18:45	31	129	31	143					62	272
07:00	17		11						28		19:00	29		27						56	
07:15	16		11						27		19:15	24		31						55	
07:30	29		11						40		19:30	26		19						45	
07:45	22	84	8	41					30	125	19:45	32	111	25	102					57	213
08:00	16		14						30		20:00	16		16						32	
08:15	23		14						37		20:15	17		22						39	
08:30	36		18						54		20:30	23		27						50	
08:45	48	123	25	71					73	194	20:45	26	82	18	83					44	165
09:00	32		29						61		21:00	17		19						36	
09:15	41		32						73		21:15	23		24						47	
09:30	29		30						59		21:30	20		18						38	
09:45	44	146	30	121					74	267	21:45	21	81	22	83					43	164
10:00	54		31						85		22:00	19		22						41	
10:15	35		39						74		22:15	10		19						29	
10:30	37		25						62		22:30	9		14						23	
10:45	45	171	40	135					85	306	22:45	17	55	12	67					29	122
11:00	49		41						90		23:00	14		7						21	
11:15	44		35						79		23:15	5		17						22	
11:30	47		43						90		23:30	9		9						18	
11:45	41	181	33	152					74	333	23:45	3	31	7	40					10	71
TOTALS		813		609						**1422**	**TOTALS**		1415		1479						**2894**
SPLIT %		57.2%		42.8%						**32.9%**	**SPLIT %**		48.9%		51.1%						**67.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,228	2,088	0	0	4,316

AM Peak Hour	11:45	11:30			**10:45**	**PM Peak Hour**	12:00	13:45			**12:00**
AM Pk Volume	192	160			**344**	**PM Pk Volume**	193	182			**358**
Pk Hr Factor	0.842	0.784			**0.956**	**Pk Hr Factor**	0.846	0.858			**0.952**
7 - 9 Volume	207	112	0	0	**319**	**4 - 6 Volume**	282	298	0	0	**580**
7 - 9 Peak Hour	08:00	08:00			**08:00**	**4 - 6 Peak Hour**	16:15	16:30			**16:15**
7 - 9 Pk Volume	123	71	0	0	**194**	**4 - 6 Pk Volume**	166	164	0	0	**326**
Pk Hr Factor	0.641	0.710	0.000	0.000	**0.664**	**Pk Hr Factor**	0.830	0.891	0.000	0.000	**0.849**

Prepared by NDS/ATD

VOLUME

Palm Ave between Fresno Ave & Pasadena Ave

Day: Tuesday
Date: 7/17/2012

City: La Mesa
Project #: CA12_4252_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,796	2,612	0	0	5,408

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4		12:00	41		47						88	
00:15	3		1						4		12:15	40		53						93	
00:30	5		5						10		12:30	43		46						89	
00:45	2	11	2	11					4	22	12:45	44	168	27	173					71	341
01:00	2		1						3		13:00	42		50						92	
01:15	0		0						0		13:15	50		28						78	
01:30	1		1						2		13:30	42		30						72	
01:45	2	5	1	3					3	8	13:45	47	181	46	154					93	335
02:00	0		0						0		14:00	43		44						87	
02:15	2		2						4		14:15	34		41						75	
02:30	2		0						2		14:30	50		42						92	
02:45	0	4	1	3					1	7	14:45	53	180	35	162					88	342
03:00	1		2						3		15:00	41		60						101	
03:15	0		1						1		15:15	51		46						97	
03:30	0		0						0		15:30	57		56						113	
03:45	2	3	1	4					3	7	15:45	47	196	62	224					109	420
04:00	5		2						7		16:00	58		82						140	
04:15	1		2						3		16:15	44		79						123	
04:30	6		1						7		16:30	56		58						114	
04:45	2	14	2	7					4	21	16:45	55	213	66	285					121	498
05:00	2		0						2		17:00	44		102						146	
05:15	2		3						5		17:15	80		73						153	
05:30	12		3						15		17:30	60		74						134	
05:45	15	31	9	15					24	46	17:45	48	232	65	314					113	546
06:00	12		7						19		18:00	38		70						108	
06:15	16		19						35		18:15	35		53						88	
06:30	28		12						40		18:30	46		53						99	
06:45	31	87	26	64					57	151	18:45	33	152	43	219					76	371
07:00	43		17						60		19:00	27		34						61	
07:15	43		25						68		19:15	31		30						61	
07:30	56		18						74		19:30	26		36						62	
07:45	63	205	33	93					96	298	19:45	20	104	31	131					51	235
08:00	60		24						84		20:00	29		32						61	
08:15	40		28						68		20:15	21		31						52	
08:30	59		29						88		20:30	17		20						37	
08:45	67	226	34	115					101	341	20:45	26	93	24	107					50	200
09:00	47		30						77		21:00	14		21						35	
09:15	37		27						64		21:15	24		27						51	
09:30	44		28						72		21:30	18		16						34	
09:45	56	184	30	115					86	299	21:45	8	64	16	80					24	144
10:00	42		25						67		22:00	20		19						39	
10:15	49		27						76		22:15	10		14						24	
10:30	34		38						72		22:30	8		9						17	
10:45	68	193	32	122					100	315	22:45	9	47	10	52					19	99
11:00	50		38						88		23:00	5		10						15	
11:15	36		38						74		23:15	5		7						12	
11:30	47		28						75		23:30	4		4						8	
11:45	50	183	31	135					81	318	23:45	6	20	3	24					9	44
TOTALS		1146		687						1833	TOTALS		1650		1925						3575
SPLIT %		62.5%		37.5%						33.9%	SPLIT %		46.2%		53.8%						66.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,796	2,612	0	0	5,408

AM Peak Hour	08:00	11:45			11:45	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	226	177			351	PM Pk Volume	239	315			554
Pk Hr Factor	0.843	0.835			0.944	Pk Hr Factor	0.747	0.772			0.905
7 - 9 Volume	431	208	0	0	639	4 - 6 Volume	445	599	0	0	1044
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	226	115	0	0	341	4 - 6 Pk Volume	239	315	0	0	554
Pk Hr Factor	0.843	0.846	0.000	0.000	0.844	Pk Hr Factor	0.747	0.772	0.000	0.000	0.905

Prepared by NDS/ATD

VOLUME

Palm Ave between Pasadena Ave & Echo Dr

Day: Saturday
Date: 7/14/2012

City: La Mesa
Project #: CA12_4252_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,748	2,704	0	0	5,452

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	9		11						20		12:00	57		48						105	
00:15	6		7						13		12:15	59		58						117	
00:30	4		4						8		12:30	62		43						105	
00:45	10	29	8	30					18	59	12:45	44	222	51	200					95	422
01:00	6		3						9		13:00	54		55						109	
01:15	3		1						4		13:15	57		58						115	
01:30	9		7						16		13:30	60		43						103	
01:45	5	23	9	20					14	43	13:45	54	225	50	206					104	431
02:00	4		3						7		14:00	51		52						103	
02:15	2		0						2		14:15	39		59						98	
02:30	2		3						5		14:30	40		58						98	
02:45	9	17	6	12					15	29	14:45	38	168	40	209					78	377
03:00	2		2						4		15:00	34		44						78	
03:15	1		1						2		15:15	56		45						101	
03:30	2		2						4		15:30	18		43						61	
03:45	3	8	2	7					5	15	15:45	45	153	50	182					95	335
04:00	1		1						2		16:00	40		50						90	
04:15	7		3						10		16:15	51		46						97	
04:30	1		1						2		16:30	53		53						106	
04:45	1	10	0	5					1	15	16:45	46	190	46	195					92	385
05:00	2		1						3		17:00	37		51						88	
05:15	0		1						1		17:15	31		50						81	
05:30	4		4						8		17:30	42		35						77	
05:45	5	11	7	13					12	24	17:45	42	152	32	168					74	320
06:00	11		3						14		18:00	41		53						94	
06:15	17		8						25		18:15	37		37						74	
06:30	5		7						12		18:30	36		38						74	
06:45	15	48	21	39					36	87	18:45	40	154	36	164					76	318
07:00	19		8						27		19:00	39		41						80	
07:15	25		19						44		19:15	34		40						74	
07:30	38		25						63		19:30	36		31						67	
07:45	26	108	19	71					45	179	19:45	36	145	31	143					67	288
08:00	20		27						47		20:00	20		24						44	
08:15	34		23						57		20:15	35		28						63	
08:30	47		34						81		20:30	38		26						64	
08:45	74	175	53	137					127	312	20:45	30	123	27	105					57	228
09:00	45		41						86		21:00	29		24						53	
09:15	37		55						92		21:15	30		30						60	
09:30	26		37						63		21:30	27		23						50	
09:45	48	156	49	182					97	338	21:45	32	118	32	109					64	227
10:00	70		44						114		22:00	26		25						51	
10:15	42		48						90		22:15	15		25						40	
10:30	36		42						78		22:30	9		14						23	
10:45	50	198	50	184					100	382	22:45	26	76	14	78					40	154
11:00	49		57						106		23:00	15		13						28	
11:15	47		46						93		23:15	4		13						17	
11:30	58		47						105		23:30	9		12						21	
11:45	52	206	50	200					102	406	23:45	5	33	7	45					12	78
TOTALS		989		900						1889	TOTALS		1759		1804						3563
SPLIT %		52.4%		47.6%						34.6%	SPLIT %		49.4%		50.6%						65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,748	2,704	0	0	5,452

AM Peak Hour	11:45	11:30			11:30	PM Peak Hour	13:00	13:45			13:00
AM Pk Volume	230	203			429	PM Pk Volume	225	219			431
Pk Hr Factor	0.927	0.875			0.917	Pk Hr Factor	0.938	0.928			0.937
7 - 9 Volume	283	208	0	0	491	4 - 6 Volume	342	363	0	0	705
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	175	137	0	0	312	4 - 6 Pk Volume	190	200	0	0	385
Pk Hr Factor	0.591	0.646	0.000	0.000	0.614	Pk Hr Factor	0.896	0.943	0.000	0.000	0.908

Prepared by NDS/ATD

VOLUME

Palm Ave between Pasadena Ave & Echo Dr

Day: Tuesday
Date: 7/17/2012

City: La Mesa
Project #: CA12_4252_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,486	3,570	0	0	7,056

