
CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future No Proj. PM

Command: No Project

Volume: PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: PM

Trip Distribution: Default Trip Distribution

Paths: Default Paths

Routes: Default Routes

Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	2329	15	10	1209	0	0	0	0	6	0	6	3574
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2329	15	10	1209	0	0	0	0	6	0	6	3574

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	No	???

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Base Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 2 0 1	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Final Vol.:	0 2377 15	10 1234 0	0 0 0 0	6 0 6
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	331.8

 Approach[westbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=3647]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[331.8]

Table with columns for Street Name (SR 49, Rincon Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Channel, Include), and Lanes (0 0 2 0 1, 1 0 2 0 0, 0 0 0 0 0, 0 0 1! 0 0).

Table with columns for Volume Module: >> Count Date: 3 Dec 2008 << PM Peak. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Table for Critical Gap Module: Critical Gap, FollowUpTim, and Capacity Module values.

Table for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	2%				2%				0%				0%							
Grade:	2%				-3%				0%				0%							
Peds/Hour:	0				0				0				0							
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet				12 feet				12 feet				12 feet							
Time Period:	0.25 hour																			

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future No Proj. PM

Command: No Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	2329	15	10	0	0	0	0	0	6	0	6	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2329	15	10	0	0	0	0	0	6	0	6	2365

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	No	???

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Base Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Final Vol.:	0	2377		15		10	0		0		0	0		0		6	0		6	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					95.6				

Approach[westbound][lanes=2][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2414]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: F[95.6]

Street Name: SR 49 Rincon Way

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

Table with columns for Volume Module and Date (3 Dec 2008). Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Table for Critical Gap Module with columns for Critical Gap and FollowUpTim.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:			2%					2%					0%					0%		
Grade:			2%					-3%					0%					0%		
Peds/Hour:			0					0					0					0		
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future + Proj. PM
Command: Plus Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Trip Generation Report
 PM Trip Generation from ITE Trip Generation Manual
 Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	CCRC Young	1.00	CCRC	48.00	51.00	48	51	99	100.0
	Zone 1 Subtotal					48	51	99	100.0
TOTAL						48	51	99	100.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Trip Distribution Report
Trip Distribution
Percent Of Trips Default

Zone	To Gates	
	1	2
1	50.0	50.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Turning Movement Report
PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	1857	12	8	964	0	0	0	0	4	0	4	2849
Added	0	0	24	24	0	0	0	0	0	26	0	26	100
Total	0	1857	36	32	964	0	0	0	0	30	0	30	2949

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in		
	Del/	V/	Del/	V/			
#	LOS	Veh	C	LOS	Veh	C	
1 SR49/Rincon Way	F	88.0	0.000	F	267.8	0.000	+179.793 D/V

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	???	No

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Final Vol.:	0	1895		37		32	983		0		0	0	0	0		31	0		31	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				267.8							

 Approach[westbound][lanes=2][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=4.6]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=62]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=3009]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: F[267.8]

Street Name: SR 49 Rincon Way

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: Channel Include Include Include

Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 3 Dec 2008 << PM Peak

Base Vol: 0 1688 11 7 876 0 0 0 0 4 0 4

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 0 1857 12 8 964 0 0 0 0 4 0 4

Added Vol: 0 0 24 24 0 0 0 0 0 26 0 26

In-Process: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1857 36 32 964 0 0 0 0 30 0 30

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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

PHF Volume: 0 1895 37 32 983 0 0 0 0 31 0 31

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 1895 37 32 983 0 0 0 0 31 0 31

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.8 xxxx 6.9

FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 1895 xxxx xxxxx xxxx xxxx xxxxx 2451 xxxx 947

Potent Cap.: xxxx xxxx xxxxx 311 xxxx xxxxx xxxx xxxx xxxxx 26 xxxx 266

Move Cap.: xxxx xxxx xxxxx 311 xxxx xxxxx xxxx xxxx xxxxx 24 xxxx 266

Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx xxxx xxxx xxxxx 1.28 xxxx 0.12

Level Of Service Module:

Queue: xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx 3.9 xxxx 0.4

Stopped Del:xxxxx xxxx xxxxx 17.9 xxxx xxxxx xxxxx xxxx xxxxx 515.3 xxxx 20.3

LOS by Move: * * * C * * * * * * * F * C

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * * * * * * * * * * * * *

ApproachDel: xxxxxx xxxxxx xxxxxx 267.8

ApproachLOS: * * * F

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			0%			0%		
Grade:	2%			-3%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Project Trips Report
 PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: CCRC Young 1 SR49/Rincon W	0	0	24	24	0	0	0	0	0	26	0	26

