

May 17, 2013

Mr. Bill Warner
NOLTE VERTICAL FIVE
42-829 Cook Street
Palm Desert, CA 92211

**Subject: Prescott Avenue at SR-62 Retail Center Initial Focused Access Evaluation
(Revised)**

Dear Mr. Warner:

Urban Crossroads, Inc. is pleased to submit this revised letter report documenting our initial evaluation of the potential project access to SR-62 and the proposed traffic signal at the intersection of Prescott Avenue and SR-62. Exhibit A depicts the general location of the proposed project, which is located east of Prescott Avenue and south of SR-62. Exhibit B presents the subject parcel and the focused study area included in this initial access evaluation.

The following issues are addressed in this evaluation. The proposed land uses and on-site circulation have been evaluated for the project. At the same time, the project land use and internal circulation have also been used to evaluate project (indirect) access and the potential need for a traffic signal at SR-62 / Prescott Avenue.

This letter report is organized into the following sections:

- Project Description (Land Use and Trip Generation)
- Existing Traffic Conditions
- Project Trip Distribution / Traffic Assignment
- Prescott Avenue at SR-62 Traffic Evaluation

PROJECT DESCRIPTION (LAND USE AND TRIP GENERATION)

The proposed project (Prescott Parcel) consists of developing the site with approximately 17,642 square feet of retail uses and a 3,000 square foot fast food restaurant with drive-through. A preliminary site plan has been provided on Exhibit C.

The project is proposed to have a full access driveway along Prescott Avenue, restricted right-in/right-out access along SR-62, and a full access driveway along Palisade Drive. This initial evaluation focuses only on the intersection of Prescott Avenue (NS) at SR-62 (EW) and the proposed right-in/right-out access (NS) at SR-62 (EW). Based on information provided by the applicant, the near term project is expected to be built and fully occupied by 2016.

Trip generation estimates for the proposed project have been developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (Ninth Edition, 2012). The *Trip Generation* manual is based on more than 4,800 trip generation studies submitted to ITE by public agencies, consulting firms, universities/colleges, developers, associations and local sections/districts/student chapters of ITE. Table 1 summarizes the trip generation rates obtained from the Trip Generation Manual. The rates for the shopping center component of the project have been determined using the regression equations provided for this type of use, as the statistical data (R^2 values in particular) indicates a strong correlation between the size of the shopping center and the number of trips per square foot (smaller centers generate more traffic per square foot than larger centers).

Table 2 summarizes the project trip generation. The pass-by percentages for the fast food and retail uses reflect the location of the project (adjacent to the primary east-west travel corridor in the study area) and represent a conservative (low) percentage of 25% pass-by traffic for both the retail and fast food components of the project. The ITE trip generation handbook includes limited data samples that show average pass-by percentages of 34% and 50% for retail uses and fast food with drive-through uses, respectively. Given the limited data sample size and variance in observed pass-by percentages, the value of 25% was selected as reasonable and defensible for analysis purposes.

The proposed project is expected to generate a net total of 2,765 trips per day, with 143 vehicles per hour (VPH) during the AM peak hour and 214 VPH in the PM peak hour.

EXISTING TRAFFIC CONDITIONS

Existing traffic count data was collected on Prescott Avenue and SR-62. The analysis focuses on PM peak hour traffic conditions. This is when the highest traffic volumes in the study area occur and is consistent with the analysis time frame included in the traffic study for the nearby Wal-Mart Center. This

approach is also consistent with the methodologies stated in the San Bernardino County Congestion Management Program (CMP) traffic study guidelines, which state that the analysis for retail projects can be limited to the PM peak hour only. The existing traffic volume data collected is depicted on Exhibit D. The traffic count worksheets are included as Attachment "A" to this report. The predominant direction of travel in the PM peak hour is in the westbound direction, with relatively small turning volumes (less than 10 vehicles for every individual turning movement) to or from Prescott Avenue. Full access is allowed at Prescott Avenue, with 2 through lanes and a dedicated left turn lane in each direction on SR-62 and a single approach and departure lane on each leg of Prescott Avenue.

The existing conditions data has been used to perform existing conditions intersection operations analysis at the intersection of Prescott Avenue and SR-62. Table 3 summarizes the analysis results, while the traffic operations worksheets are included in Attachment "B". The intersection of Prescott Avenue is unsignalized, therefore, the level of service (LOS) is based on the LOS for the worst individual movement or lane group. The existing LOS is LOS "D" (based on the worst individual lane group LOS for the northbound approach).

PROJECT TRIP DISTRIBUTION / TRAFFIC ASSIGNMENT

The next step in the analysis was to develop project trip distribution and traffic assignment characteristics. The general assignment of traffic to each project access is depicted on Exhibit E. The trip distribution assumptions were developed based on a review of existing traffic patterns, as well as the trip distribution included in the Wal-Mart Center traffic study, which was provided by Town staff for use in evaluating traffic conditions related to this project. Approximately 40% of the overall project traffic is projected to travel to/from the west, with 10% oriented towards the north, 25% oriented towards the east, and 25% traveling to / from the south.

Based on the anticipated project trip distribution and traffic assignment, along with the project trip generation presented previously, project only traffic volumes have been developed and are presented on Exhibit F.

PRESCOTT AVENUE AT SR-62 TRAFFIC EVALUATION

The Prescott Avenue at SR-62 traffic evaluation has been performed based on near term traffic conditions. The Near Term traffic volume estimates are based on applying a growth factor to existing volume data and adding project traffic volumes. Based on the data included in the Wal-Mart Center traffic study for Avalon Avenue south of SR-62, local traffic growth between 2005 and 2030 was estimated at approximately 6.10% per year. Assuming full occupancy of the project site by 2016 (4 years of growth), a growth factor of 1.27 was applied to the 2012 traffic counts to estimate 2016 traffic volumes. The project traffic volumes were then added to the background volumes and used to evaluate traffic operations at the intersection of Prescott Avenue and SR-62. Exhibit G illustrates the Near Term (2016) traffic volumes.

The Prescott Avenue at SR-62 Near Term (2016) traffic operations analysis results are summarized on Table 4. The supporting operations analysis worksheets are included in Attachment "B". The operations analysis indicates that a traffic signal is required to provide acceptable traffic operations at this location. The resulting LOS with a traffic signal is LOS "B".

The signal warrant analysis worksheets are included as Attachment "C" of this report. As shown in Attachment "C", the intersection of Prescott Avenue at SR-62 is anticipated to satisfy traffic signal warrants with the proposed project in place.

Due to the proximity of this intersection to adjacent signalized intersections (e.g. Warren Vista Avenue and Avalon Avenue), it will be necessary to provide signal coordination / interconnect along SR-62. Based on the excellent LOS projected at this location (LOS "B"), it should be feasible to achieve a good progression of traffic along SR-62 with proper signal coordination. Further detailed analysis will be prepared in conjunction with the overall traffic impact study for this project.

SR-62 ACCESS TRAFFIC EVALUATION

The project access at SR-62 has been evaluated for both Opening Year (2016) and long range (2030) conditions. The long range analysis is based on 2030 conditions data obtained from the Wal-Mart Center traffic study report. The Long Range (2030) PM peak hour intersection volumes at the project access at SR-62 is shown on Exhibit H. The Long Range (2030) operations analysis results for the proposed SR-62 access is summarized on Table 5. The supporting operations analysis worksheets are also included in Attachment "B". Even with long term growth in traffic along SR-62 taken into consideration, the proposed right-in/right-out access is expected to operate at LOS "C". It is recommended that the project be required to construct a raised median in the vicinity of this access to ensure that vehicle movements are limited to right-in/right-out only.

The posted speed limit on SR-62 is 55 miles per hour (MPH). Based on this speed, it is recommended that an eastbound deceleration lane be provided by the project at the proposed access from SR-62. The Highway Design Manual allows for a reduction of 10 to 20 MPH in design speed where partial deceleration is permitted in the through lanes because of limited right of way or other constraints. In this case, the project can only construct a deceleration lane along the project frontage, extending back (west) to the intersection of Prescott Avenue (NS) at SR-62 (EW). Review of the spacing between the far side of Prescott Avenue and the proposed Driveway indicates that approximately 290 feet would be available if vehicles begin to move to the right as they pass through the intersection of Prescott Avenue (NS) at SR-62 (EW). This would correspond to a reduction of between 15 and 20 MPH when using the deceleration length values shown on Table 405.2B of the Highway Design Manual. This reduction is within the allowable range cited in the Highway Design Manual.

SUMMARY & CLOSING

This report provides a preliminary evaluation of internal circulation and land use for the proposed project. Based on results of the preliminary analysis, the following conclusions have been reached:

- The Prescott Avenue at SR-62 intersection will need to be signalized to achieve an acceptable level of service (LOS). Due to the proximity of this intersection to adjacent signalized intersections (e.g. Warren Vista Avenue and Avalon Avenue), it will be necessary to provide signal coordination /

interconnect along SR-62. Based on the excellent LOS projected at this location (LOS "B"), it should be feasible to achieve a good progression of traffic along SR-62 with proper signal coordination.

- The Avalon access should be restricted to a right-in/right-out only access. It is recommended that the project be required to construct a raised median in the vicinity of this access to ensure that vehicle movements are limited to right-in/right-out only. A right-in/right-out only access to SR-62 will operate at LOS "B" under near term (2016) conditions and LOS "C" under long range (2030) conditions.
- Given the posted speed limit of 55 MPH on SR-62 in the vicinity of the proposed project, it is recommended that a deceleration lane be provided for the proposed right-in/right-out only access. Review of the spacing between Prescott Avenue and the proposed Driveway indicates that adequate space is available to provide a deceleration lane, if the Highway Design Manual guidance regarding partial deceleration being permitted in the through lane is taken into consideration.

Urban Crossroads, Inc. is pleased to provide this preliminary evaluation for your use. Please feel free to contact me at (949) 660-1994 x210 if you should have any questions regarding this analysis.

Respectfully submitted,

URBAN CROSSROADS, INC.