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		2						5		12:00	53		52						105	
00:15	8		4						12		12:15	43		59						102	
00:30	5		8						13		12:30	48		55						103	
00:45	0	16	0	14					0	30	12:45	56	200	46	212					102	412
01:00	2		4						6		13:00	49		62						111	
01:15	0		0						0		13:15	78		41						119	
01:30	3		3						6		13:30	43		52						95	
01:45	3	8	1	8					4	16	13:45	66	236	50	205					116	441
02:00	1		0						1		14:00	54		56						110	
02:15	2		2						4		14:15	40		58						98	
02:30	2		0						2		14:30	65		53						118	
02:45	0	5	0	2					0	7	14:45	74	233	61	228					135	461
03:00	2		0						2		15:00	49		75						124	
03:15	1		2						3		15:15	67		73						140	
03:30	0		2						2		15:30	66		65						131	
03:45	2	5	2	6					4	11	15:45	55	237	69	282					124	519
04:00	4		1						5		16:00	75		93						168	
04:15	3		5						8		16:15	51		89						140	
04:30	7		2						9		16:30	72		78						150	
04:45	0	14	3	11					3	25	16:45	69	267	83	343					152	610
05:00	2		2						4		17:00	58		117						175	
05:15	4		6						10		17:15	95		91						186	
05:30	11		10						21		17:30	67		85						152	
05:45	17	34	16	34					33	68	17:45	65	285	72	365					137	650
06:00	19		10						29		18:00	46		81						127	
06:15	38		24						62		18:15	41		56						97	
06:30	41		17						58		18:30	57		59						116	
06:45	41	139	32	83					73	222	18:45	54	198	59	255					113	453
07:00	42		34						76		19:00	35		50						85	
07:15	51		46						97		19:15	41		38						79	
07:30	61		49						110		19:30	36		45						81	
07:45	83	237	58	187					141	424	19:45	34	146	45	178					79	324
08:00	66		49						115		20:00	39		45						84	
08:15	45		54						99		20:15	26		32						58	
08:30	73		68						141		20:30	32		25						57	
08:45	75	259	73	244					148	503	20:45	31	128	31	133					62	261
09:00	53		51						104		21:00	24		27						51	
09:15	45		49						94		21:15	37		29						66	
09:30	58		49						107		21:30	29		16						45	
09:45	56	212	58	207					114	419	21:45	12	102	16	88					28	190
10:00	42		43						85		22:00	29		23						52	
10:15	52		47						99		22:15	17		15						32	
10:30	44		59						103		22:30	18		9						27	
10:45	65	203	51	200					116	403	22:45	16	80	10	57					26	137
11:00	47		56						103		23:00	8		11						19	
11:15	41		45						86		23:15	11		8						19	
11:30	51		47						98		23:30	6		7						13	
11:45	70	209	52	200					122	409	23:45	8	33	2	28					10	61
TOTALS		1341		1196						**2537**	**TOTALS**		2145		2374						**4519**
SPLIT %		52.9%		47.1%						**36.0%**	**SPLIT %**		47.5%		52.5%						**64.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,486	3,570	0	0	7,056

AM Peak Hour	07:45	08:15			**08:00**	**PM Peak Hour**	16:30	16:45			**16:45**
AM Pk Volume	267	246			**503**	**PM Pk Volume**	294	376			**665**
Pk Hr Factor	0.804	0.842			**0.850**	**Pk Hr Factor**	0.774	0.803			**0.894**
7 - 9 Volume	496	431	0	0	**927**	**4 - 6 Volume**	552	708	0	0	**1260**
7 - 9 Peak Hour	07:45	08:00			**08:00**	**4 - 6 Peak Hour**	16:30	16:45			**16:45**
7 - 9 Pk Volume	267	244	0	0	**503**	**4 - 6 Pk Volume**	294	376	0	0	**665**
Pk Hr Factor	0.804	0.836	0.000	0.000	**0.850**	**Pk Hr Factor**	0.774	0.803	0.000	0.000	**0.894**

Prepared by NDS/ATD

VOLUME

Pasadena Ave between Palm Ave & 4th St

Day: Saturday
Date: 7/14/2012

City: La Mesa
Project #: CA12_4252_003

DAILY TOTALS	NB	SB	EB	WB	Total
	190	195	0	0	385

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	5		2						7	
00:15	0		0						0		12:15	5		5						10	
00:30	0		0						0		12:30	3		8						11	
00:45	0		0	1					0	1	12:45	4	17	6	21					10	38
01:00	1		1						2		13:00	3		7						10	
01:15	0		0						0		13:15	5		7						12	
01:30	1		2						3		13:30	3		6						9	
01:45	1	3	0	3					1	6	13:45	3	14	6	26					9	40
02:00	0		1						1		14:00	5		5						10	
02:15	1		0						1		14:15	10		2						12	
02:30	1		0						1		14:30	1		3						4	
02:45	0	2	0	1					0	3	14:45	1	17	3	13					4	30
03:00	0		0						0		15:00	2		3						5	
03:15	1		0						1		15:15	0		6						6	
03:30	0		0						0		15:30	0		2						2	
03:45	0	1	0						0	1	15:45	8	10	4	15					12	25
04:00	0		0						0		16:00	4		7						11	
04:15	1		1						2		16:15	7		4						11	
04:30	0		0						0		16:30	4		4						8	
04:45	0	1	0	1					0	2	16:45	3	18	3	18					6	36
05:00	1		0						1		17:00	2		5						7	
05:15	0		0						0		17:15	2		3						5	
05:30	0		0						0		17:30	2		4						6	
05:45	0	1	0						0	1	17:45	3	9	3	15					6	24
06:00	0		0						0		18:00	2		2						4	
06:15	0		0						0		18:15	7		6						13	
06:30	0		1						1		18:30	3		1						4	
06:45	1	1	0	1					1	2	18:45	1	13	3	12					4	25
07:00	1		2						3		19:00	5		3						8	
07:15	2		1						3		19:15	3		1						4	
07:30	5		1						6		19:30	3		1						4	
07:45	2	10	1	5					3	15	19:45	2	13	1	6					3	19
08:00	1		1						2		20:00	3		1						4	
08:15	1		2						3		20:15	1		7						8	
08:30	2		2						4		20:30	0		1						1	
08:45	4	8	4	9					8	17	20:45	2	6	1	10					3	16
09:00	1		0						1		21:00	4		0						4	
09:15	3		0						3		21:15	0		3						3	
09:30	1		2						3		21:30	0		0						0	
09:45	1	6	5	7					6	13	21:45	2	6	1	4					3	10
10:00	4		6						10		22:00	1		0						1	
10:15	3		0						3		22:15	6		0						6	
10:30	1		3						4		22:30	0		0						0	
10:45	3	11	3	12					6	23	22:45	0	7	3	3					3	10
11:00	6		2						8		23:00	1		0						1	
11:15	4		3						7		23:15	0		0						0	
11:30	1		5						6		23:30	0		0						0	
11:45	3	14	2	12					5	26	23:45	1	2	0						1	2
TOTALS		58		52						**110**	**TOTALS**		132		143						**275**
SPLIT %		52.7%		47.3%						**28.6%**	**SPLIT %**		48.0%		52.0%						**71.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	190	195	0	0	385

AM Peak Hour	11:45	11:45			**11:45**	**PM Peak Hour**	15:45	12:30			**12:30**
AM Pk Volume	16	17			**33**	**PM Pk Volume**	23	28			**43**
Pk Hr Factor	0.800	0.531			**0.750**	**Pk Hr Factor**	0.719	0.875			**0.896**
7 - 9 Volume	18	14	0	0	**32**	**4 - 6 Volume**	27	33	0	0	**60**
7 - 9 Peak Hour	07:00	08:00			**08:00**	**4 - 6 Peak Hour**	16:00	16:00			**16:00**
7 - 9 Pk Volume	10	9	0	0	**17**	**4 - 6 Pk Volume**	18	18	0	0	**36**
Pk Hr Factor	0.500	0.563	0.000	0.000	**0.531**	**Pk Hr Factor**	0.643	0.643	0.000	0.000	**0.818**

Prepared by NDS/ATD

VOLUME

Pasadena Ave between Palm Ave & 4th St

Day: Tuesday
Date: 7/17/2012

City: La Mesa
Project #: CA12_4252_003

DAILY TOTALS	NB	SB	EB	WB	Total
	157	146	0	0	303

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	2		3						5	
00:15	1		0						1		12:15	4		5						9	
00:30	2		0						2		12:30	1		4						5	
00:45	0	3	0	1					0	4	12:45	4	11	5	17					9	28
01:00	1		0						1		13:00	4		2						6	
01:15	0		0						0		13:15	3		2						5	
01:30	0		0						0		13:30	6		1						7	
01:45	0	1	0						0	1	13:45	2	15	5	10					7	25
02:00	0		0						0		14:00	3		4						7	
02:15	0		0						0		14:15	5		2						7	
02:30	0		0						0		14:30	2		3						5	
02:45	0		0						0		14:45	2	12	2	11					4	23
03:00	0		0						0		15:00	2		3						5	
03:15	0		1						1		15:15	1		5						6	
03:30	1		0						1		15:30	2		3						5	
03:45	0	1	0	1					0	2	15:45	3	8	5	16					8	24
04:00	0		0						0		16:00	4		3						7	
04:15	0		0						0		16:15	1		3						4	
04:30	0		0						0		16:30	4		2						6	
04:45	0		0						0		16:45	2	11	5	13					7	24
05:00	1		0						1		17:00	1		1						2	
05:15	0		0						0		17:15	3		2						5	
05:30	0		1						1		17:30	2		3						5	
05:45	0	1	0	1					0	2	17:45	0	6	3	9					3	15
06:00	0		0						0		18:00	4		1						5	
06:15	0		0						0		18:15	1		1						2	
06:30	3		2						5		18:30	1		2						3	
06:45	1	4	1	3					2	7	18:45	2	8	0	4					2	12
07:00	0		1						1		19:00	3		3						6	
07:15	2		3						5		19:15	0		1						1	
07:30	4		2						6		19:30	2		2						4	
07:45	2	8	1	7					3	15	19:45	2	7	2	8					4	15
08:00	0		1						1		20:00	3		0						3	
08:15	3		1						4		20:15	0		2						2	
08:30	5		3						8		20:30	3		1						4	
08:45	5	13	1	6					6	19	20:45	0	6	0	3					0	9
09:00	2		3						5		21:00	3		2						5	
09:15	1		1						2		21:15	1		1						2	
09:30	2		2						4		21:30	1		0						1	
09:45	1	6	0	6					1	12	21:45	0	5	0	3					0	8
10:00	6		1						7		22:00	0		0						0	
10:15	3		3						6		22:15	0		1						1	
10:30	2		2						4		22:30	2		1						3	
10:45	5	16	3	9					8	25	22:45	0	2	0	2					0	4
11:00	3		2						5		23:00	1		1						2	
11:15	3		5						8		23:15	0		0						0	
11:30	1		3						4		23:30	1		1						2	
11:45	3	10	3	13					6	23	23:45	1	3	1	3					2	6
TOTALS		63		47						**110**	**TOTALS**		94		99						**193**
SPLIT %		57.3%		42.7%						**36.3%**	**SPLIT %**		48.7%		51.3%						**63.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	157	146	0	0	303

AM Peak Hour	10:00	11:45			**10:00**	**PM Peak Hour**	12:45	12:00			**12:15**
AM Pk Volume	16	15			**25**	**PM Pk Volume**	17	17			**29**
Pk Hr Factor	0.667	0.750			**0.781**	**Pk Hr Factor**	0.708	0.850			**0.806**
7 - 9 Volume	21	13	0	0	**34**	**4 - 6 Volume**	17	22	0	0	**39**
7 - 9 Peak Hour	08:00	07:00			**08:00**	**4 - 6 Peak Hour**	16:00	16:00			**16:00**
7 - 9 Pk Volume	13	7	0	0	**19**	**4 - 6 Pk Volume**	11	13	0	0	**24**
Pk Hr Factor	0.650	0.583	0.000	0.000	**0.594**	**Pk Hr Factor**	0.688	0.650	0.000	0.000	**0.857**