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future + Proj. PM
Command: Plus Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Trip Generation Report
 PM Trip Generation from ITE Trip Generation Manual
 Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	CCRC Young	1.00	CCRC	48.00	51.00	48	51	99	100.0
	Zone 1 Subtotal					48	51	99	100.0
TOTAL						48	51	99	100.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Trip Distribution Report
Trip Distribution
Percent Of Trips Default

Zone	To Gates	
	1	2
1	50.0	50.0

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	1857	12	8	0	0	0	0	0	4	0	4	1885
Added	0	0	24	24	0	0	0	0	0	26	0	26	100
Total	0	1857	36	32	0	0	0	0	0	30	0	30	1985

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 1 SR49/Rincon Way	E 44.2	0.000	F 83.0	0.000	+38.825 D/V

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	???	No

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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									
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Final Vol.:	0	1895	37	32	0	0	0	0	0	0	0	0	0	0	31	0	31		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			83.0									

Approach[westbound][lanes=2][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.4]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=62]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2026]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F[83.0]

Street Name:	SR 49				Rincon Way								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R				
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign						
Rights:	Channel		Include		Include		Include						
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	1

Volume Module:	>> Count	Date:	3 Dec 2008	<< PM Peak									
Base Vol:	0	1688	11	7	0	0	0	0	0	0	4	0	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1857	12	8	0	0	0	0	0	0	4	0	4
Added Vol:	0	0	24	24	0	0	0	0	0	0	26	0	26
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1857	36	32	0	0	0	0	0	0	30	0	30
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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	1895	37	32	0	0	0	0	0	0	31	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1895	37	32	0	0	0	0	0	0	31	0	31

Critical Gap Module:													
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	

Capacity Module:													
Cnflct Vol:	xxxx	xxxx	xxxxx	1895	xxxx	xxxxx	xxxx	xxxx	xxxxx	1959	xxxx	947	
Potent Cap.:	xxxx	xxxx	xxxxx	311	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	xxxx	266	
Move Cap.:	xxxx	xxxx	xxxxx	311	xxxx	xxxxx	xxxx	xxxx	xxxxx	52	xxxx	266	
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.59	xxxx	0.12	

Level Of Service Module:													
Queue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	0.4	
Stopped Del:	xxxxx	xxxx	xxxxx	17.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	145.7	xxxx	20.3	
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	C	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			83.0			
ApproachLOS:	*			*			*			F			

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			0%			0%		
Grade:	2%			-3%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Project Trips Report
 PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: CCRC Young 1 SR49/Rincon W	0	0	24	24	0	0	0	0	0	26	0	26

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future + Proj. PM
Command: Plus Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Trip Generation Report
 PM Trip Generation from ITE Trip Generation Manual
 Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	CCRC Young	1.00	CCRC	48.00	51.00	48	51	99	100.0
	Zone 1 Subtotal					48	51	99	100.0
TOTAL						48	51	99	100.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Trip Distribution Report
Trip Distribution
Percent Of Trips Default

Zone	To Gates	
	1	2
1	50.0	50.0

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	2161	14	9	1121	0	0	0	0	5	0	5	3315
Added	0	0	24	24	0	0	0	0	0	26	0	26	100
Total	0	2161	38	33	1121	0	0	0	0	31	0	31	3415

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 SR49/Rincon Way	F 185.0	0.000	F 664.4	0.000	+479.354 D/V

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	???	No

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R											
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign													
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Final Vol.:	0	2205	39	34	1144	0	0	0	0	0	32	0	32							
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		664.4													

Approach[westbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=11.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=64]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3485]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 12.3 Worst Case Level Of Service: F[664.4]

Table with columns for Street Name (SR 49, Rincon Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Channel, Include), and Lanes (0 0 2 0 1).

Table with columns for Volume Module: >> Count Date: 3 Dec 2008 << PM Peak. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, In-Process, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Table for Critical Gap Module: Critical Gap:xxxxx, FollowUpTim:xxxxx. Values include 4.1, 6.8, 2.2, 3.5.

Table for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 2205, 2844, 235, 13, 0.14, 2.53.

Table for Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.5, 4.9, 22.9, 1304, C, F, D, 664.4.