Carleton Waters, P.E.
Principal

CW:JC:rd

JN: 08498-06 Initial Proj Access Evaluation (Rev)

Attachments

EXHIBIT A LOCATION MAP

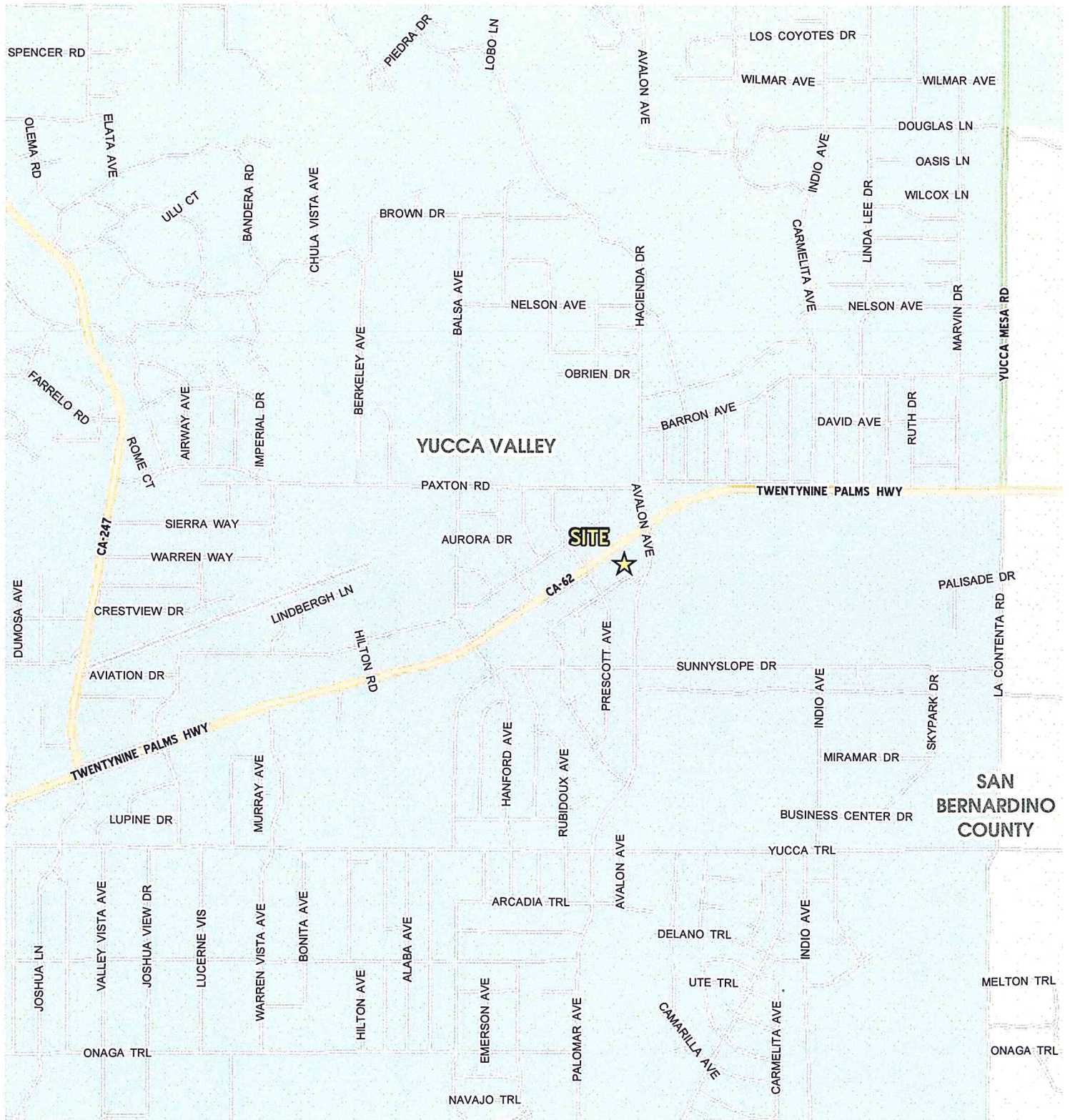
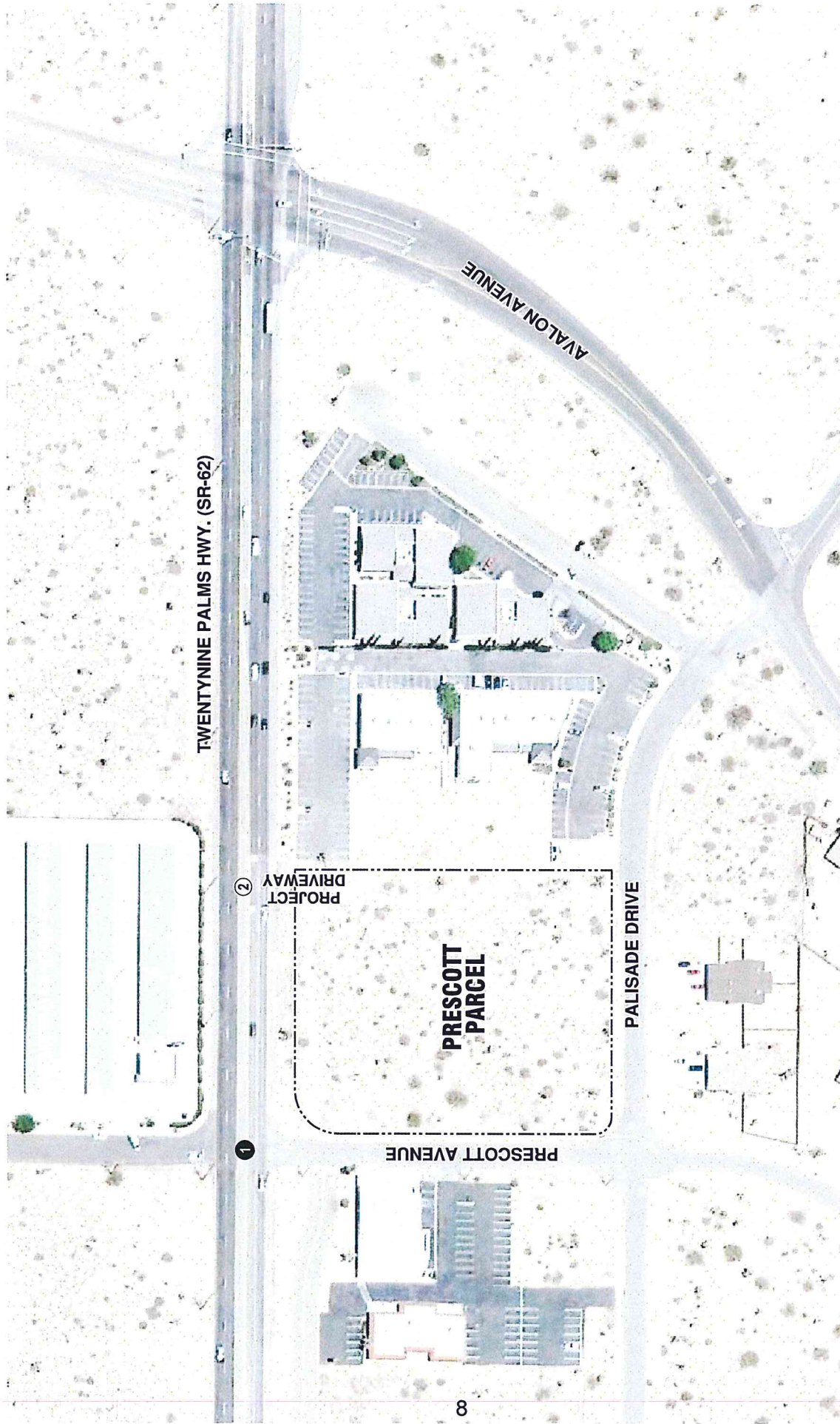


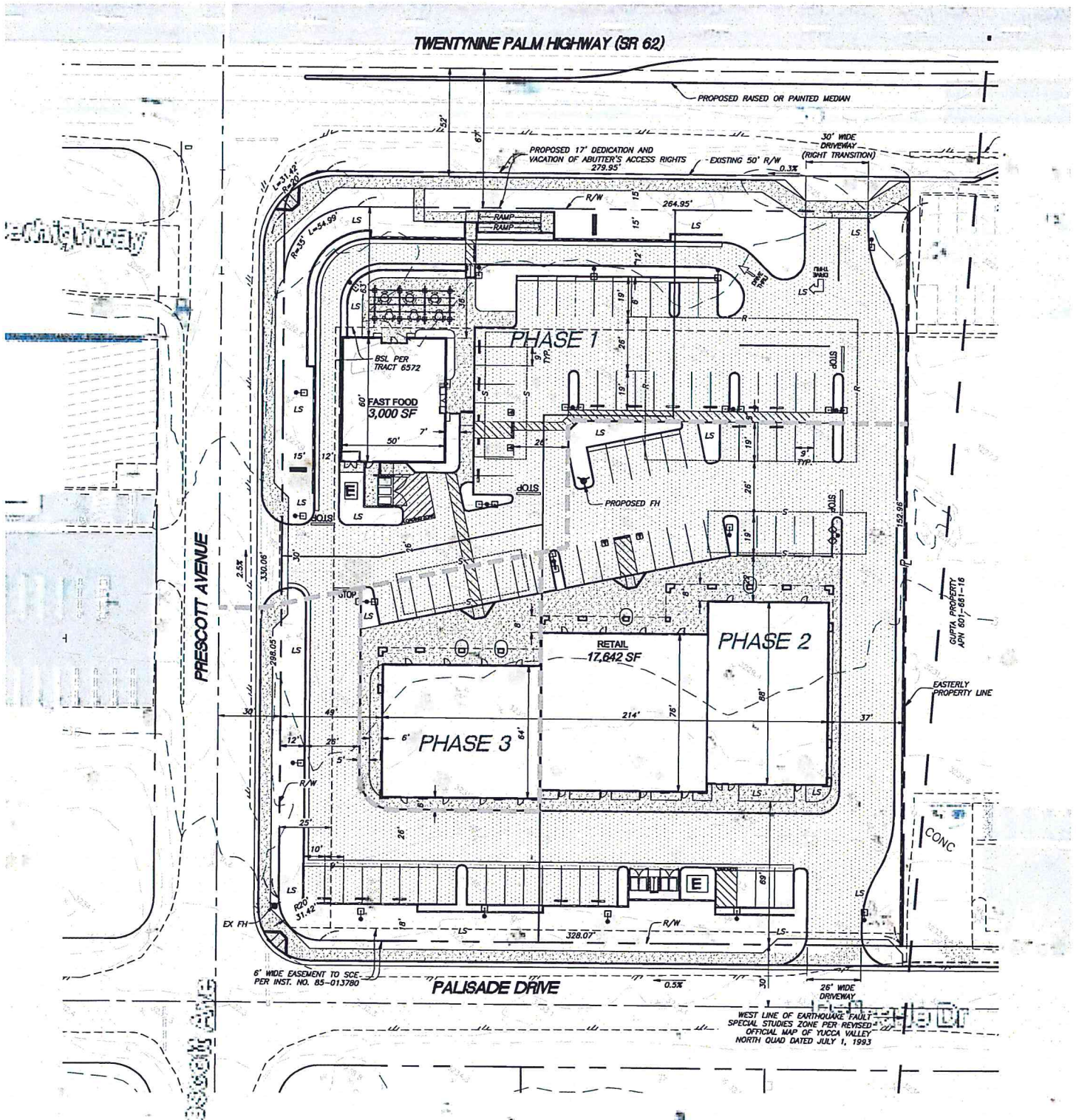
EXHIBIT B
STUDY AREA



LEGEND:

- # = EXISTING INTERSECTION ANALYSIS LOCATION
- # = FUTURE INTERSECTION ANALYSIS LOCATION

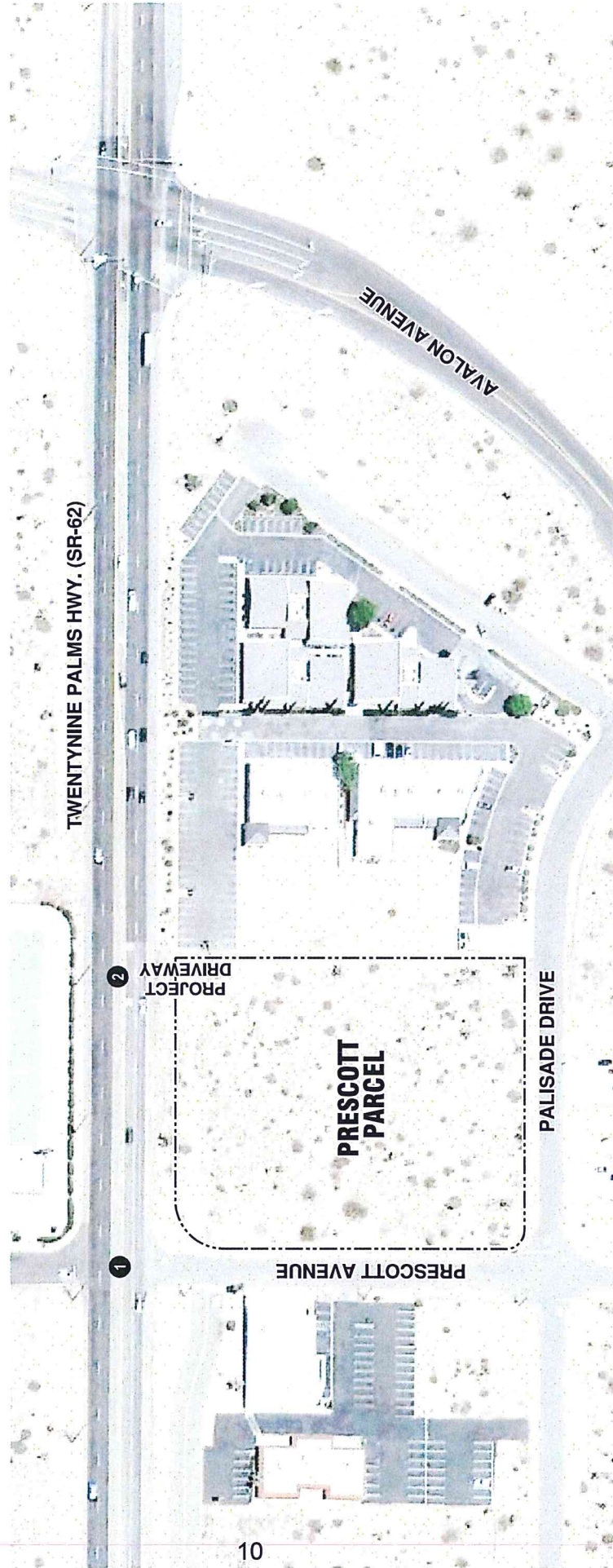
EXHIBIT C SITE PLAN



EXISTING (2012) PM PEAK HOUR INTERSECTION VOLUMES

EXHIBIT D

1	Prescott Avenue & SR-62	
2	Project Driveway & SR-62	FUTURE INTERSECTION



LEGEND:
 ② = INTERSECTION ID



EXHIBIT E PROJECT TRIP DISTRIBUTION

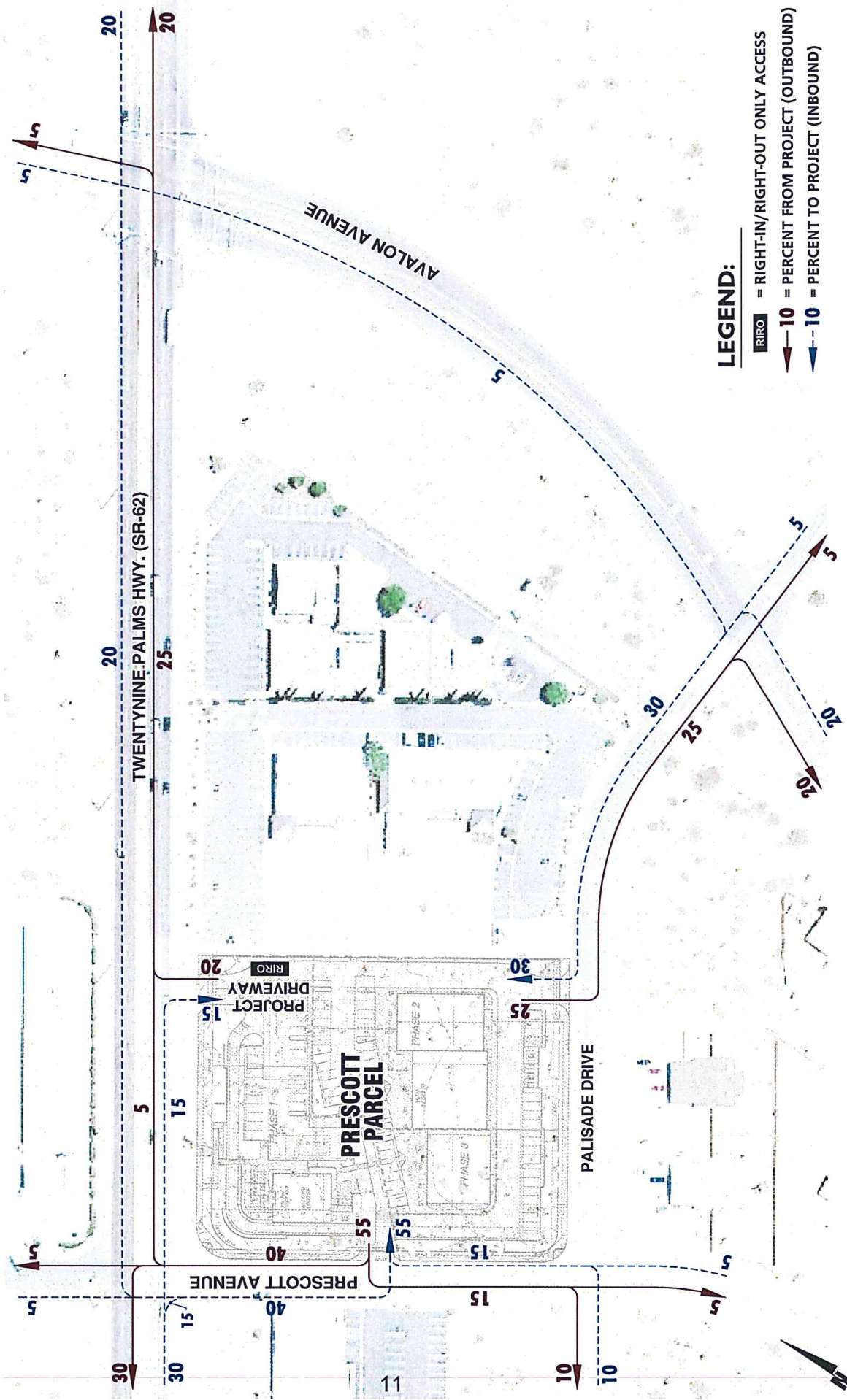
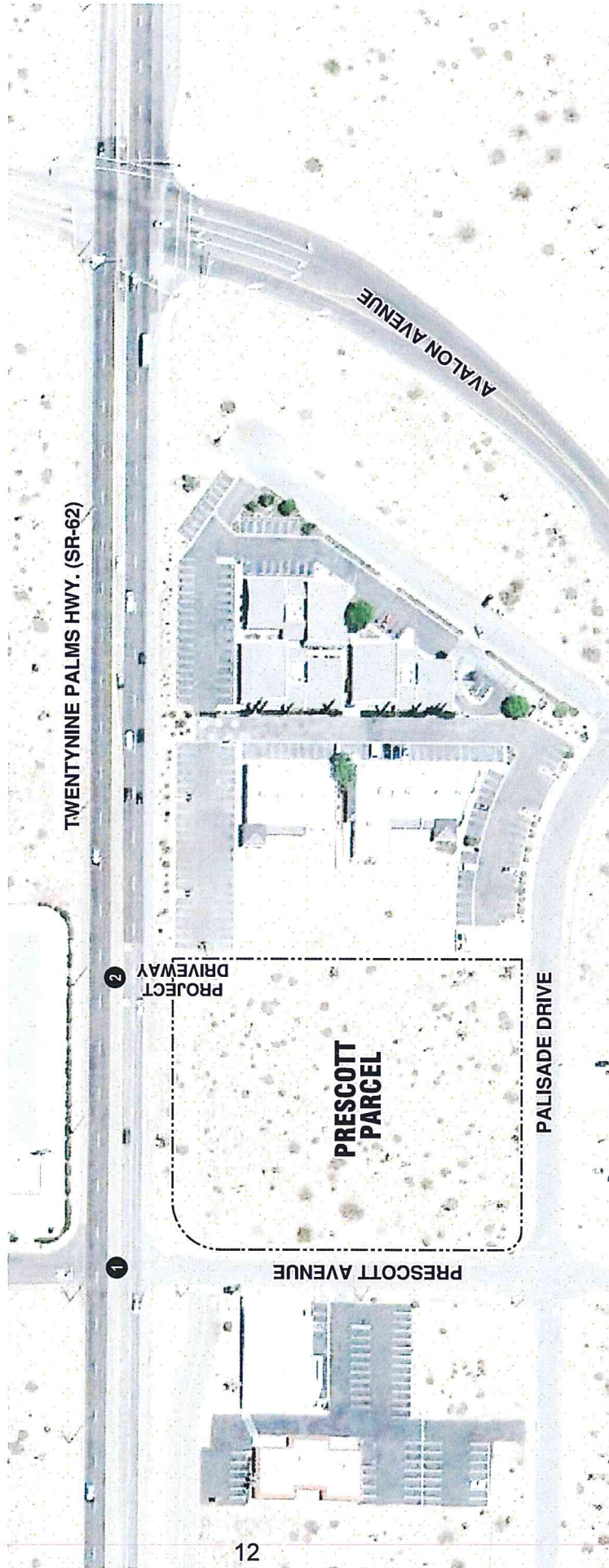