Prepared by NDS/ATD

VOLUME

Palm Ave S/o Echo Dr

Day: Saturday
Date: 7/14/2012

City: La Mesa
Project #: CA12_4252_004

DAILY TOTALS	NB	SB	EB	WB	Total
	3,090	2,882	0	0	5,972

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		12						19		12:00	77		50						127	
00:15	5		10						15		12:15	64		57						121	
00:30	4		10						14		12:30	41		60						101	
00:45	2	18	14	46					16	64	12:45	51	233	46	213					97	446
01:00	1		8						9		13:00	64		52						116	
01:15	2		7						9		13:15	64		60						124	
01:30	5		8						13		13:30	49		53						102	
01:45	3	11	6	29					9	40	13:45	56	233	48	213					104	446
02:00	5		9						14		14:00	66		61						127	
02:15	1		4						5		14:15	71		52						123	
02:30	2		5						7		14:30	66		37						103	
02:45	3	11	5	23					8	34	14:45	53	256	43	193					96	449
03:00	1		7						8		15:00	55		37						92	
03:15	3		6						9		15:15	51		47						98	
03:30	1		2						3		15:30	60		22						82	
03:45	2	7	3	18					5	25	15:45	62	228	49	155					111	383
04:00	2		3						5		16:00	53		43						96	
04:15	2		6						8		16:15	71		51						122	
04:30	1		2						3		16:30	60		45						105	
04:45	2	7	1	12					3	19	16:45	49	233	44	183					93	416
05:00	1		1						2		17:00	47		40						87	
05:15	3		1						4		17:15	64		35						99	
05:30	2		5						7		17:30	53		58						111	
05:45	3	9	4	11					7	20	17:45	49	213	62	195					111	408
06:00	1		9						10		18:00	52		51						103	
06:15	7		10						17		18:15	45		45						90	
06:30	6		8						14		18:30	45		40						85	
06:45	26	40	18	45					44	85	18:45	43	185	54	190					97	375
07:00	15		11						26		19:00	49		39						88	
07:15	19		19						38		19:15	58		42						100	
07:30	24		29						53		19:30	38		53						91	
07:45	21	79	29	88					50	167	19:45	36	181	39	173					75	354
08:00	30		28						58		20:00	26		27						53	
08:15	24		33						57		20:15	34		39						73	
08:30	34		47						81		20:30	24		29						53	
08:45	53	141	65	173					118	314	20:45	28	112	34	129					62	241
09:00	39		38						77		21:00	34		34						68	
09:15	43		47						90		21:15	26		23						49	
09:30	51		33						84		21:30	28		20						48	
09:45	43	176	48	166					91	342	21:45	36	124	25	102					61	226
10:00	70		61						131		22:00	32		28						60	
10:15	68		43						111		22:15	34		18						52	
10:30	36		41						77		22:30	21		14						35	
10:45	43	217	52	197					95	414	22:45	15	102	20	80					35	182
11:00	53		44						97		23:00	15		16						31	
11:15	60		47						107		23:15	19		10						29	
11:30	55		50						105		23:30	11		12						23	
11:45	58	226	61	202					119	428	23:45	3	48	8	46					11	94
TOTALS		942		1010						1952	TOTALS		2148		1872						4020
SPLIT %		48.3%		51.7%						32.7%	SPLIT %		53.4%		46.6%						67.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,090	2,882	0	0	5,972

AM Peak Hour	11:30	11:45			11:30	PM Peak Hour	13:45	13:15			13:15
AM Pk Volume	254	228			472	PM Pk Volume	259	222			457
Pk Hr Factor	0.825	0.934			0.929	Pk Hr Factor	0.912	0.910			0.900
7 - 9 Volume	220	261	0	0	481	4 - 6 Volume	446	378	0	0	824
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	17:00			16:00
7 - 9 Pk Volume	141	173	0	0	314	4 - 6 Pk Volume	233	195	0	0	416
Pk Hr Factor	0.665	0.665	0.000	0.000	0.665	Pk Hr Factor	0.820	0.786	0.000	0.000	0.852

Prepared by NDS/ATD

VOLUME

Echo Dr between Palm Ave & Echo Ct

Day: Saturday
Date: 7/14/2012

City: La Mesa
Project #: CA12_4252_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	913	975	1,888

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		3		7		12:00			15		26		41	
00:15			3		4		7		12:15			19		34		53	
00:30			7		6		13		12:30			12		20		32	
00:45			3	17	2	15	5	32	12:45			20	66	24	104	44	170
01:00			4		0		4		13:00			15		19		34	
01:15			3		1		4		13:15			20		16		36	
01:30			3		1		4		13:30			10		17		27	
01:45			3	13	2	4	5	17	13:45			14	59	19	71	33	130
02:00			3		1		4		14:00			16		20		36	
02:15			2		4		6		14:15			19		15		34	
02:30			4		1		5		14:30			12		11		23	
02:45			1	10	1	7	2	17	14:45			17	64	16	62	33	126
03:00			6		3		9		15:00			13		12		25	
03:15			5		2		7		15:15			13		8		21	
03:30			1		3		4		15:30			13		12		25	
03:45			0	12	2	10	2	22	15:45			15	54	11	43	26	97
04:00			2		0		2		16:00			14		10		24	
04:15			3		1		4		16:15			13		18		31	
04:30			1		4		5		16:30			11		7		18	
04:45			1	7	3	8	4	15	16:45			5	43	15	50	20	93
05:00			0		3		3		17:00			16		7		23	
05:15			1		1		2		17:15			11		18		29	
05:30			2		2		4		17:30			17		11		28	
05:45			0	3	4	10	4	13	17:45			32	76	6	42	38	118
06:00			1		2		3		18:00			20		15		35	
06:15			2		5		7		18:15			16		11		27	
06:30			3		4		7		18:30			19		12		31	
06:45			6	12	0	11	6	23	18:45			21	76	7	45	28	121
07:00			2		11		13		19:00			11		10		21	
07:15			4		8		12		19:15			20		24		44	
07:30			5		7		12		19:30			15		20		35	
07:45			6	17	7	33	13	50	19:45			15	61	18	72	33	133
08:00			12		11		23		20:00			17		13		30	
08:15			9		9		18		20:15			18		8		26	
08:30			6		14		20		20:30			9		12		21	
08:45			15	42	17	51	32	93	20:45			10	54	15	48	25	102
09:00			8		14		22		21:00			7		6		13	
09:15			18		11		29		21:15			9		14		23	
09:30			10		19		29		21:30			11		15		26	
09:45			7	43	8	52	15	95	21:45			8	35	19	54	27	89
10:00			9		16		25		22:00			13		8		21	
10:15			13		22		35		22:15			6		7		13	
10:30			15		22		37		22:30			7		5		12	
10:45			9	46	18	78	27	124	22:45			5	31	3	23	8	54
11:00			9		15		24		23:00			7		2		9	
11:15			12		18		30		23:15			7		4		11	
11:30			15		23		38		23:30			4		4		8	
11:45			14	50	15	71	29	121	23:45			4	22	1	11	5	33
TOTALS				272		350		622	TOTALS				641		625		1266
SPLIT %				43.7%		56.3%		32.9%	SPLIT %				50.6%		49.4%		67.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	913	975	1,888

AM Peak Hour			11:30	11:30	11:30	PM Peak Hour			17:45	12:00	12:00
AM Pk Volume			63	98	161	PM Pk Volume			87	104	170
Pk Hr Factor			0.829	0.721	0.759	Pk Hr Factor			0.680	0.765	0.802
7 - 9 Volume	0	0	59	84	143	4 - 6 Volume	0	0	119	92	211
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	42	51	93	4 - 6 Pk Volume	0	0	76	51	118
Pk Hr Factor	0.000	0.000	0.700	0.750	0.727	Pk Hr Factor	0.000	0.000	0.594	0.708	0.776

Prepared by NDS/ATD

VOLUME

Echo Dr between Palm Ave & Echo Ct

Day: Tuesday
Date: 7/17/2012

City: La Mesa
Project #: CA12_4252_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	825	865	1,690

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			11		14		25	
00:15			4		2		6		12:15			14		14		28	
00:30			5		2		7		12:30			11		13		24	
00:45			1	13	0	6	1	19	12:45			16	52	13	54	29	106
01:00			2		1		3		13:00			21		13		34	
01:15			1		1		2		13:15			11		9		20	
01:30			1		1		2		13:30			15		16		31	
01:45			1	5	0	3	1	8	13:45			11	58	17	55	28	113
02:00			1		0		1		14:00			17		11		28	
02:15			1		0		1		14:15			10		16		26	
02:30			0		1		1		14:30			17		18		35	
02:45			1	3	0	1	1	4	14:45			15	59	14	59	29	118
03:00			1		1		2		15:00			17		8		25	
03:15			1		0		1		15:15			17		23		40	
03:30			0		0		0		15:30			13		15		28	
03:45			0	2	0	1	0	3	15:45			16	63	13	59	29	122
04:00			0		1		1		16:00			13		15		28	
04:15			1		1		2		16:15			21		12		33	
04:30			0		1		1		16:30			12		12		24	
04:45			0	1	2	5	2	6	16:45			16	62	18	57	34	119
05:00			1		4		5		17:00			20		8		28	
05:15			1		4		5		17:15			7		18		25	
05:30			0		3		3		17:30			18		10		28	
05:45			2	4	9	20	11	24	17:45			16	61	13	49	29	110
06:00			1		6		7		18:00			23		15		38	
06:15			6		9		15		18:15			20		13		33	
06:30			5		11		16		18:30			17		4		21	
06:45			4	16	15	41	19	57	18:45			8	68	3	35	11	103
07:00			4		17		21		19:00			11		11		22	
07:15			5		13		18		19:15			18		12		30	
07:30			3		17		20		19:30			19		7		26	
07:45			10	22	14	61	24	83	19:45			3	51	8	38	11	89
08:00			6		17		23		20:00			5		13		18	
08:15			6		12		18		20:15			15		6		21	
08:30			9		14		23		20:30			11		12		23	
08:45			3	24	12	55	15	79	20:45			5	36	11	42	16	78
09:00			7		11		18		21:00			11		6		17	
09:15			8		13		21		21:15			8		7		15	
09:30			7		20		27		21:30			9		11		20	
09:45			10	32	7	51	17	83	21:45			10	38	6	30	16	68
10:00			14		13		27		22:00			11		9		20	
10:15			9		13		22		22:15			8		5		13	
10:30			9		17		26		22:30			7		3		10	
10:45			12	44	15	58	27	102	22:45			6	32	6	23	12	55
11:00			13		14		27		23:00			7		5		12	
11:15			15		9		24		23:15			9		2		11	
11:30			14		15		29		23:30			3		2		5	
11:45			16	58	10	48	26	106	23:45			2	21	5	14	7	35
TOTALS				224		350		574	TOTALS				601		515		1116
SPLIT %				39.0%		61.0%		34.0%	SPLIT %				53.9%		46.1%		66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	825	865	1,690

AM Peak Hour			11:00	06:45	11:30	PM Peak Hour			17:30	15:15	14:30
AM Pk Volume			58	62	108	PM Pk Volume			77	66	129
Pk Hr Factor			0.906	0.912	0.931	Pk Hr Factor			0.837	0.717	0.806
7 - 9 Volume	0	0	46	116	162	4 - 6 Volume	0	0	123	106	229
7 - 9 Peak Hour			07:45	07:00	07:45	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	31	61	88	4 - 6 Pk Volume	0	0	69	57	119
Pk Hr Factor	0.000	0.000	0.775	0.897	0.917	Pk Hr Factor	0.000	0.000	0.821	0.792	0.875

Appendix B
Peak Hour Intersection Capacity Worksheets
Existing Conditions

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

Scenario Report

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

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	7	0	0	9	7	5	0	7	0	0	0	37
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	7	0	0	9	7	5	0	7	0	0	0	37
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	3	11	7	0	3	0	0	0	29
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	0	0	3	11	7	0	3	0	0	0	29
#3 Palm Avenue / Pasadena Avenue													
Base	11	217	12	9	261	6	2	0	2	14	0	10	544
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	217	12	9	261	6	2	0	2	14	0	10	544
#4 Palm Avenue / Echo Drive													
Base	4	251	47	37	281	0	2	0	8	30	1	22	683
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	251	47	37	281	0	2	0	8	30	1	22	683