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			0%			0%		
Grade:	2%			-3%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Project Trips Report
 PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: CCRC Young 1 SR49/Rincon W	0	0	24	24	0	0	0	0	0	26	0	26

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future + Proj. PM
Command: Plus Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Trip Generation Report
 PM Trip Generation from ITE Trip Generation Manual
 Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	CCRC Young	1.00	CCRC	48.00	51.00	48	51	99	100.0
	Zone 1 Subtotal					48	51	99	100.0
TOTAL						48	51	99	100.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Trip Distribution Report
Trip Distribution
Percent Of Trips Default

Zone	To Gates	
	1	2
1	50.0	50.0

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	2161	14	9	0	0	0	0	0	5	0	5	2194
Added	0	0	24	24	0	0	0	0	0	26	0	26	100
Total	0	2161	38	33	0	0	0	0	0	31	0	31	2294

CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR49/Rincon Way	F 70.9	0.000	F 190.8	0.000	+119.908 D/V

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
# 1 SR49/Rincon Way	Met Met ???	Met Met No

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 2 0 1	1 0 2 0 0	0 0 0 0 0	1 0 0 0 1
Final Vol.:	0 2205 39	34 0 0	0 0 0 0	32 0 32
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	190.8

Approach[westbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=3.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=64]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2341]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[190.8]

Table with columns for Street Name (SR 49, Rincon Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Channel, Include), and Lanes (0 0 2 0 1).

Table with columns for Volume Module: >> Count Date: 3 Dec 2008 << PM Peak. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, In-Process, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Table with columns for Critical Gap Module: Critical Gp, FollowUpTim. Values include 4.1, 6.8, 2.2, 3.5.

Table with columns for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 2205, 2272, 235, 31, 0.14, 1.02.

Table with columns for Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.5, 22.9, 356.3, 190.8.

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	2%				2%				0%				0%							
Grade:	2%				-3%				0%				0%							
Peds/Hour:	0				0				0				0							
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet				12 feet				12 feet				12 feet							
Time Period:	0.25 hour																			

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Project Trips Report
PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: CCRC Young 1 SR49/Rincon W	0	0	24	24	0	0	0	0	0	26	0	26

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report
Scenario: Future + Proj. PM
Command: Plus Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Trip Generation Report
 PM Trip Generation from ITE Trip Generation Manual
 Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	CCRC Young	1.00	CCRC	48.00	51.00	48	51	99	100.0
	Zone 1 Subtotal					48	51	99	100.0
TOTAL						48	51	99	100.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Trip Distribution Report
Trip Distribution
Percent Of Trips Default

Zone	To Gates	
	1	2
1	50.0	50.0

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	2329	15	10	1209	0	0	0	0	6	0	6	3574
Added	0	0	24	24	0	0	0	0	0	26	0	26	100
Total	0	2329	39	34	1209	0	0	0	0	32	0	32	3674

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 SR49/Rincon Way	LOS Veh	C	LOS Veh	C	
	F 331.8	0.000	F OVRFL	0.000	+1447.460 D/

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	???	No

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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										
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0
Final Vol.:	0	2377	40	34	1234	0	0	0	0	0	0	0	0	0	32	0	32			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1779.3										

Approach[westbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=31.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=64]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3749]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 30.8 Worst Case Level Of Service: F[1779.3]

Table with columns for Street Name (SR 49, Rincon Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Channel, Include), and Lanes (0 0 2 0 1, etc.).

Table with columns for Volume Module: Count Date (3 Dec 2008), Peak, Base Vol, Growth Adj, Initial Bse, Added Vol, In-Process, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Table with columns for Critical Gap Module: Critical Gap, FollowUpTim, values like 4.1, 6.8, 6.9, 2.2, 3.5, 3.3.

Table with columns for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap, values like 2377, 3062, 1188, 201, 184, 184, 0.17, 3.73, 0.18.

Table with columns for Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS, values like 0.6, 26.6, 16, 8.7, 1779.3, F.