EXHIBIT F PROJECT ONLY PM PEAK HOUR INTERSECTION VOLUMES

1	Prescott Avenue & SR-62

2	Project Driveway & SR-62

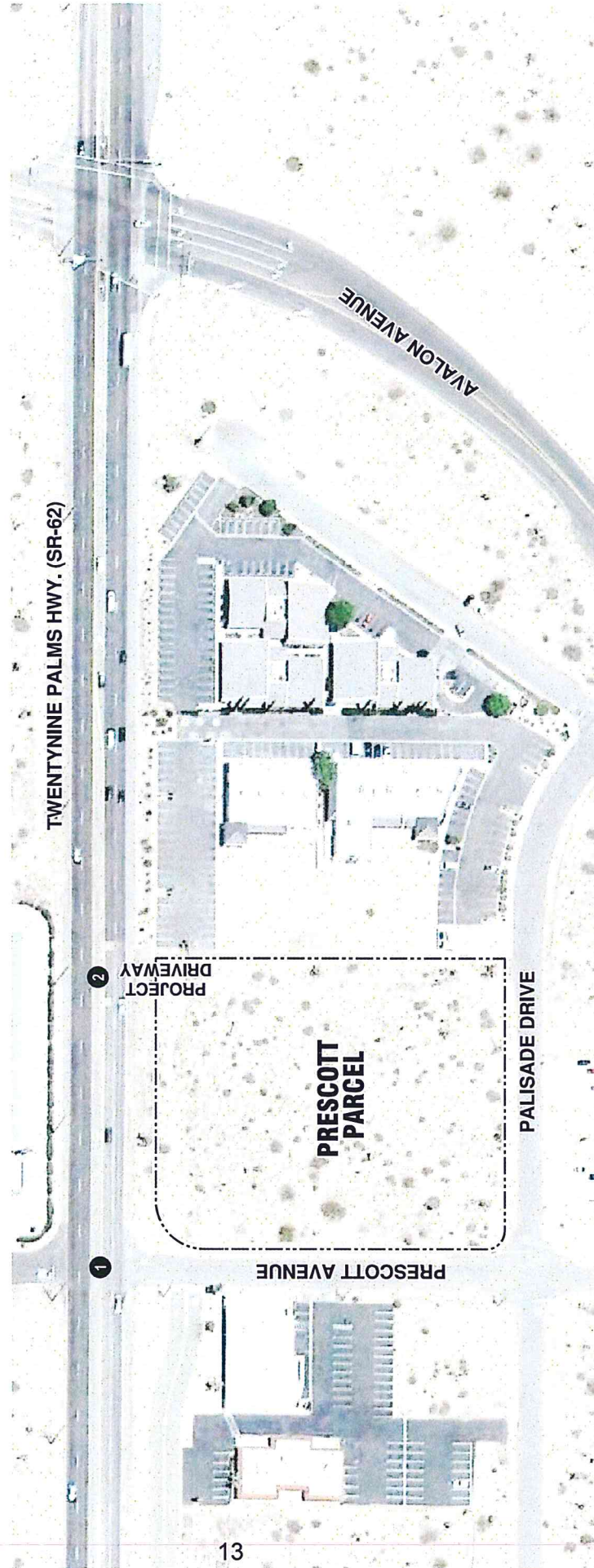


LEGEND:

- ② = INTERSECTION ID
- ↳-10(+/-10) = PROJECT (PASS-BY ADJUSTMENTS)
PM PEAK HOUR VOLUMES

EXHIBIT G NEAR TERM (2016) PM PEAK HOUR INTERSECTION VOLUMES

1	Prescott Avenue & SR-62	Project Driveway & SR-62																												
	<table border="1"> <tr> <td>8(8)</td> <td>8(8)</td> </tr> <tr> <td>964(980)</td> <td>964(980)</td> </tr> <tr> <td>4(20)</td> <td>4(20)</td> </tr> <tr> <td>9(42)</td> <td>9(42)</td> </tr> <tr> <td>6(11)</td> <td>6(11)</td> </tr> <tr> <td>1(9)</td> <td>1(9)</td> </tr> <tr> <td>8(29)</td> <td>8(29)</td> </tr> <tr> <td>1177(1177)</td> <td>1177(1177)</td> </tr> <tr> <td>8(0)</td> <td>8(0)</td> </tr> <tr> <td>6(6)</td> <td>6(6)</td> </tr> </table>	8(8)	8(8)	964(980)	964(980)	4(20)	4(20)	9(42)	9(42)	6(11)	6(11)	1(9)	1(9)	8(29)	8(29)	1177(1177)	1177(1177)	8(0)	8(0)	6(6)	6(6)	<table border="1"> <tr> <td>0(27)</td> <td>0(27)</td> </tr> <tr> <td>971(971)</td> <td>971(971)</td> </tr> <tr> <td>0(21)</td> <td>0(21)</td> </tr> <tr> <td>1192(1213)</td> <td>1192(1213)</td> </tr> </table>	0(27)	0(27)	971(971)	971(971)	0(21)	0(21)	1192(1213)	1192(1213)
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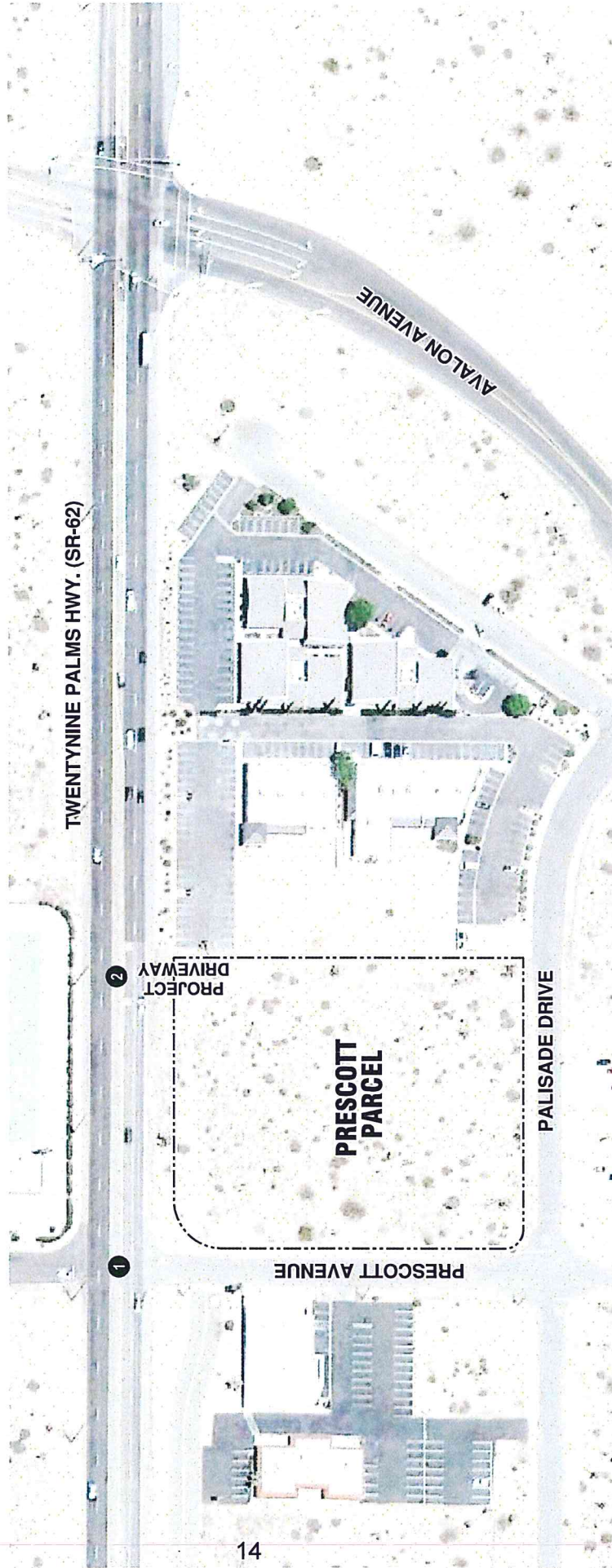


LEGEND:

- ② = INTERSECTION ID
- ←₁₀₍₁₀₎ = WITHOUT PROJECT (WITH PROJECT)
PM PEAK HOUR VOLUMES

EXHIBIT H LONG RANGE (2030) WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES

<p>1 Prescott Avenue & SR-62</p> <p>INTERSECTION NOT ANALYZED</p>	<p>2 Project Driveway & SR-62</p> <table border="1"> <tr> <td>← 1764</td> <td>↖ 27</td> </tr> <tr> <td>1918 →</td> <td>↘ 21</td> </tr> </table>	← 1764	↖ 27	1918 →	↘ 21
← 1764	↖ 27				
1918 →	↘ 21				



LEGEND:
 ② = INTERSECTION ID

TABLE 1
TRIP GENERATION RATES¹

Land Use	ITE LU Code	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Shopping Center	820	17.642	TSF	1.9	1.17	3.07	5.1	5.52	10.62	124.64
Fast Food w/ Drive Thru	934	3.000	TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

² TSF = Thousand Square Feet; Regression Equation applied to Shopping Center

TABLE 2
NEAR TERM PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
PRESCOTT PARCEL (Proposed Project)									
Shopping Center	17.642	TSF	34	21	55	90	97	187	2,199
Fast Food w/ Drive Thru	3.000	TSF	69	67	136	51	47	98	1,488
Prescott Parcel Gross Total			103	88	191	141	144	285	3,687
<i>Commercial Pass-by Trips (25%)²</i>			<i>-24</i>	<i>-24</i>	<i>-48</i>	<i>-36</i>	<i>-35</i>	<i>-71</i>	<i>-922</i>
Prescott Parcel Net Total			79	64	143	105	109	214	2,765

¹ TSF = Thousand Square Feet

² Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without route diversion.

Table 3
Intersection Analysis for Existing Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)	Level of Service
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	PM	PM
1	Prescott Av. (NS) / SR-62 (EW)	CSS	0	1!	0	0	1!	0	1	2	0	1	2	0	32.4	D
2	Project Dwy. (NS) / SR-62 (EW)		Future Intersection													

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (greater than or equal to 20').

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Turn Lane

² Delay and level of service calculated using the following analysis software: Traffix 8.0 R1 (Nov 2008).

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop

Table 4
Intersection Analysis for Near Term (2016) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												2016 Without Project		2016 With Project	
			Northbound			Southbound			Eastbound			Westbound			Delay ² (secs.)	Level of Service	Delay ² (secs.)	Level of Service
			L	T	R	L	T	R	L	T	R	L	T	R	PM	PM	PM	PM
1	Prescott Av. (NS) / SR-62 (EW)																	
	- Without Improvements	CSS	0	1!	0	0	1!	0	1	2	0	1	2	0	67.0	F	-- ⁴	F
	- With Improvements	TS	<u>1</u>	1	0	<u>1</u>	1	0	1	2	0	1	2	0	10.7	B	12.0	B
2	Project Dwy. (NS) / SR-62 (EW)	<u>CSS</u>	0	0	<u>1</u>	0	0	0	0	2	0	0	2	0	Future Intersection		12.6	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (greater than or equal to 20').