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	7	0	0	9	7	5	0	7	0	0	0
2	4th Street &	2	3	0	0	3	11	7	0	3	0	0	0
3	Palm Avenue /	11	217	12	9	261	6	2	0	2	14	0	10
4	Palm Avenue /	4	251	47	37	281	0	2	0	8	30	1	22

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 3rd Street / 4th Street	A	8.6	0.012	A	8.6	0.012	+ 0.000
# 2 4th Street & Upland Street / P	A	8.6	0.011	A	8.6	0.011	+ 0.000
# 3 Palm Avenue / Pasadena Avenue	B	13.1	0.066	B	13.1	0.066	+ 0.000
# 4 Palm Avenue / Echo Drive	C	17.1	0.173	C	17.1	0.173	+ 0.000

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Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	7	0	0	9	7	5	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	7	0	0	9	7	5	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.67	0.67	0.67	0.54	0.54	0.54	1.00	1.00	1.00
PHF Volume:	3	9	0	0	13	10	9	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	9	0	0	13	10	9	0	13	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	24	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	33	19	xxxx	xxxx	xxxxx
Potent Cap.:	1591	xxxx	xxxxx	xxxx	xxxx	xxxxx	980	859	1060	xxxx	xxxx	xxxxx
Move Cap.:	1591	xxxx	xxxxx	xxxx	xxxx	xxxxx	979	858	1060	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1024	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	3	11	7	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	0	3	11	7	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	3	5	0	0	4	16	11	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	5	0	0	4	16	11	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	20	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	23	12	xxxx	xxxx	xxxxx
Potent Cap.:	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1068	xxxx	xxxx	xxxxx
Move Cap.:	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx	991	868	1068	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1013	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.6		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.1]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	217	12	9	261	6	2	0	2	14	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	217	12	9	261	6	2	0	2	14	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.90	0.90	0.90	0.50	0.50	0.50	0.55	0.55	0.55
PHF Volume:	14	271	15	10	291	7	4	0	4	26	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	271	15	10	291	7	4	0	4	26	0	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	298	xxxx	xxxxx	286	xxxx	xxxxx	630	628	295	623	624	279
Potent Cap.:	1263	xxxx	xxxxx	1276	xxxx	xxxxx	394	399	745	398	402	760
Move Cap.:	1263	xxxx	xxxxx	1276	xxxx	xxxxx	379	392	745	391	394	760
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.01	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	502	xxxxx	xxxx	490	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	13.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.3			13.1		
ApproachLOS:	*			*			B			B		

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

Collier Park Renovations TIS
Existing Conditions
Weekday PM Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[17.1]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	251	47	37	281	0	2	0	8	30	1	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	251	47	37	281	0	2	0	8	30	1	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.94	0.94	0.94	0.63	0.63	0.06	0.83	0.83	0.83
PHF Volume:	4	273	51	40	301	0	3	0	128	36	1	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	273	51	40	301	0	3	0	128	36	1	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	301	xxxx	xxxxx	324	xxxx	xxxxx	700	712	301	750	686	298
Potent Cap.:	1261	xxxx	xxxxx	1236	xxxx	xxxxx	354	358	739	327	370	741
Move Cap.:	1261	xxxx	xxxxx	1236	xxxx	xxxxx	331	345	739	263	357	741
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.17	0.14	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	717	xxxxx	xxxx	362	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	17.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.1			17.1		
ApproachLOS:	*			*			B			C		

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

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

Scenario Report

Scenario:	Existing Noon
Command:	Existing Noon
Volume:	Existing Noon
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	9	0	0	7	1	5	0	5	0	0	0	29
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	9	0	0	7	1	5	0	5	0	0	0	29
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	6	6	4	0	7	0	0	0	28
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	0	0	6	6	4	0	7	0	0	0	28
#3 Palm Avenue / Pasadena Avenue													
Base	5	163	13	5	167	5	4	0	5	9	1	5	382
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	163	13	5	167	5	4	0	5	9	1	5	382
#4 Palm Avenue / Echo Drive													
Base	5	172	32	20	158	2	2	1	15	48	0	40	495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	172	32	20	158	2	2	1	15	48	0	40	495

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	9	0	0	7	1	5	0	5	0	0	0
2	4th Street &	2	3	0	0	6	6	4	0	7	0	0	0
3	Palm Avenue /	5	163	13	5	167	5	4	0	5	9	1	5
4	Palm Avenue /	5	172	32	20	158	2	2	1	15	48	0	40

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.008	A	8.6	0.008	+ 0.000 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.012	A	8.6	0.012	+ 0.000 D/V
# 3 Palm Avenue / Pasadena Avenue	B	11.0	0.022	B	11.0	0.022	+ 0.000 D/V
# 4 Palm Avenue / Echo Drive	B	13.0	0.160	B	13.0	0.160	+ 0.000 D/V

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Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	9	0	0	7	1	5	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	9	0	0	7	1	5	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.67	0.67	0.67	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	3	13	0	0	10	1	8	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	13	0	0	10	1	8	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	12	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	30	11	xxxx	xxxx	xxxxx
Potent Cap.:	1607	xxxx	xxxxx	xxxx	xxxx	xxxxx	984	863	1070	xxxx	xxxx	xxxxx
Move Cap.:	1607	xxxx	xxxxx	xxxx	xxxx	xxxxx	983	861	1070	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1024	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	6	6	4	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	0	6	6	4	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.42	0.42	0.42	0.50	0.50	0.50	0.55	0.55	0.55	1.00	1.00	1.00
PHF Volume:	5	7	0	0	12	12	7	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	7	0	0	12	12	7	0	13	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	24	xxxx	xxxxx	xxxx	xxxx	xxxxx	35	35	18	xxxx	xxxx	xxxxx
Potent Cap.:	1591	xxxx	xxxxx	xxxx	xxxx	xxxxx	978	858	1061	xxxx	xxxx	xxxxx
Move Cap.:	1591	xxxx	xxxxx	xxxx	xxxx	xxxxx	976	855	1061	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1028	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.0]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	5	163	13	5	167	5	4	0	5	9	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	163	13	5	167	5	4	0	5	9	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.56	0.56	0.56	0.75	0.75	0.75
PHF Volume:	6	180	14	6	185	6	7	0	9	12	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	180	14	6	185	6	7	0	9	12	1	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	190	xxxx	xxxxx	194	xxxx	xxxxx	401	404	188	402	400	187
Potent Cap.:	1383	xxxx	xxxxx	1379	xxxx	xxxxx	560	535	854	559	538	855
Move Cap.:	1383	xxxx	xxxxx	1379	xxxx	xxxxx	551	531	854	550	534	855
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	686	xxxxx	xxxx	623	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.4			11.0		
ApproachLOS:	*			*			B			B		

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

Collier Park Renovations TIS
Existing Conditions
Weekend Noon Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[13.0]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	172	32	20	158	2	2	1	15	48	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	172	32	20	158	2	2	1	15	48	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.63	0.63	0.63
PHF Volume:	6	191	36	25	197	2	3	1	20	76	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	191	36	25	197	2	3	1	20	76	0	64
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	199	xxxx	xxxxx	226	xxxx	xxxxx	499	485	198	478	469	209
Potent Cap.:	1373	xxxx	xxxxx	1342	xxxx	xxxxx	482	482	843	498	492	832
Move Cap.:	1373	xxxx	xxxxx	1342	xxxx	xxxxx	437	471	843	476	481	832
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.02	0.16	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	735	xxxxx	xxxx	591	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.1			13.0		
ApproachLOS:	*			*			B			B		

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

Appendix C
Peak Hour Intersection Capacity Worksheets
Existing Plus Project Conditions

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

Scenario Report

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	7	0	0	9	7	5	0	7	0	0	0	37
Added	3	3	0	0	13	0	0	0	13	0	0	0	32
Total	5	10	0	0	22	7	5	0	20	0	0	0	69
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	3	11	7	0	3	0	0	0	29
Added	25	0	0	0	0	25	7	0	7	0	0	0	64
Total	27	3	0	0	3	36	14	0	10	0	0	0	93
#3 Palm Avenue / Pasadena Avenue													
Base	11	217	12	9	261	6	2	0	2	14	0	10	544
Added	0	0	75	125	0	0	0	0	0	20	0	33	253
Total	11	217	87	134	261	6	2	0	2	34	0	43	797
#4 Palm Avenue / Echo Drive													
Base	4	251	47	37	281	0	2	0	8	30	1	22	683
Added	0	63	0	3	16	0	0	0	0	0	0	13	95
Total	4	314	47	40	297	0	2	0	8	30	1	35	778

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	7	0	0	9	7	5	0	7	0	0	0
2	4th Street &	2	3	0	0	3	11	7	0	3	0	0	0
3	Palm Avenue /	11	217	12	9	261	6	2	0	2	14	0	10
4	Palm Avenue /	4	251	47	37	281	0	2	0	8	30	1	22

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	5	10	0	0	22	7	5	0	20	0	0	0
2	4th Street &	27	3	0	0	3	36	14	0	10	0	0	0
3	Palm Avenue /	11	217	87	134	261	6	2	0	2	34	0	43
4	Palm Avenue /	4	314	47	40	297	0	2	0	8	30	1	35

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.012	A	8.7	0.036	+ 0.131 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.011	A	9.1	0.028	+ 0.450 D/V
# 3 Palm Avenue / Pasadena Avenue	B	13.1	0.066	C	22.1	0.294	+ 9.067 D/V
# 4 Palm Avenue / Echo Drive	C	17.1	0.173	C	18.2	0.177	+ 1.107 D/V

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.7]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	7	0	0	9	7	5	0	7	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	2	7	0	0	9	7	5	0	7	0	0	0
Added Vol:	3	3	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	0	0	22	7	5	0	20	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.75 0.75		0.75	0.67 0.67		0.67	0.54 0.54		0.54	1.00 1.00		1.00
PHF Volume:	7	13	0	0	33	10	9	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	13	0	0	33	10	9	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43 xxxx	xxxxx	xxxx	xxxx	xxxxx		65	65	38	xxxx	xxxx	xxxxx
Potent Cap.:	1565 xxxx	xxxxx	xxxx	xxxx	xxxxx		941	826	1034	xxxx	xxxx	xxxxx
Move Cap.:	1565 xxxx	xxxxx	xxxx	xxxx	xxxxx		938	822	1034	xxxx	xxxx	xxxxx
Volume/Cap:	0.00 xxxx	xxxx	xxxx	xxxx	xxxx		0.01	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*		*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1013	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*		*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.1]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	3	0	0	3	11	7	0	3	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	0	3	11	7	0	3	0	0	0
Added Vol:	25	0	0	0	0	25	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	0	0	3	36	14	0	10	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63 0.63	0.63	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00	1.00
PHF Volume:	43	5	0	0	4	51	22	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	5	0	0	4	51	22	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	56 xxxx	xxxxx	xxxx	xxxx	xxxxx	121	121	30	xxxx	xxxx	xxxxx	
Potent Cap.:	1549 xxxx	xxxxx	xxxx	xxxx	xxxxx	874	769	1044	xxxx	xxxx	xxxxx	
Move Cap.:	1549 xxxx	xxxxx	xxxx	xxxx	xxxxx	855	747	1044	xxxx	xxxx	xxxxx	
Volume/Cap:	0.03 xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	925	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: C[22.1]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	217	12	9	261	6	2	0	2	14	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	217	12	9	261	6	2	0	2	14	0	10
Added Vol:	0	0	75	125	0	0	0	0	0	20	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	217	87	134	261	6	2	0	2	34	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.90	0.90	0.90	0.50	0.50	0.50	0.55	0.55	0.55
PHF Volume:	14	271	109	150	291	7	4	0	4	62	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	271	109	150	291	7	4	0	4	62	0	79
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	298	xxxx	xxxxx	380	xxxx	xxxxx	986	1001	295	949	950	326
Potent Cap.:	1263	xxxx	xxxxx	1178	xxxx	xxxxx	227	243	745	240	260	716
Move Cap.:	1263	xxxx	xxxxx	1178	xxxx	xxxxx	179	207	745	212	222	716
Volume/Cap:	0.01	xxxx	xxxx	0.13	xxxx	xxxx	0.02	0.00	0.01	0.29	0.00	0.11
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	288	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.8	xxxxx	xxxxx	22.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.8			22.1		
ApproachLOS:	*			*			C			C		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekday PM Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[18.2]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	251	47	37	281	0	2	0	8	30	1	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	251	47	37	281	0	2	0	8	30	1	22
Added Vol:	0	63	0	3	16	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	314	47	40	297	0	2	0	8	30	1	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.94	0.94	0.94	0.63	0.63	0.06	0.83	0.83	0.83
PHF Volume:	4	341	51	43	318	0	3	0	128	36	1	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	341	51	43	318	0	3	0	128	36	1	42
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	318	xxxx	xxxxx	392	xxxx	xxxxx	800	804	318	842	778	366
Potent Cap.:	1242	xxxx	xxxxx	1167	xxxx	xxxxx	303	316	723	284	327	679
Move Cap.:	1242	xxxx	xxxxx	1167	xxxx	xxxxx	275	304	723	226	314	679
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.00	0.18	0.16	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	695	xxxxx	xxxx	352	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	18.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.4			18.2		
ApproachLOS:	*			*			B			C		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