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	2%				2%				0%				0%							
Grade:	2%				-3%				0%				0%							
Peds/Hour:	0				0				0				0							
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet				12 feet				12 feet				12 feet							
Time Period:	0.25 hour																			

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Project Trips Report
 PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: CCRC Young 1 SR49/Rincon W	0	0	24	24	0	0	0	0	0	26	0	26

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Scenario Report

Scenario: Future +Proj. PM

Command: Plus Project
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Future

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Trip Generation Report
 PM Trip Generation from ITE Trip Generation Manual
 Forecast for PM

Øne #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	CCRC Young	1.00	CCRC	48.00	51.00	48	51	99	100.0
	Øne 1 Subtotal					48	51	99	100.0
TOTAL						48	51	99	100.0

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Trip Distribution Report
Trip Distribution
Percent Of Trips Default

	To Gates	
	1	2
One	-----	-----
1	50.0	50.0

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR49/Rincon Way													
Base	0	2329	15	10	0	0	0	0	0	6	0	6	2365
Added	0	0	24	24	0	0	0	0	0	26	0	26	100
Total	0	2329	39	34	0	0	0	0	0	32	0	32	2465

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR49/Rincon Way	F 95.6	0.000	F 301.6	0.000	#06.017 D/V

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Signal Warrant Summary Report

Intersection	Base	Future
	Met	Met
# 1 SR49/Rincon Way	???	No

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Signal Warrant Report

Intersection #1 SR49/Rincon Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Final Vol.:	0	2377		40	34	0		0	0	0		0	32	0		32				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				301.6							

Approach[westbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=5.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=64]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2516]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

CCRC Young Enterprises
Traffic Impact Analysis Data
Roundabouts & Traffic Engineering

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR49/Rincon Way

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: F[301.6]

Street Name: SR 49 Rincon Way

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: Channel Include Include Include

Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 3 Dec 2008 << PM Peak

Table with 13 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, In-Process, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, FollowUpTim.

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: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

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

Intersection #1 SR49/Rincon Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			0%			0%		
Grade:	2%			-3%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

 CCRC Young Enterprises
 Traffic Impact Analysis Data
 Roundabouts & Traffic Engineering

Project Trips Report
 PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Øne #1: CCRC Young 1 SR49/Rincon W	0	0	24	24	0	0	0	0	0	26	0	26

Project Description

Young Enterprises, L.P. (“Owner”) owns approximately 215 acres in unincorporated Nevada County (“County”). The property consists of four parcels and is accessed from State Route 49 (SR 49) via Rincon Way and is known as (APN 57-240-17, 18, 19 and 57-130-13). The vast majority of the property is currently undeveloped. There is an existing single family residential structure on the property. The property has a General Plan designation of PD EST and a zoning designation of RA-3-PD.

The Owner is seeking a new zoning district, Planned Development – Continuing Care Retirement Communities (PD-CCRC). Continuing Care Retirement Communities CCRCs offer services and housing in a “Aged restricted Campus Setting” that includes independent living, assisted living, skilled nursing facilities, physical rehabilitation, and Memory impairment housing. Seniors who are independent may live in a single-family home, apartment or condominium within the Campus. If they begin to need help with activities of daily living, (e.g., bathing, dressing, eating, etc.), help is provided in the home or the resident may transfer to assisted living or skilled nursing housing on the same site.

CCRC’s are designed as “aging in place” communities that recognize and accept aging as a dynamic process. While many people may remain in independent living arrangements their entire life, at some point they will need assistance. CCRC’s are designed to provide the needed services necessary for all levels of the aging process.

The campus is proposed to be clustered in the Northwest section of the property on APN 57-240-19 and on APN 57-240-04. Access will be provided via Rincon Way

The Campus is designed to serve adults 55 years and older, who are seeking to downsize their living environment, but are still active physically and socially. In addition, there are opportunities for independent congregate living community, Apartment style units with services such as dining/meals, transportation, and recreational activities are also provided. Due to the size of the property, the Owner believes the campus will have different types of communities within the overall area. Each community would be designed to meet the specific needs of the residents based on age group and/or services needed.

The Owner does not intend on selling the land in fee simple to the residents, but rather to partner with a Non-Profit Sponsor to create a CCRC that is a *health care related entity providing housing rather than a housing-related entity providing health care*. The goal is to create a “wellness” atmosphere in a natural setting that encourages activity and independence. By working with Sutter Health or a similar experienced sponsor, the community hopes to become a health-care related entity providing housing designed to support that ambition rather than a housing-related entity that provides some level of health care in a forced continuum.

The Campus design offers a self contained environment in a rural and agricultural atmosphere with amenities and services including, but not limited to a clubhouse, driving range, aquatic center, hair salon, spa rooms, gym/workout, yoga/dance, private dining areas, picnic areas, walking trails, community garden, fishing pond, recycle facility, art/clay studio, deli/sports bar, libraries, computer/business center, theater, post office, bank, and on-site support services such as doctor, dentist, rehab facilities and other professional services

The campus offers seniors a variety of housing choices all constructed with Universal Design aimed at insuring an age-in-place option no matter how challenging the circumstance.