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Turn Lane; 1 = Improvement

² Delay and level of service calculated using the following analysis software: Traffix 8.0 R1 (Nov 2008).

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop; TS = Traffic Signal

⁴ Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service "F".

Table 5
Intersection Analysis for Long Range (2030) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												2030 With Project	
			Northbound			Southbound			Eastbound			Westbound			Delay ² (secs.)	Level of Service
			L	T	R	L	T	R	L	T	R	L	T	R	PM	PM
2	Project Dwy. (NS) / SR-62 (EW)	CSS	0	0	1	0	0	0	0	2	0	0	2	0	22.2	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (greater than or equal to 20').

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Turn Lane; 1 = Improvement (Project Access)

² Delay and level of service calculated using the following analysis software: Traffix 8.0 R1 (Nov 2008).

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop

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ATTACHMENT A

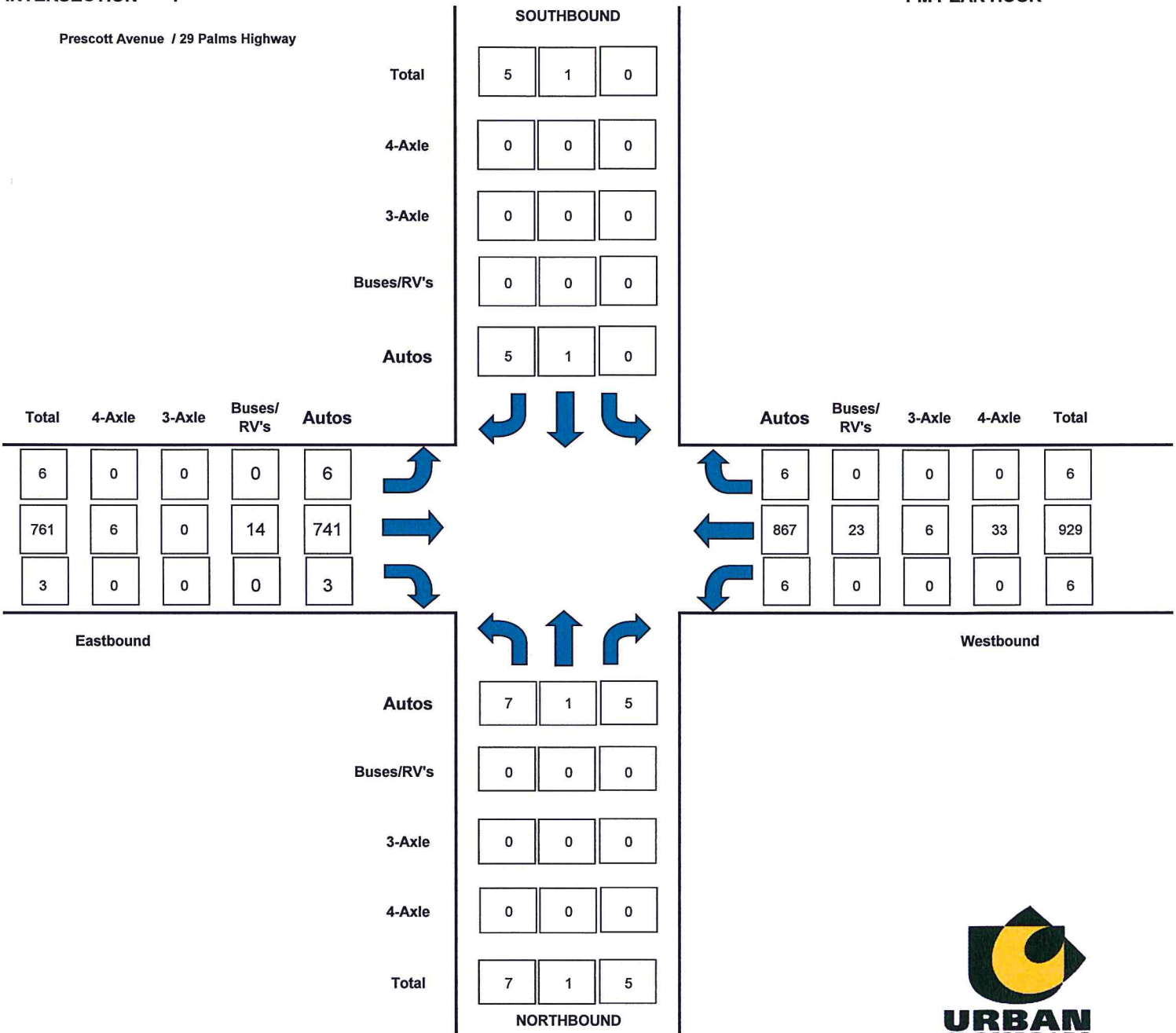
Traffic Count Data

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 1

Prescott Avenue / 29 Palms Highway

PM PEAK HOUR



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
 Weather: Clear

File Name : YCVPR62PM
 Site Code : 00000043
 Start Date : 3/1/2012
 Page No : 1

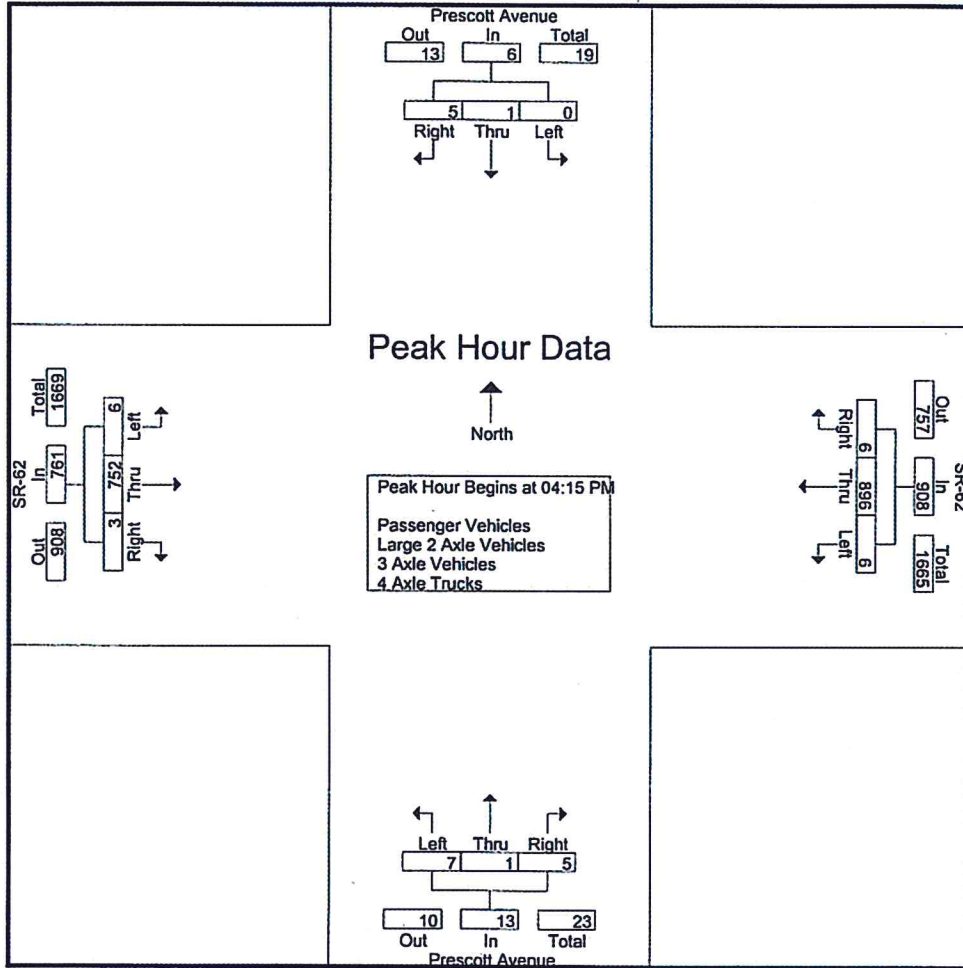
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	206	0	209	6	0	0	6	0	202	4	206	421
04:15 PM	0	0	1	1	0	200	2	202	0	0	1	1	0	185	1	186	390
04:30 PM	0	0	1	1	1	240	0	241	4	0	4	8	0	206	1	207	457
04:45 PM	0	1	0	1	4	229	1	234	3	1	0	4	1	174	1	176	415
Total	0	1	2	3	8	875	3	886	13	1	5	19	1	767	7	775	1683
05:00 PM	0	0	3	3	1	227	3	231	0	0	0	0	5	187	0	192	426
05:15 PM	0	0	0	0	4	193	0	197	4	0	5	9	0	178	2	180	386
05:30 PM	0	0	2	2	3	160	0	163	1	1	5	7	2	200	2	204	376
05:45 PM	1	0	2	3	1	183	1	185	2	0	1	3	3	144	2	149	340
Total	1	0	7	8	9	763	4	776	7	1	11	19	10	709	6	725	1528
Grand Total	1	1	9	11	17	1638	7	1662	20	2	16	38	11	1476	13	1500	3211
Apprch %	9.1	9.1	81.8		1	98.6	0.4		52.6	5.3	42.1		0.7	98.4	0.9		
Total %	0	0	0.3	0.3	0.5	51	0.2	51.8	0.6	0.1	0.5	1.2	0.3	46	0.4	46.7	
Passenger Vehicles	1	1	9	11	17	1596	7	1620	20	2	15	37	11	1449	12	1472	3140
% Passenger Vehicles	100	100	100	100	100	97.4	100	97.5	100	100	93.8	97.4	100	98.2	92.3	98.1	97.8
Large 2 Axle Vehicles	0	0	0	0	0	20	0	20	0	0	1	1	0	21	1	22	43
% Large 2 Axle Vehicles	0	0	0	0	0	1.2	0	1.2	0	0	6.2	2.6	0	1.4	7.7	1.5	1.3
3 Axle Vehicles	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0	0.1	0	0.1	0.3
4 Axle Trucks	0	0	0	0	0	15	0	15	0	0	0	0	0	4	0	4	19
% 4 Axle Trucks	0	0	0	0	0	0.9	0	0.9	0	0	0	0	0	0.3	0	0.3	0.6

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	200	2	202	0	0	1	1	0	185	1	186	390
04:30 PM	0	0	1	1	1	240	0	241	4	0	4	8	0	206	1	207	457
04:45 PM	0	1	0	1	4	229	1	234	3	1	0	4	1	174	1	176	415
05:00 PM	0	0	3	3	1	227	3	231	0	0	0	0	5	187	0	192	426
Total Volume	0	1	5	6	6	896	6	908	7	1	5	13	6	752	3	761	1688
% App. Total	0	16.7	83.3		0.7	98.7	0.7		53.8	7.7	38.5		0.8	98.8	0.4		
PHF	.000	.250	.417	.500	.375	.933	.500	.942	.438	.250	.313	.406	.300	.913	.750	.919	.923

Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
 Weather: Clear

File Name : YCVPR62PM
 Site Code : 0000043
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	3	3	0	200	2	202	4	0	4	8	0	202	4	206
+15 mins.	0	0	0	0	1	240	0	241	3	1	0	4	0	185	1	186
+30 mins.	0	0	2	2	4	229	1	234	0	0	0	0	0	206	1	207
+45 mins.	1	0	2	3	1	227	3	231	4	0	5	9	1	174	1	176
Total Volume	1	0	7	8	6	896	6	908	11	1	9	21	1	767	7	775
% App. Total	12.5	0	87.5		0.7	98.7	0.7		52.4	4.8	42.9		0.1	99	0.9	
PHF	.250	.000	.583	.667	.375	.933	.500	.942	.688	.250	.450	.583	.250	.931	.438	.936

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Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
 Weather: Clear

File Name : YCVPR62PM
 Site Code : 00000043
 Start Date : 3/1/2012
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Groups Printed- Passenger Vehicles

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	202	0	205	6	0	0	6	0	193	4	197	408
04:15 PM	0	0	1	1	0	192	2	194	0	0	1	1	0	183	1	184	380
04:30 PM	0	0	1	1	1	227	0	228	4	0	4	8	0	204	1	205	442
04:45 PM	0	1	0	1	4	228	1	233	3	1	0	4	1	172	1	174	412
Total	0	1	2	3	8	849	3	860	13	1	5	19	1	752	7	760	1642
05:00 PM	0	0	3	3	1	220	3	224	0	0	0	0	5	182	0	187	414
05:15 PM	0	0	0	0	4	191	0	195	4	0	5	9	0	177	2	179	383
05:30 PM	0	0	2	2	3	155	0	158	1	1	4	6	2	195	1	198	364
05:45 PM	1	0	2	3	1	181	1	183	2	0	1	3	3	143	2	148	337
Total	1	0	7	8	9	747	4	760	7	1	10	18	10	697	5	712	1498
Grand Total	1	1	9	11	17	1596	7	1620	20	2	15	37	11	1449	12	1472	3140
Apprch %	9.1	9.1	81.8		1	98.5	0.4		54.1	5.4	40.5		0.7	98.4	0.8		
Total %	0	0	0.3	0.4	0.5	50.8	0.2	51.6	0.6	0.1	0.5	1.2	0.4	46.1	0.4	46.9	

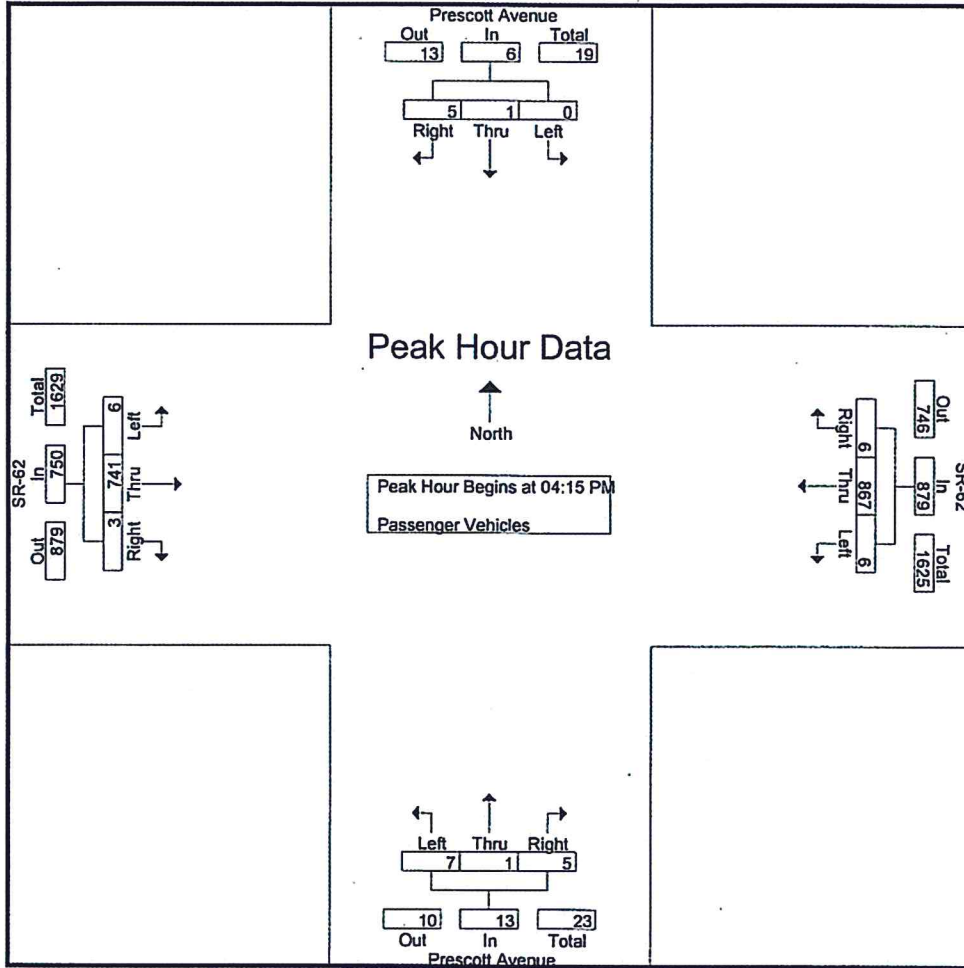
Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	1	1	0	192	2	194	0	0	1	1	0	183	1	184	380
04:30 PM	0	0	1	1	1	227	0	228	4	0	4	8	0	204	1	205	442
04:45 PM	0	1	0	1	4	228	1	233	3	1	0	4	1	172	1	174	412
05:00 PM	0	0	3	3	1	220	3	224	0	0	0	0	5	182	0	187	414
Total Volume	0	1	5	6	6	867	6	879	7	1	5	13	6	741	3	750	1648
% App. Total	0	16.7	83.3		0.7	98.6	0.7		53.8	7.7	38.5		0.8	98.8	0.4		
PHF	.000	.250	.417	.500	.375	.951	.500	.943	.438	.250	.313	.406	.300	.908	.750	.915	.932

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	192	2	194	0	0	1	1	0	183	1	184
+15 mins.	0	0	1	1	1	227	0	228	4	0	4	8	0	204	1	205
+30 mins.	0	1	0	1	4	228	1	233	3	1	0	4	1	172	1	174
+45 mins.	0	0	3	3	1	220	3	224	0	0	0	0	5	182	0	187
Total Volume	0	1	5	6	6	867	6	879	7	1	5	13	6	741	3	750
% App. Total	0	16.7	83.3		0.7	98.6	0.7		53.8	7.7	38.5		0.8	98.8	0.4	
PHF	.000	.250	.417	.500	.375	.951	.500	.943	.438	.250	.313	.406	.300	.908	.750	.915

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Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
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File Name : YCVPR62PM
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 Page No : 1

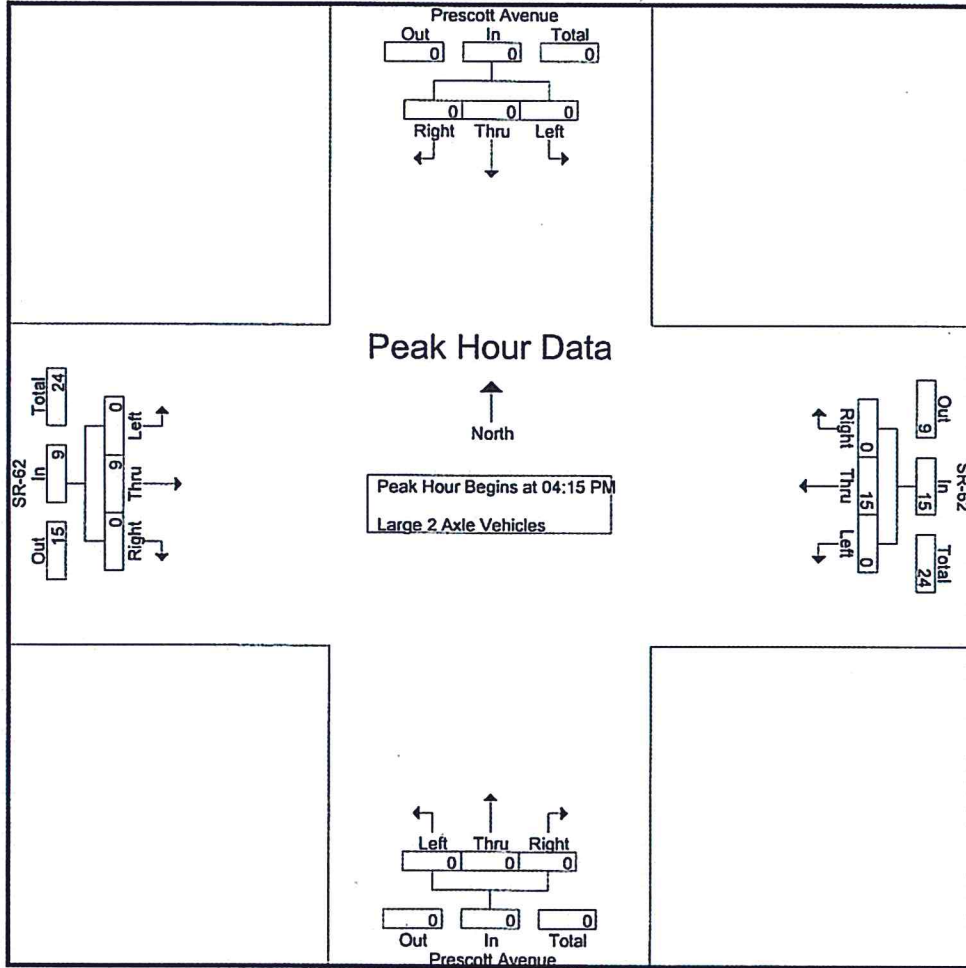
Groups Printed- Large 2 Axle Vehicles

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10	24
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	5	1	6	9
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	0	0	1	1	0	11	1	12	19
Grand Total	0	0	0	0	0	20	0	20	0	0	1	1	0	21	1	22	43
Apprch %	0	0	0	0	0	100	0	100	0	0	100	100	0	95.5	4.5		
Total %	0	0	0	0	0	46.5	0	46.5	0	0	2.3	2.3	0	48.8	2.3	51.2	

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.469	.000	.469	.000	.000	.000	.000	.000	.450	.000	.450	.667

Town of Yucca Valley
 N/S: Prescott Avenue
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 Weather: Clear

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.469	.000	.469	.000	.000	.000	.000	.000	.450	.000	.450