Scenario Report

Scenario:	Existing + Project Noon
Command:	Existing + Project Noon
Volume:	Existing Noon
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	9	0	0	7	1	5	0	5	0	0	0	29
Added	3	3	0	0	13	0	0	0	13	0	0	0	32
Total	5	12	0	0	20	1	5	0	18	0	0	0	61
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	6	6	4	0	7	0	0	0	28
Added	25	0	0	0	0	25	7	0	7	0	0	0	64
Total	27	3	0	0	6	31	11	0	14	0	0	0	92
#3 Palm Avenue / Pasadena Avenue													
Base	5	163	13	5	167	5	4	0	5	9	1	5	382
Added	0	0	75	125	0	0	0	0	0	20	0	33	253
Total	5	163	88	130	167	5	4	0	5	29	1	38	635
#4 Palm Avenue / Echo Drive													
Base	5	172	32	20	158	2	2	1	15	48	0	40	495
Added	0	63	0	3	16	0	0	0	0	0	0	13	95
Total	5	235	32	23	174	2	2	1	15	48	0	53	590

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	9	0	0	7	1	5	0	5	0	0	0
2	4th Street &	2	3	0	0	6	6	4	0	7	0	0	0
3	Palm Avenue /	5	163	13	5	167	5	4	0	5	9	1	5
4	Palm Avenue /	5	172	32	20	158	2	2	1	15	48	0	40

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	5	12	0	0	20	1	5	0	18	0	0	0
2	4th Street &	27	3	0	0	6	31	11	0	14	0	0	0
3	Palm Avenue /	5	163	88	130	167	5	4	0	5	29	1	38
4	Palm Avenue /	5	235	32	23	174	2	2	1	15	48	0	53

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.008	A	8.7	0.028	+ 0.095 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.012	A	9.2	0.042	+ 0.626 D/V
# 3 Palm Avenue / Pasadena Avenue	B	11.0	0.022	B	14.5	0.126	+ 3.499 D/V
# 4 Palm Avenue / Echo Drive	B	13.0	0.160	B	14.5	0.187	+ 1.504 D/V

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.7]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	9	0	0	7	1	5	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	9	0	0	7	1	5	0	5	0	0	0
Added Vol:	3	3	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	12	0	0	20	1	5	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.67	0.67	0.67	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	7	17	0	0	30	1	8	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	17	0	0	30	1	8	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	31	xxxx	xxxxx	xxxx	xxxx	xxxxx	63	63	31	xxxx	xxxx	xxxxx
Potent Cap.:	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx	943	828	1044	xxxx	xxxx	xxxxx
Move Cap.:	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	824	1044	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1019	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.2]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	3	0	0	6	6	4	0	7	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	0	6	6	4	0	7	0	0	0
Added Vol:	25	0	0	0	0	25	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	0	0	6	31	11	0	14	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.42 0.42	0.42	0.50	0.50	0.50	0.55	0.55	0.55	1.00	1.00	1.00	
PHF Volume:	65	7	0	0	12	62	20	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	7	0	0	12	62	20	0	25	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	74 xxxx	xxxxx	xxxx	xxxx	xxxxx	180	180	43	xxxx	xxxx	xxxxx	
Potent Cap.:	1526 xxxx	xxxxx	xxxx	xxxx	xxxxx	810	714	1027	xxxx	xxxx	xxxxx	
Move Cap.:	1526 xxxx	xxxxx	xxxx	xxxx	xxxxx	783	683	1027	xxxx	xxxx	xxxxx	
Volume/Cap:	0.04 xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.5 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	903	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.5 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.5]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	5	163	13	5	167	5	4	0	5	9	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	163	13	5	167	5	4	0	5	9	1	5
Added Vol:	0	0	75	125	0	0	0	0	0	20	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	163	88	130	167	5	4	0	5	29	1	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.56	0.56	0.56	0.75	0.75	0.75
PHF Volume:	6	180	97	144	185	6	7	0	9	39	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	180	97	144	185	6	7	0	9	39	1	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	190	xxxx	xxxxx	277	xxxx	xxxxx	741	764	188	720	718	229
Potent Cap.:	1383	xxxx	xxxxx	1285	xxxx	xxxxx	332	334	854	343	355	811
Move Cap.:	1383	xxxx	xxxxx	1285	xxxx	xxxxx	280	292	854	307	310	811
Volume/Cap:	0.00	xxxx	xxxx	0.11	xxxx	xxxx	0.03	0.00	0.01	0.13	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	447	xxxxx	xxxx	470	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx	xxxxx	14.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.3			14.5		
ApproachLOS:	*			*			B			B		

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

Collier Park Renovations TIS
Existing + Project Conditions
Weekend Noon Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[14.5]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	172	32	20	158	2	2	1	15	48	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	172	32	20	158	2	2	1	15	48	0	40
Added Vol:	0	63	0	3	16	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	235	32	23	174	2	2	1	15	48	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.63	0.63	0.63
PHF Volume:	6	261	36	29	216	2	3	1	20	76	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	261	36	29	216	2	3	1	20	76	0	84
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	219	xxxx	xxxxx	296	xxxx	xxxxx	607	582	218	575	566	279
Potent Cap.:	1351	xxxx	xxxxx	1265	xxxx	xxxxx	409	424	822	429	434	760
Move Cap.:	1351	xxxx	xxxxx	1265	xxxx	xxxxx	356	413	822	409	422	760
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.02	0.19	0.00	0.11
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	685	xxxxx	xxxx	540	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	14.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.4			14.5		
ApproachLOS:	*			*			B			B		

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

Appendix D
Peak Hour Intersection Capacity Worksheets
Near-Term Year 2015 Base Conditions

Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

Scenario Report

Scenario:	Nearterm PM
Command:	Nearterm PM
Volume:	Neaterm PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	8	0	0	10	8	5	0	8	0	0	0	40
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	8	0	0	10	8	5	0	8	0	0	0	40
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	3	12	8	0	3	0	0	0	31
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	0	0	3	12	8	0	3	0	0	0	31
#3 Palm Avenue / Pasadena Avenue													
Base	12	234	13	10	282	6	2	0	2	15	0	11	588
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	234	13	10	282	6	2	0	2	15	0	11	588
#4 Palm Avenue / Echo Drive													
Base	4	271	51	40	303	0	2	0	9	32	1	24	738
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	271	51	40	303	0	2	0	9	32	1	24	738

Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	8	0	0	10	8	5	0	8	0	0	0
2	4th Street &	2	3	0	0	3	12	8	0	3	0	0	0
3	Palm Avenue /	12	234	13	10	282	6	2	0	2	15	0	11
4	Palm Avenue /	4	271	51	40	303	0	2	0	9	32	1	24

Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 3rd Street / 4th Street	A	8.6	0.013	A	8.6	0.013	+ 0.000
# 2 4th Street & Upland Street / P	A	8.6	0.012	A	8.6	0.012	+ 0.000
# 3 Palm Avenue / Pasadena Avenue	B	13.8	0.077	B	13.8	0.077	+ 0.000
# 4 Palm Avenue / Echo Drive	C	18.9	0.193	C	18.9	0.193	+ 0.000

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Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	2	7	0	0	9	7	5	0	7	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	8	0	0	10	8	5	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.67	0.67	0.67	0.54	0.54	0.54	1.00	1.00	1.00
PHF Volume:	3	10	0	0	15	11	10	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	10	0	0	15	11	10	0	14	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	26	xxxx	xxxxx	xxxx	xxxx	xxxxx	36	36	20	xxxx	xxxx	xxxxx
Potent Cap.:	1588	xxxx	xxxxx	xxxx	xxxx	xxxxx	977	856	1058	xxxx	xxxx	xxxxx
Move Cap.:	1588	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	855	1058	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1022	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	3	11	7	0	3	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	3	0	0	3	12	8	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	3	5	0	0	5	17	12	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	5	0	0	5	17	12	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	22	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	25	13	xxxx	xxxx	xxxxx
Potent Cap.:	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	990	868	1067	xxxx	xxxx	xxxxx
Move Cap.:	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	989	866	1067	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1011	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.6		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.8]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	217	12	9	261	6	2	0	2	14	0	10
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	12	234	13	10	282	6	2	0	2	15	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.90	0.90	0.90	0.50	0.50	0.50	0.55	0.55	0.55
PHF Volume:	15	293	16	11	315	7	4	0	4	28	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	293	16	11	315	7	4	0	4	28	0	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	322	xxxx	xxxxx	309	xxxx	xxxxx	681	679	318	673	674	301
Potent Cap.:	1238	xxxx	xxxxx	1251	xxxx	xxxxx	365	374	722	369	376	739
Move Cap.:	1238	xxxx	xxxxx	1251	xxxx	xxxxx	349	366	722	361	368	739
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.01	0.08	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	471	xxxxx	xxxx	459	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.8			13.8		
ApproachLOS:	*			*			B			B		

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

Collier Park Renovations TIS
Near-Term 2020 Conditions
Weekday PM Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[18.9]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	251	47	37	281	0	2	0	8	30	1	22
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	271	51	40	303	0	2	0	9	32	1	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.94	0.94	0.94	0.63	0.63	0.06	0.83	0.83	0.83
PHF Volume:	5	294	55	43	325	0	3	0	138	39	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	294	55	43	325	0	3	0	138	39	1	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	325	xxxx	xxxxx	349	xxxx	xxxxx	756	769	325	810	741	322
Potent Cap.:	1235	xxxx	xxxxx	1209	xxxx	xxxxx	324	332	717	298	344	719
Move Cap.:	1235	xxxx	xxxxx	1209	xxxx	xxxxx	301	318	717	233	330	719
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.00	0.19	0.17	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	693	xxxxx	xxxx	327	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	18.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.5			18.9		
ApproachLOS:	*			*			B			C		