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Town of Yucca Valley
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 Start Date : 3/1/2012
 Page No : 1

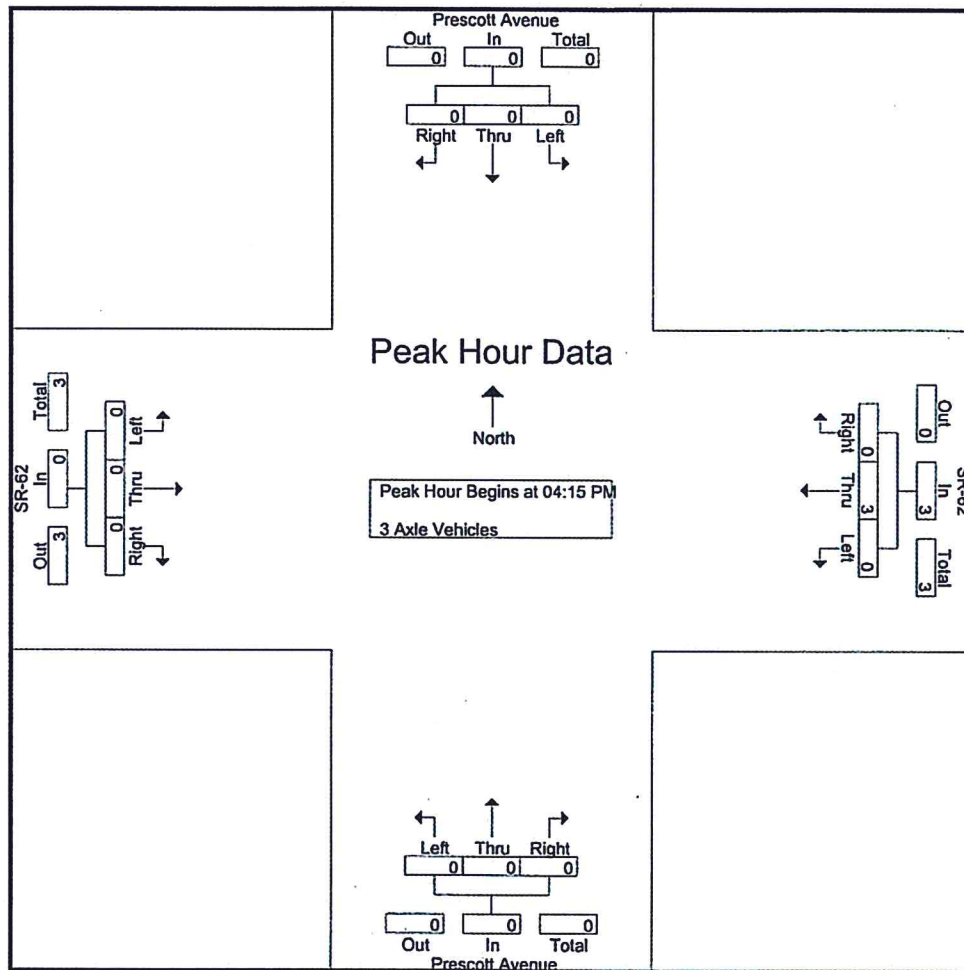
Groups Printed- 3 Axle Vehicles

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	77.8	0	77.8	0	0	0	0	0	22.2	0	22.2	

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
 Weather: Clear

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000

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Town of Yucca Valley
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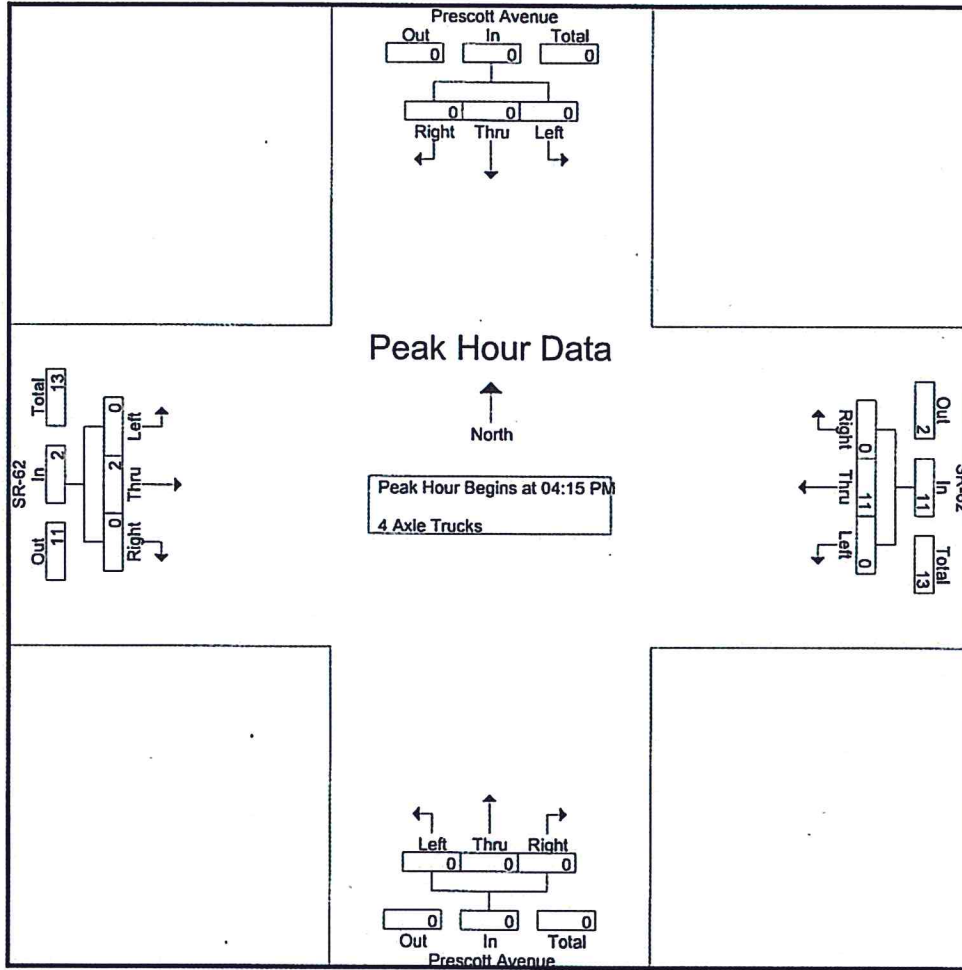
Groups Printed- 4 Axle Trucks

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
Grand Total	0	0	0	0	0	15	0	15	0	0	0	0	0	4	0	4	19
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	78.9	0	78.9	0	0	0	0	0	21.1	0	21.1	

Start Time	Prescott Avenue Southbound				SR-62 Westbound				Prescott Avenue Northbound				SR-62 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	2	0	2	13
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.000	.500	.000	.500	.542

Town of Yucca Valley
 N/S: Prescott Avenue
 E/W: SR-62
 Weather: Clear

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.000	.500	.000	.500

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ATTACHMENT B

Traffic Operations Analysis Worksheets

Prescott at SR-62 (JN:08498)
Existing Conditions
PM Peak Hour

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

Intersection #1 Prescott Avenue (NS) at State Route 62 (EW)

Average Delay (sec/veh): 0.5 Worst Case Level of Service: D [32.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns for traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 13 columns and rows for Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Prescott at SR-62 (JN:08498)
2016 Without Project Conditions
PM Peak Hour

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

Intersection #1 Prescott Avenue (NS) at State Route 62 (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[67.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns representing different movements and 8 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns and 2 rows showing gap times and follow-up times.

Capacity Module table with 12 columns and 4 rows showing conflict volumes, capacity, and volume/capacity ratios.

Level Of Service Module table with 12 columns and 8 rows showing delay, LOS, and approach delay/LOS.

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

Prescott at SR-62 (JN:08498)
2016 Without Project Conditions (With Improvements)
PM Peak Hour

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

Intersection #1 Prescott Avenue (NS) at State Route 62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 6 Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Prescott at SR-62 (JN:08498)
2016 With Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Prescott Avenue (NS) at State Route 62 (EW)

Average Delay (sec/veh): 18.1 Worst Case Level Of Service: F[543.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns showing critical gap values and follow-up times for different movements.

Capacity Module:

Table with 13 columns showing capacity-related metrics like Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns showing Level of Service (LOS) for different movements and shared queue delays.

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

Prescott at SR-62 (JN:08498)
2016 With Project Conditions (With Improvements)
PM Peak Hour

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

Intersection #1 Prescott Avenue (NS) at State Route 62 (EW)

Cycle (sec): 130 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 6 Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for movement and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for movement and rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for movement and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Prescott at SR-62 (JN:08498)
2016 With Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Project Driveway (NS) at State Route 62 (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B [12.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows for various volume calculations like Base Vol, Growth Adj, etc.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 13 columns for capacity-related metrics like Cnflct Vol, Potent Cap., etc.

Level Of Service Module:

Table with 13 columns for level of service metrics including 2Way95thQ, Control Del, LOS by Move, etc.

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

Prescott at SR-62 (JN:08498)
2030 With Project Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Project Driveway (NS) at State Route 62 (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C [22.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns for various volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 13 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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ATTACHMENT C

Traffic Signal Warrant Analysis Worksheets

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2012) Conditions - Weekday PM Peak Hour**