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

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

Scenario Report

Scenario:	Nearterm Noon
Command:	Nearterm Noon
Volume:	Nearterm Noon
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	10	0	0	8	1	5	0	5	0	0	0	31
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	10	0	0	8	1	5	0	5	0	0	0	31
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	6	6	4	0	8	0	0	0	30
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	0	0	6	6	4	0	8	0	0	0	30
#3 Palm Avenue / Pasadena Avenue													
Base	5	176	14	5	180	5	4	0	5	10	1	5	413
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	176	14	5	180	5	4	0	5	10	1	5	413
#4 Palm Avenue / Echo Drive													
Base	5	186	35	22	171	2	2	1	16	52	0	43	535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	186	35	22	171	2	2	1	16	52	0	43	535

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	10	0	0	8	1	5	0	5	0	0	0
2	4th Street &	2	3	0	0	6	6	4	0	8	0	0	0
3	Palm Avenue /	5	176	14	5	180	5	4	0	5	10	1	5
4	Palm Avenue /	5	186	35	22	171	2	2	1	16	52	0	43

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Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 3rd Street / 4th Street	A	8.6	0.009	A	8.6	0.009	+ 0.000
# 2 4th Street & Upland Street / P	A	8.6	0.013	A	8.6	0.013	+ 0.000
# 3 Palm Avenue / Pasadena Avenue	B	11.3	0.025	B	11.3	0.025	+ 0.000
# 4 Palm Avenue / Echo Drive	B	13.7	0.184	B	13.7	0.184	+ 0.000

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	9	0	0	7	1	5	0	5	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	10	0	0	8	1	5	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.67	0.67	0.67	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	3	14	0	0	11	2	9	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	14	0	0	11	2	9	0	9	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	13	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	33	12	xxxx	xxxx	xxxxx
Potent Cap.:	1606	xxxx	xxxxx	xxxx	xxxx	xxxxx	981	860	1068	xxxx	xxxx	xxxxx
Move Cap.:	1606	xxxx	xxxxx	xxxx	xxxx	xxxxx	980	858	1068	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1022	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.6		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	6	6	4	0	7	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	3	0	0	6	6	4	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.42	0.42	0.42	0.50	0.50	0.50	0.55	0.55	0.55	1.00	1.00	1.00
PHF Volume:	5	8	0	0	13	13	8	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	8	0	0	13	13	8	0	14	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	26	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	38	19	xxxx	xxxx	xxxxx
Potent Cap.:	1588	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	855	1059	xxxx	xxxx	xxxxx
Move Cap.:	1588	xxxx	xxxxx	xxxx	xxxx	xxxxx	972	852	1059	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1025	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.6		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.3]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	5	163	13	5	167	5	4	0	5	9	1	5
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	5	176	14	5	180	5	4	0	5	10	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.56	0.56	0.56	0.75	0.75	0.75
PHF Volume:	6	195	16	6	200	6	8	0	10	13	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	195	16	6	200	6	8	0	10	13	1	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	206	xxxx	xxxxx	210	xxxx	xxxxx	433	437	203	434	432	202
Potent Cap.:	1366	xxxx	xxxxx	1361	xxxx	xxxxx	533	513	838	532	516	838
Move Cap.:	1366	xxxx	xxxxx	1361	xxxx	xxxxx	524	509	838	523	512	838
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	661	xxxxx	xxxx	597	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	11.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.6			11.3		
ApproachLOS:	*			*			B			B		

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

Collier Park Renovations TIS
Near-Term 2020 Base Conditions
Weekend Noon Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.7]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	172	32	20	158	2	2	1	15	48	0	40
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	5	186	35	22	171	2	2	1	16	52	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.63	0.63	0.63
PHF Volume:	6	206	38	27	212	3	3	1	22	82	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	206	38	27	212	3	3	1	22	82	0	69
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	215	xxxx	xxxxx	245	xxxx	xxxxx	539	524	214	516	506	225
Potent Cap.:	1355	xxxx	xxxxx	1322	xxxx	xxxxx	453	458	826	469	469	814
Move Cap.:	1355	xxxx	xxxxx	1322	xxxx	xxxxx	407	447	826	447	457	814
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.03	0.18	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	711	xxxxx	xxxx	563	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.3			13.7		
ApproachLOS:	*			*			B			B		

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

Appendix E
Peak Hour Intersection Capacity Worksheets
Near-Term Year 2015 Base Plus Project Conditions

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

Scenario Report

Scenario:	Nearterm + Project PM
Command:	Nearterm + Project PM
Volume:	Neaterm PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	8	0	0	10	8	5	0	8	0	0	0	40
Added	3	3	0	0	13	0	0	0	13	0	0	0	32
Total	5	11	0	0	23	8	5	0	21	0	0	0	72
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	3	12	8	0	3	0	0	0	31
Added	25	0	0	0	0	25	7	0	7	0	0	0	64
Total	27	3	0	0	3	37	15	0	10	0	0	0	95
#3 Palm Avenue / Pasadena Avenue													
Base	12	234	13	10	282	6	2	0	2	15	0	11	588
Added	0	0	75	125	0	0	0	0	0	20	0	33	253
Total	12	234	88	135	282	6	2	0	2	35	0	44	841
#4 Palm Avenue / Echo Drive													
Base	4	271	51	40	303	0	2	0	9	32	1	24	738
Added	0	63	0	3	16	0	0	0	0	0	0	13	95
Total	4	334	51	43	319	0	2	0	9	32	1	37	833

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	8	0	0	10	8	5	0	8	0	0	0
2	4th Street &	2	3	0	0	3	12	8	0	3	0	0	0
3	Palm Avenue /	12	234	13	10	282	6	2	0	2	15	0	11
4	Palm Avenue /	4	271	51	40	303	0	2	0	9	32	1	24

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	5	11	0	0	23	8	5	0	21	0	0	0
2	4th Street &	27	3	0	0	3	37	15	0	10	0	0	0
3	Palm Avenue /	12	234	88	135	282	6	2	0	2	35	0	44
4	Palm Avenue /	4	334	51	43	319	0	2	0	9	32	1	37

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.013	A	8.7	0.037	+ 0.134 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.012	A	9.1	0.028	+ 0.456 D/V
# 3 Palm Avenue / Pasadena Avenue	B	13.8	0.077	C	24.7	0.330	+10.945 D/V
# 4 Palm Avenue / Echo Drive	C	18.9	0.193	C	20.4	0.197	+ 1.480 D/V

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.7]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	7	0	0	9	7	5	0	7	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	8	0	0	10	8	5	0	8	0	0	0
Added Vol:	3	3	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	11	0	0	23	8	5	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.67	0.67	0.67	0.54	0.54	0.54	1.00	1.00	1.00
PHF Volume:	7	14	0	0	34	11	10	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	14	0	0	34	11	10	0	38	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	45	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	68	40	xxxx	xxxx	xxxxx
Potent Cap.:	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	937	823	1032	xxxx	xxxx	xxxxx
Move Cap.:	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	934	819	1032	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1010	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.1]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	3	0	0	3	11	7	0	3	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	3	0	0	3	12	8	0	3	0	0	0
Added Vol:	25	0	0	0	0	25	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	0	0	3	37	15	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	43	5	0	0	5	53	23	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	5	0	0	5	53	23	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	57	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	123	31	xxxx	xxxx	xxxxx
Potent Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	872	767	1043	xxxx	xxxx	xxxxx
Move Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	745	1043	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	922	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.1		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[24.7]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	11	217	12	9	261	6	2	0	2	14	0	10
Growth Adj:	1.08 1.08	1.08		1.08 1.08	1.08		1.08 1.08	1.08		1.08 1.08	1.08	
Initial Bse:	12	234	13	10	282	6	2	0	2	15	0	11
Added Vol:	0	0	75	125	0	0	0	0	0	20	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	234	88	135	282	6	2	0	2	35	0	44
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.80 0.80	0.80		0.90 0.90	0.90		0.50 0.50	0.50		0.55 0.55	0.55	
PHF Volume:	15	293	110	150	315	7	4	0	4	64	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	293	110	150	315	7	4	0	4	64	0	80
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	322 xxxx	xxxxx		403 xxxx	xxxxx		1037	1052	318	999	1000	348
Potent Cap.:	1238 xxxx	xxxxx		1156 xxxx	xxxxx		209	227	722	222	243	695
Move Cap.:	1238 xxxx	xxxxx		1156 xxxx	xxxxx		164	192	722	195	206	695
Volume/Cap:	0.01 xxxx	xxxx		0.13 xxxx	xxxx		0.03	0.00	0.01	0.33	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx		0.4 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9 xxxx	xxxxx		8.6 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	267	xxxxx	xxxx	325	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	24.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.9			24.7		
ApproachLOS:	*			*			C			C		

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

Collier Park Renovations TIS
Near-Term 2020 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[20.4]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	251	47	37	281	0	2	0	8	30	1	22
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	271	51	40	303	0	2	0	9	32	1	24
Added Vol:	0	63	0	3	16	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	334	51	43	319	0	2	0	9	32	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.94	0.94	0.94	0.63	0.63	0.06	0.83	0.83	0.83
PHF Volume:	5	363	55	46	342	0	3	0	138	39	1	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	363	55	46	342	0	3	0	138	39	1	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	342	xxxx	xxxxx	418	xxxx	xxxxx	856	861	342	902	833	390
Potent Cap.:	1217	xxxx	xxxxx	1141	xxxx	xxxxx	278	293	701	258	304	658
Move Cap.:	1217	xxxx	xxxxx	1141	xxxx	xxxxx	249	280	701	200	291	658
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.00	0.20	0.20	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	671	xxxxx	xxxx	317	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	20.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.8			20.4		
ApproachLOS:	*			*			B			C		

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

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

Scenario Report

Scenario:	Nearterm + Project Noon
Command:	Nearterm + Project Noon
Volume:	Nearterm Noon
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	10	0	0	8	1	5	0	5	0	0	0	31
Added	3	3	0	0	13	0	0	0	13	0	0	0	32
Total	5	13	0	0	21	1	5	0	18	0	0	0	63
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	3	0	0	6	6	4	0	8	0	0	0	30
Added	25	0	0	0	0	25	7	0	7	0	0	0	64
Total	27	3	0	0	6	31	11	0	15	0	0	0	94
#3 Palm Avenue / Pasadena Avenue													
Base	5	176	14	5	180	5	4	0	5	10	1	5	413
Added	0	0	75	125	0	0	0	0	0	20	0	33	253
Total	5	176	89	130	180	5	4	0	5	30	1	38	666
#4 Palm Avenue / Echo Drive													
Base	5	186	35	22	171	2	2	1	16	52	0	43	535
Added	0	63	0	3	16	0	0	0	0	0	0	13	95
Total	5	249	35	25	187	2	2	1	16	52	0	56	630

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	10	0	0	8	1	5	0	5	0	0	0
2	4th Street &	2	3	0	0	6	6	4	0	8	0	0	0
3	Palm Avenue /	5	176	14	5	180	5	4	0	5	10	1	5
4	Palm Avenue /	5	186	35	22	171	2	2	1	16	52	0	43

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Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	5	13	0	0	21	1	5	0	18	0	0	0
2	4th Street &	27	3	0	0	6	31	11	0	15	0	0	0
3	Palm Avenue /	5	176	89	130	180	5	4	0	5	30	1	38
4	Palm Avenue /	5	249	35	25	187	2	2	1	16	52	0	56

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.009	A	8.7	0.028	+ 0.097 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.013	A	9.2	0.043	+ 0.629 D/V
# 3 Palm Avenue / Pasadena Avenue	B	11.3	0.025	C	15.1	0.136	+ 3.811 D/V
# 4 Palm Avenue / Echo Drive	B	13.7	0.184	C	15.5	0.215	+ 1.780 D/V

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.7]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	9	0	0	7	1	5	0	5	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	10	0	0	8	1	5	0	5	0	0	0
Added Vol:	3	3	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	13	0	0	21	1	5	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.67	0.67	0.67	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	8	18	0	0	31	2	9	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	18	0	0	31	2	9	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	65	32	xxxx	xxxx	xxxxx
Potent Cap.:	1580	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	826	1042	xxxx	xxxx	xxxxx
Move Cap.:	1580	xxxx	xxxxx	xxxx	xxxx	xxxxx	937	822	1042	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1016	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.2]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	6	6	4	0	7	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	3	0	0	6	6	4	0	8	0	0	0
Added Vol:	25	0	0	0	0	25	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	0	0	6	31	11	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.42	0.42	0.42	0.50	0.50	0.50	0.55	0.55	0.55	1.00	1.00	1.00
PHF Volume:	65	8	0	0	13	63	21	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	8	0	0	13	63	21	0	26	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	76	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	182	44	xxxx	xxxx	xxxxx
Potent Cap.:	1523	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	712	1026	xxxx	xxxx	xxxxx
Move Cap.:	1523	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	680	1026	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	901	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[15.1]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	5	163	13	5	167	5	4	0	5	9	1	5
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	5	176	14	5	180	5	4	0	5	10	1	5
Added Vol:	0	0	75	125	0	0	0	0	0	20	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	176	89	130	180	5	4	0	5	30	1	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.56	0.56	0.56	0.75	0.75	0.75
PHF Volume:	6	195	98	144	200	6	8	0	10	40	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	195	98	144	200	6	8	0	10	40	1	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	206	xxxx	xxxxx	293	xxxx	xxxxx	774	796	203	752	750	244
Potent Cap.:	1366	xxxx	xxxxx	1269	xxxx	xxxxx	316	320	838	327	340	795
Move Cap.:	1366	xxxx	xxxxx	1269	xxxx	xxxxx	266	279	838	291	297	795
Volume/Cap:	0.00	xxxx	xxxx	0.11	xxxx	xxxx	0.03	0.00	0.01	0.14	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	428	xxxxx	xxxx	449	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	15.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.8			15.1		
ApproachLOS:	*			*			B			C		

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

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Collier Park RenovationsTIS
Near-Term 2020 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[15.5]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	172	32	20	158	2	2	1	15	48	0	40
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	5	186	35	22	171	2	2	1	16	52	0	43
Added Vol:	0	63	0	3	16	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	249	35	25	187	2	2	1	16	52	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.63	0.63	0.63
PHF Volume:	6	276	38	31	232	3	3	1	22	82	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	276	38	31	232	3	3	1	22	82	0	89
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	235	xxxx	xxxxx	314	xxxx	xxxxx	647	621	233	613	603	295
Potent Cap.:	1332	xxxx	xxxxx	1246	xxxx	xxxxx	384	403	806	404	413	744
Move Cap.:	1332	xxxx	xxxxx	1246	xxxx	xxxxx	331	391	806	384	401	744
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.03	0.21	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	661	xxxxx	xxxx	513	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.7			15.5		
ApproachLOS:	*			*			B			C		

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

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Appendix F
Peak Hour Intersection Capacity Worksheets
Future Year 2030 Base Conditions

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

Scenario Report

Scenario:	Horizon PM
Command:	Horizon PM
Volume:	Horizon PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	9	0	0	11	9	6	0	9	0	0	0	46
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	9	0	0	11	9	6	0	9	0	0	0	46
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	4	0	0	4	14	9	0	4	0	0	0	36
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	4	0	0	4	14	9	0	4	0	0	0	36
#3 Palm Avenue / Pasadena Avenue													
Base	15	293	16	16	459	11	2	0	2	17	0	12	844
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	293	16	16	459	11	2	0	2	17	0	12	844
#4 Palm Avenue / Echo Drive													
Base	5	306	57	50	379	0	2	0	10	48	2	35	895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	306	57	50	379	0	2	0	10	48	2	35	895

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	9	0	0	11	9	6	0	9	0	0	0
2	4th Street &	2	4	0	0	4	14	9	0	4	0	0	0
3	Palm Avenue /	15	293	16	16	459	11	2	0	2	17	0	12
4	Palm Avenue /	5	306	57	50	379	0	2	0	10	48	2	35

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Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.015	A	8.6	0.015	+ 0.000 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.014	A	8.6	0.014	+ 0.000 D/V
# 3 Palm Avenue / Pasadena Avenue	C	16.5	0.074	C	16.5	0.074	+ 0.000 D/V
# 4 Palm Avenue / Echo Drive	C	19.8	0.213	C	19.8	0.213	+ 0.000 D/V

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	7	0	0	9	7	5	0	7	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	9	0	0	11	9	6	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.67	0.67	0.67	0.54	0.54	0.54	1.00	1.00	1.00
PHF Volume:	3	11	0	0	17	13	11	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	11	0	0	17	13	11	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	30	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	41	23	xxxx	xxxx	xxxxx
Potent Cap.:	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx	970	851	1054	xxxx	xxxx	xxxxx
Move Cap.:	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx	969	849	1054	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1017	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	3	11	7	0	3	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	4	0	0	4	14	9	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	4	6	0	0	5	19	14	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	6	0	0	5	19	14	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	29	15	xxxx	xxxx	xxxxx
Potent Cap.:	1590	xxxx	xxxxx	xxxx	xxxx	xxxxx	986	864	1065	xxxx	xxxx	xxxxx
Move Cap.:	1590	xxxx	xxxxx	xxxx	xxxx	xxxxx	984	862	1065	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1007	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[16.5]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	217	12	9	261	6	2	0	2	14	0	10
Growth Adj:	1.35	1.35	1.35	1.76	1.76	1.76	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	15	293	16	16	459	11	2	0	2	17	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	318	18	17	499	11	3	0	3	19	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	318	18	17	499	11	3	0	3	19	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	511	xxxx	xxxxx	336	xxxx	xxxxx	906	908	505	900	905	327
Potent Cap.:	1054	xxxx	xxxxx	1223	xxxx	xxxxx	257	275	567	259	276	714
Move Cap.:	1054	xxxx	xxxxx	1223	xxxx	xxxxx	247	267	567	252	268	714
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	344	xxxxx	xxxx	345	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	16.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.6			16.5		
ApproachLOS:	*			*			C			C		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekday PM Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[19.8]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	251	47	37	281	0	2	0	8	30	1	22
Growth Adj:	1.22	1.22	1.22	1.35	1.35	1.35	1.23	1.23	1.23	1.60	1.60	1.60
Initial Bse:	5	306	57	50	379	0	2	0	10	48	2	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	333	62	54	412	0	3	0	11	52	2	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	333	62	54	412	0	3	0	11	52	2	38
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	412	xxxx	xxxxx	395	xxxx	xxxxx	916	927	412	901	896	364
Potent Cap.:	1147	xxxx	xxxxx	1163	xxxx	xxxxx	253	268	640	259	280	681
Move Cap.:	1147	xxxx	xxxxx	1163	xxxx	xxxxx	228	254	640	245	265	681
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.01	0.00	0.02	0.21	0.01	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	470	xxxxx	xxxx	334	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	19.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			12.9			19.8		
ApproachLOS:	*			*			B			C		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

Scenario Report

Scenario:	Horizon Noon
Command:	Horizon Noon
Volume:	Horizon Noon
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	11	0	0	9	1	6	0	6	0	0	0	36
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	11	0	0	9	1	6	0	6	0	0	0	36
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	4	0	0	7	7	5	0	9	0	0	0	34
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	4	0	0	7	7	5	0	9	0	0	0	34
#3 Palm Avenue / Pasadena Avenue													
Base	7	220	18	9	294	9	5	0	6	11	1	6	585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	220	18	9	294	9	5	0	6	11	1	6	585
#4 Palm Avenue / Echo Drive													
Base	6	210	39	27	213	3	2	1	18	77	0	64	661
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	210	39	27	213	3	2	1	18	77	0	64	661

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	11	0	0	9	1	6	0	6	0	0	0
2	4th Street &	2	4	0	0	7	7	5	0	9	0	0	0
3	Palm Avenue /	7	220	18	9	294	9	5	0	6	11	1	6
4	Palm Avenue /	6	210	39	27	213	3	2	1	18	77	0	64

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 3rd Street / 4th Street	A	8.6	0.010	A	8.6	0.010	+ 0.000
# 2 4th Street & Upland Street / P	A	8.6	0.015	A	8.6	0.015	+ 0.000
# 3 Palm Avenue / Pasadena Avenue	B	12.9	0.030	B	12.9	0.030	+ 0.000
# 4 Palm Avenue / Echo Drive	B	14.6	0.201	B	14.6	0.201	+ 0.000

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Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	9	0	0	7	1	5	0	5	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	11	0	0	9	1	6	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.67	0.67	0.67	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	4	16	0	0	13	2	10	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	16	0	0	13	2	10	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	37	14	xxxx	xxxx	xxxxx
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	855	1066	xxxx	xxxx	xxxxx
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	853	1066	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1018	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	2	3	0	0	6	6	4	0	7	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	4	0	0	7	7	5	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.42	0.42	0.42	0.50	0.50	0.50	0.55	0.55	0.55	1.00	1.00	1.00
PHF Volume:	6	9	0	0	15	15	9	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	9	0	0	15	15	9	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	30	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	43	22	xxxx	xxxx	xxxxx
Potent Cap.:	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx	968	849	1055	xxxx	xxxx	xxxxx
Move Cap.:	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx	965	846	1055	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1021	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.6		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.9]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	163	13	5	167	5	4	0	5	9	1	5
Growth Adj:	1.35	1.35	1.35	1.76	1.76	1.76	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	7	220	18	9	294	9	5	0	6	11	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	239	19	10	319	10	5	0	7	12	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	239	19	10	319	10	5	0	7	12	1	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	329	xxxx	xxxxx	258	xxxx	xxxxx	611	616	324	610	612	249
Potent Cap.:	1230	xxxx	xxxxx	1306	xxxx	xxxxx	406	406	717	406	408	790
Move Cap.:	1230	xxxx	xxxxx	1306	xxxx	xxxxx	397	400	717	399	403	790
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.01	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	528	xxxxx	xxxx	478	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	12.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.0			12.9		
ApproachLOS:	*			*			B			B		

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

Collier Park Renovations TIS
Horizon 2035 Base Conditions
Weekend Noon Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.6]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	5	172	32	20	158	2	2	1	15	48	0	40
Growth Adj:	1.22	1.22	1.22	1.35	1.35	1.35	1.23	1.23	1.23	1.60	1.60	1.60
Initial Bse:	6	210	39	27	213	3	2	1	18	77	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	228	42	29	232	3	3	1	20	83	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	228	42	29	232	3	3	1	20	83	0	70
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	235	xxxx	xxxxx	271	xxxx	xxxxx	589	576	233	565	556	249
Potent Cap.:	1333	xxxx	xxxxx	1293	xxxx	xxxxx	420	428	806	435	439	789
Move Cap.:	1333	xxxx	xxxxx	1293	xxxx	xxxxx	374	416	806	415	427	789
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.02	0.20	0.00	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	683	xxxxx	xxxx	529	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	14.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			14.6		
ApproachLOS:	*			*			B			B		

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

Appendix G
Peak Hour Intersection Capacity Worksheets
Future Year 2030 Base Plus Project Conditions