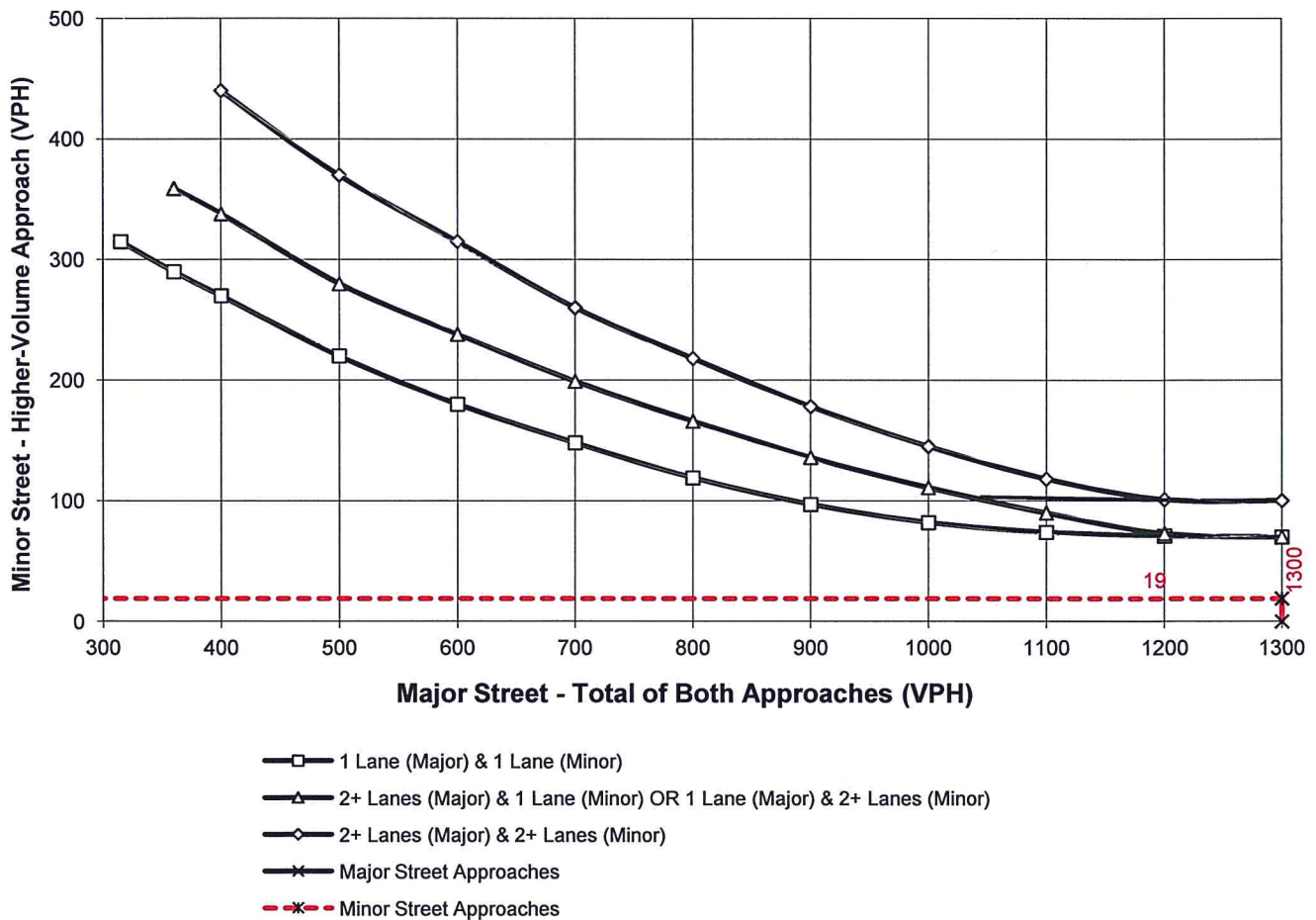
Major Street Name = **SR-62**

Total of Both Approaches (VPH) = **1699**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Prescott Avenue**

High Volume Approach (VPH) = **19**
 Number of Approach Lanes Minor Street = **1**
 !!Major Street LTs counted as Minor Street vols

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year 2016 Without Project Conditions - Weekday PM Peak Hour**

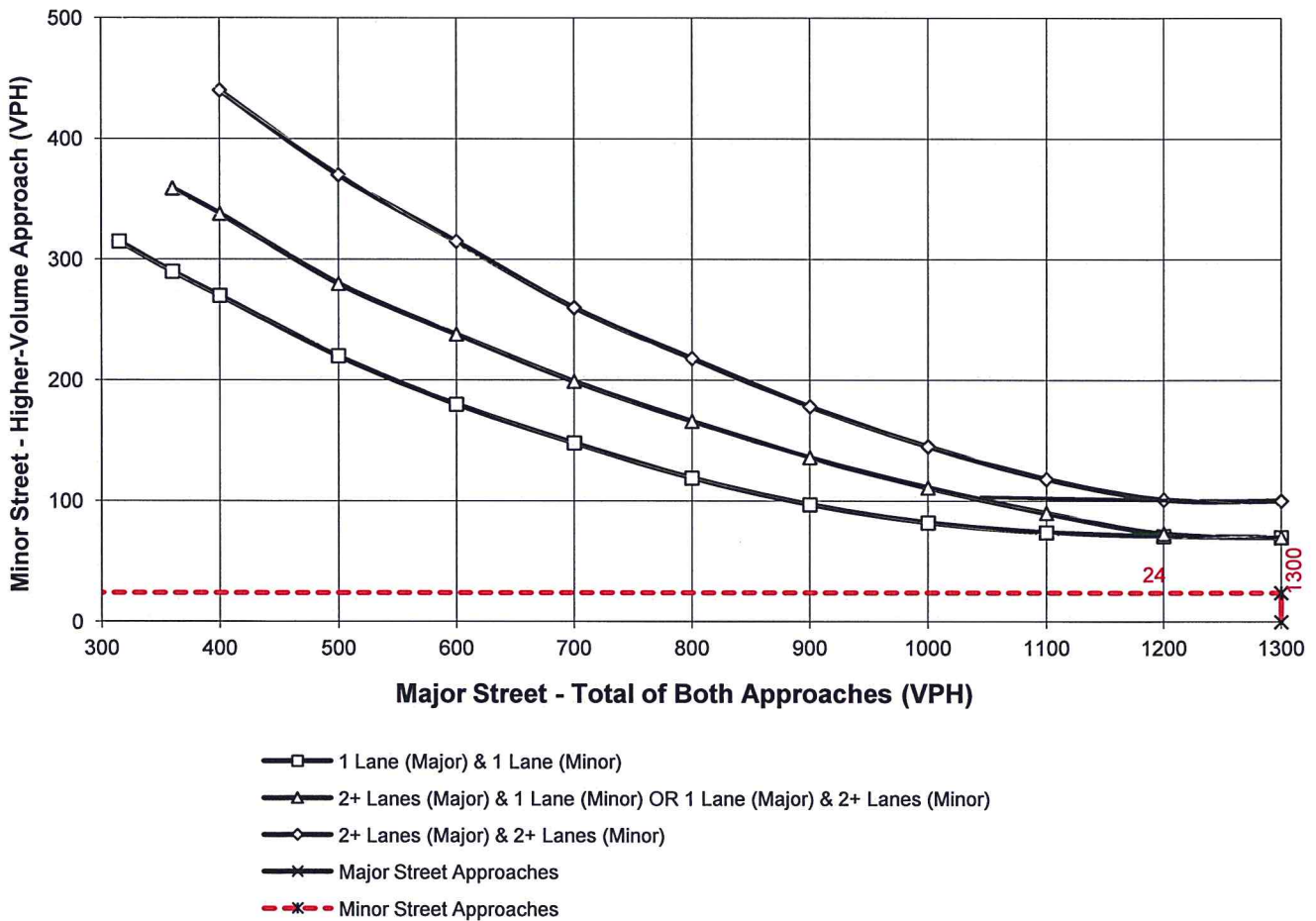
Major Street Name = **SR-62**

Total of Both Approaches (VPH) = **2153**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Prescott Avenue**

High Volume Approach (VPH) = **24**
 Number of Approach Lanes Minor Street = **1**
!!Major Street LTs counted as Minor Street vols

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year 2016 With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **SR-62**

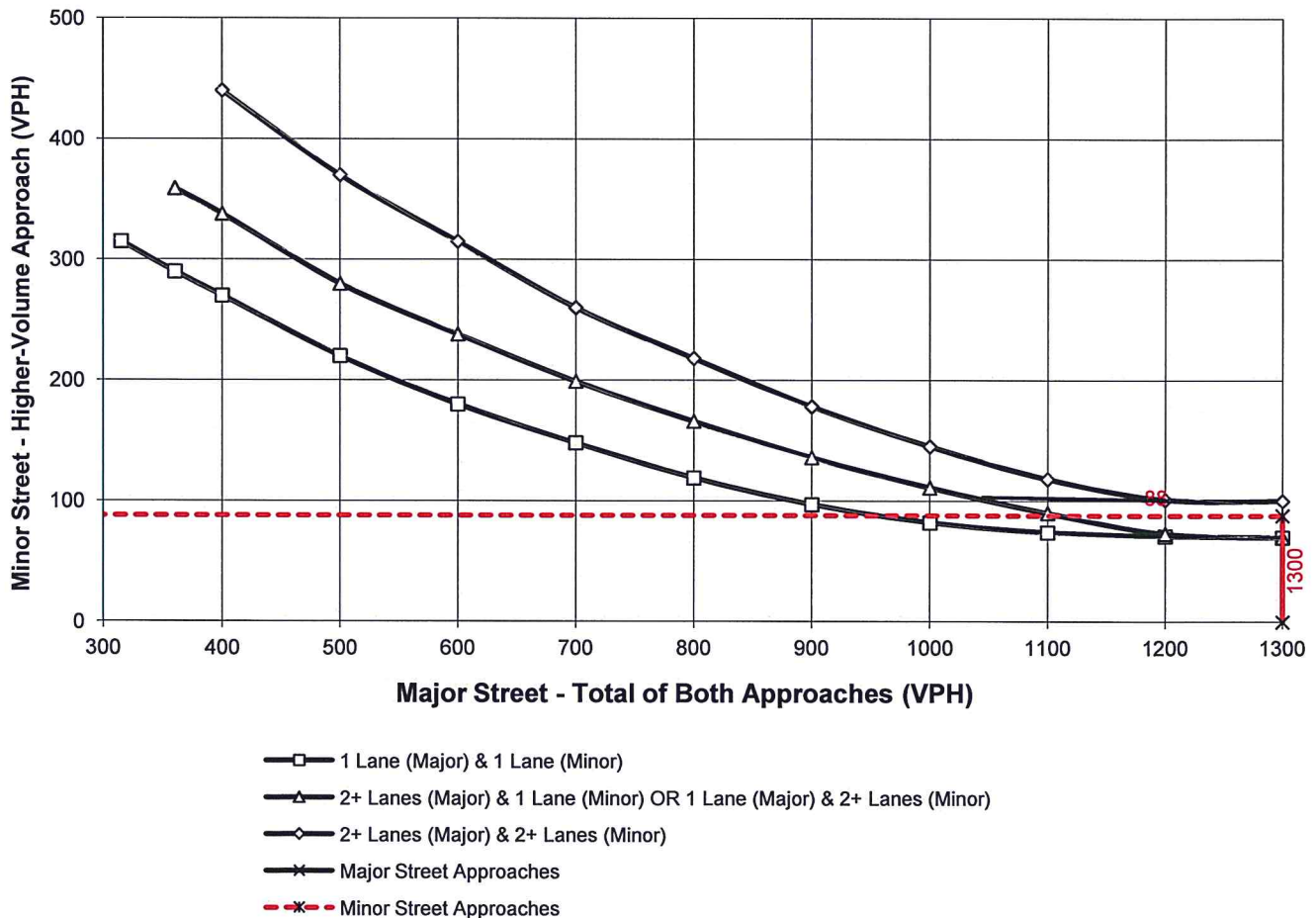
Total of Both Approaches (VPH) = **2185**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Prescott Avenue**

High Volume Approach (VPH) = **88**
 Number of Approach Lanes Minor Street = **1**

!!Major Street LTs counted as Minor Street vols

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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