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

Scenario Report

Scenario:	Horizon + Project PM
Command:	Horizon + Project PM
Volume:	Horizon PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	9	0	0	11	9	6	0	9	0	0	0	46
Added	3	3	0	0	13	0	0	0	13	0	0	0	32
Total	5	12	0	0	24	9	6	0	22	0	0	0	78
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	4	0	0	4	14	9	0	4	0	0	0	36
Added	25	0	0	0	0	25	7	0	7	0	0	0	64
Total	27	4	0	0	4	39	16	0	11	0	0	0	100
#3 Palm Avenue / Pasadena Avenue													
Base	15	293	16	16	459	11	2	0	2	17	0	12	844
Added	0	0	75	125	0	0	0	0	0	20	0	33	253
Total	15	293	91	141	459	11	2	0	2	37	0	45	1097
#4 Palm Avenue / Echo Drive													
Base	5	306	57	50	379	0	2	0	10	48	2	35	895
Added	0	63	0	3	16	0	0	0	0	0	0	13	95
Total	5	369	57	53	395	0	2	0	10	48	2	48	990

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	9	0	0	11	9	6	0	9	0	0	0
2	4th Street &	2	4	0	0	4	14	9	0	4	0	0	0
3	Palm Avenue /	15	293	16	16	459	11	2	0	2	17	0	12
4	Palm Avenue /	5	306	57	50	379	0	2	0	10	48	2	35

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	5	12	0	0	24	9	6	0	22	0	0	0
2	4th Street &	27	4	0	0	4	39	16	0	11	0	0	0
3	Palm Avenue /	15	293	91	141	459	11	2	0	2	37	0	45
4	Palm Avenue /	5	369	57	53	395	0	2	0	10	48	2	48

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.015	A	8.8	0.039	+ 0.139 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.014	A	9.1	0.029	+ 0.465 D/V
# 3 Palm Avenue / Pasadena Avenue	C	16.5	0.074	D	27.8	0.292	+11.315 D/V
# 4 Palm Avenue / Echo Drive	C	19.8	0.213	C	22.3	0.248	+ 2.438 D/V

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.8]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	7	0	0	9	7	5	0	7	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	9	0	0	11	9	6	0	9	0	0	0
Added Vol:	3	3	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	12	0	0	24	9	6	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.67	0.67	0.67	0.54	0.54	0.54	1.00	1.00	1.00
PHF Volume:	7	15	0	0	36	13	11	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	15	0	0	36	13	11	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	49	xxxx	xxxxx	xxxx	xxxx	xxxxx	73	73	43	xxxx	xxxx	xxxxx
Potent Cap.:	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx	931	818	1028	xxxx	xxxx	xxxxx
Move Cap.:	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx	928	814	1028	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1004	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.1]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	3	11	7	0	3	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	4	0	0	4	14	9	0	4	0	0	0
Added Vol:	25	0	0	0	0	25	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	4	0	0	4	39	16	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	44	6	0	0	5	55	25	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	6	0	0	5	55	25	0	17	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	60	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	127	33	xxxx	xxxx	xxxxx
Potent Cap.:	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	764	1041	xxxx	xxxx	xxxxx
Move Cap.:	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	742	1041	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	918	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[27.8]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	217	12	9	261	6	2	0	2	14	0	10
Growth Adj:	1.35	1.35	1.35	1.76	1.76	1.76	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	15	293	16	16	459	11	2	0	2	17	0	12
Added Vol:	0	0	75	125	0	0	0	0	0	20	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	293	91	141	459	11	2	0	2	37	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	318	99	153	499	11	3	0	3	40	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	318	99	153	499	11	3	0	3	40	0	49
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	511	xxxx	xxxxx	418	xxxx	xxxxx	1236	1261	505	1213	1217	368
Potent Cap.:	1054	xxxx	xxxxx	1141	xxxx	xxxxx	153	170	567	159	181	677
Move Cap.:	1054	xxxx	xxxxx	1141	xxxx	xxxxx	124	143	567	139	152	677
Volume/Cap:	0.02	xxxx	xxxx	0.13	xxxx	xxxx	0.02	0.00	0.00	0.29	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	204	xxxxx	xxxx	246	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.1	xxxxx	xxxxx	27.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.1			27.8		
ApproachLOS:	*			*			C			D		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekday PM Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[22.3]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	251	47	37	281	0	2	0	8	30	1	22
Growth Adj:	1.22	1.22	1.22	1.35	1.35	1.35	1.23	1.23	1.23	1.60	1.60	1.60
Initial Bse:	5	306	57	50	379	0	2	0	10	48	2	35
Added Vol:	0	63	0	3	16	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	369	57	53	395	0	2	0	10	48	2	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	401	62	58	430	0	3	0	11	52	2	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	401	62	58	430	0	3	0	11	52	2	52
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	430	xxxx	xxxxx	464	xxxx	xxxxx	1015	1019	430	993	988	432
Potent Cap.:	1130	xxxx	xxxxx	1098	xxxx	xxxxx	217	237	625	224	247	623
Move Cap.:	1130	xxxx	xxxxx	1098	xxxx	xxxxx	189	223	625	211	233	623
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.01	0.00	0.02	0.25	0.01	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	313	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	13.7	xxxxx	xxxxx	22.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.7			22.3		
ApproachLOS:	*			*			B			C		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

Scenario Report

Scenario:	Horizon + Project Noon
Command:	Horizon + Project Noon
Volume:	Horizon Noon
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Worst Case Scenario Trip Generation
Trip Distribution:	Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

Turning Movement Report
Worst Case Scenario

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 3rd Street / 4th Street													
Base	2	11	0	0	9	1	6	0	6	0	0	0	36
Added	3	3	0	0	13	0	0	0	13	0	0	0	32
Total	5	14	0	0	22	1	6	0	19	0	0	0	68
#2 4th Street & Upland Street / Pasadena Avenue													
Base	2	4	0	0	7	7	5	0	9	0	0	0	34
Added	25	0	0	0	0	25	7	0	7	0	0	0	64
Total	27	4	0	0	7	32	12	0	16	0	0	0	98
#3 Palm Avenue / Pasadena Avenue													
Base	7	220	18	9	294	9	5	0	6	11	1	6	585
Added	0	0	75	125	0	0	0	0	0	20	0	33	253
Total	7	220	93	134	294	9	5	0	6	31	1	39	838
#4 Palm Avenue / Echo Drive													
Base	6	210	39	27	213	3	2	1	18	77	0	64	661
Added	0	63	0	3	16	0	0	0	0	0	0	13	95
Total	6	273	39	30	229	3	2	1	18	77	0	77	756

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	2	11	0	0	9	1	6	0	6	0	0	0
2	4th Street &	2	4	0	0	7	7	5	0	9	0	0	0
3	Palm Avenue /	7	220	18	9	294	9	5	0	6	11	1	6
4	Palm Avenue /	6	210	39	27	213	3	2	1	18	77	0	64

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	3rd Street /	5	14	0	0	22	1	6	0	19	0	0	0
2	4th Street &	27	4	0	0	7	32	12	0	16	0	0	0
3	Palm Avenue /	7	220	93	134	294	9	5	0	6	31	1	39
4	Palm Avenue /	6	273	39	30	229	3	2	1	18	77	0	77

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 3rd Street / 4th Street	A	8.6	0.010	A	8.7	0.029	+ 0.101 D/V
# 2 4th Street & Upland Street / P	A	8.6	0.015	A	9.2	0.043	+ 0.634 D/V
# 3 Palm Avenue / Pasadena Avenue	B	12.9	0.030	C	17.6	0.152	+ 4.762 D/V
# 4 Palm Avenue / Echo Drive	B	14.6	0.201	C	16.5	0.233	+ 1.924 D/V

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #1 3rd Street / 4th Street

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.7]

Street Name:	4th Street						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	9	0	0	7	1	5	0	5	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	11	0	0	9	1	6	0	6	0	0	0
Added Vol:	3	3	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	14	0	0	22	1	6	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.67	0.67	0.67	0.63	0.63	0.63	1.00	1.00	1.00
PHF Volume:	8	20	0	0	32	2	10	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	20	0	0	32	2	10	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	34	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	70	33	xxxx	xxxx	xxxxx
Potent Cap.:	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	935	821	1040	xxxx	xxxx	xxxxx
Move Cap.:	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	931	817	1040	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1011	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #2 4th Street & Upland Street / Pasadena Avenue

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.2]

Street Name:	4th Street						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	2	3	0	0	6	6	4	0	7	0	0	0
Growth Adj:	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	2	4	0	0	7	7	5	0	9	0	0	0
Added Vol:	25	0	0	0	0	25	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	4	0	0	7	32	12	0	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.42	0.42	0.42	0.50	0.50	0.50	0.55	0.55	0.55	1.00	1.00	1.00
PHF Volume:	66	9	0	0	15	65	22	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	66	9	0	0	15	65	22	0	28	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	80	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	188	47	xxxx	xxxx	xxxxx
Potent Cap.:	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	801	707	1022	xxxx	xxxx	xxxxx
Move Cap.:	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	774	675	1022	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	897	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #3 Palm Avenue / Pasadena Avenue

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[17.6]

Street Name:	Palm Avenue						Pasadena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	5	163	13	5	167	5	4	0	5	9	1	5
Growth Adj:	1.35	1.35	1.35	1.76	1.76	1.76	1.23	1.23	1.23	1.23	1.23	1.23
Initial Bse:	7	220	18	9	294	9	5	0	6	11	1	6
Added Vol:	0	0	75	125	0	0	0	0	0	20	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	220	93	134	294	9	5	0	6	31	1	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	239	101	145	319	10	5	0	7	34	1	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	239	101	145	319	10	5	0	7	34	1	43
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	329	xxxx	xxxxx	340	xxxx	xxxxx	941	970	324	923	924	289
Potent Cap.:	1230	xxxx	xxxxx	1219	xxxx	xxxxx	243	253	717	250	269	750
Move Cap.:	1230	xxxx	xxxxx	1219	xxxx	xxxxx	205	219	717	222	233	750
Volume/Cap:	0.01	xxxx	xxxx	0.12	xxxx	xxxx	0.03	0.00	0.01	0.15	0.01	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	340	xxxxx	xxxx	362	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.0	xxxxx	xxxxx	17.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.0			17.6		
ApproachLOS:	*			*			C			C		

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

Collier Park Renovations TIS
Horizon 2035 Base + Project Conditions
Weekend Noon Peak Hour

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

Intersection #4 Palm Avenue / Echo Drive

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[16.5]

Street Name:	Palm Avenue						Echo Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	172	32	20	158	2	2	1	15	48	0	40
Growth Adj:	1.22	1.22	1.22	1.35	1.35	1.35	1.23	1.23	1.23	1.60	1.60	1.60
Initial Bse:	6	210	39	27	213	3	2	1	18	77	0	64
Added Vol:	0	63	0	3	16	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	273	39	30	229	3	2	1	18	77	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	297	42	33	249	3	3	1	20	83	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	297	42	33	249	3	3	1	20	83	0	84
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	252	xxxx	xxxxx	339	xxxx	xxxxx	689	668	251	658	648	318
Potent Cap.:	1313	xxxx	xxxxx	1220	xxxx	xxxxx	360	379	788	378	389	723
Move Cap.:	1313	xxxx	xxxxx	1220	xxxx	xxxxx	311	367	788	358	377	723
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.03	0.23	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	638	xxxxx	xxxx	479	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	16.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.9			16.5		
ApproachLOS:	*			*			B			C		

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