The Campus is designed to serve a senior population ranging from 350 to 450 housed in the following:

- 75 ~ Active Living (Detached) Cottages.
- 3 ~ Active Living (Detached) Group Homes.
- 55 ~ Active Living/Assisted Living Duplexes unit (two bedroom, 1.5 bath, with small one car garage)
- 50 ~ Active Living/Assisted Living Garden Apartments(two bedroom, two bath, with den)
- 150 ~ Assisted Living units (within two three story buildings each containing 50, 2 bedroom,2 bath units, and 25, 2 bedroom 2 bath with and underground parking)
- 1 ~ 35 room Skilled Nursing facility
- 1 ~ Memory Impaired Group Home (6 bedrooms w/bath, restricted kitchen caretaker apartment)

Stand alone buildings include dining/education; barn that holds woodshop, car repair, maintenance equipment; greenhouse, existing club house.

There is a difference in the traditional type of Health Care Facilities currently available to Elder Care and the type of facility proposed herein. The following are terms and definitions designed to bring conceptual clarification:

Life expectancy has risen and housing and health care arrangements of the past are now inappropriate to service the needs of today's independent and semi-independent elderly. As a result, supportive housing arrangements that integrate various levels of ambulatory health care services, social services, recreational activities, and skilled/nursing/long term care services are required, the most common being:

- Independent Housing – Active Living/Independent Congregate Living (IL)

- Assisted Living (AL)
- Skilled Nursing (SN)
- Residentially-oriented Dementia and Alzheimer's (ALZ) or "Memory Loss"
- Continuing Care Retirement Community (CCRC) integrates all of the "above" products as well as physical rehabilitation services.

Active Living housing is age-restricted (55+) and is typically 1500 to 2000 square feet on a single level, with recreational amenities and the maintenance of home exteriors, yards, and recreational complexes usually managed by a Home Owner's Association. Independent Congregate Living is "resort style" apartments with most of the community amenities available within the building.

Assisted Living provides more comprehensive services but offers fewer amenities and reduced living space. Sometimes referred to as "Transitional Living" it is designed for adults who need help with everyday tasks, but they don't need full-time nursing care.

Skilled Nursing has Registered Nurses who help provide 24-hour care to people who can no longer care for themselves due to physical, emotional, or mental conditions. A licensed physician supervises each patient's care and a nurse or other medical professional is almost always on the premises. Most nursing homes have two basic types of services: skilled medical care and custodial care.

Residential Memory Loss are secure, specialized facilities offering services and housing specially designed to accommodate those with various dementias. This level of care offers twenty-four hour supervision, secure units (locked), meals, activities, and care services specific to each resident.

Continuing Care Retirement Communities offer services and housing packages that encompass all of the above living arrangements by allowing access to independent living, assisted living, skilled nursing facilities, physical rehabilitation, and Memory Loss. Seniors who are independent may live in a single-family home, apartment or condominium within the Continuing Care retirement complex. If they begin to need help with activities of daily living, (e.g., bathing, dressing, eating, etc.), help is provided in the home or the resident may transfer to assisted living or skilled nursing housing on the same site.

CCRC's are "aging in place" communities that recognize and accept aging as a dynamic process. While many people may remain in independent living arrangements their entire life, at some point they may need some assistance. Some will decrease at the assisted level, but many more may require acute health care services, while still others will continue to age and inevitably require skilled nursing or memory care.

Understanding A Continuing Care Retirement Community (CCRC)

Continuing Care Retirement Communities (CCRC) allow seniors to "age in place," with flexible accommodations that are designed to meet their health and housing needs as these needs change over time. Residents entering Continuing Care Retirement Communities sign a long-term contract that provides for housing, services and nursing care, usually all in one location, enabling seniors to remain in a familiar setting as they grow older.

Many seniors enter into a CCRC contract while they are healthy and active, knowing they will be able to stay in the same community and receive nursing care should this become necessary. Seniors who invest in a Continuing Care Retirement Community have adequately planned for housing and care for the remainder of their life, and have the financial means to support it.

Difference between Continuing Care Retirement Community and Assisted Living

A senior in a Continuing Care Retirement Community contracts in advance for a lifetime commitment from the Continuing Care Retirement Community to care for them, regardless of their future needs. In contrast, a resident in an Assisted Living Facility has no such contract; they move into the Assisted Living Facility when necessary, and begin to pay at that point. The advantages of a Continuing Care Retirement Community are:

- There is no moving required (except possibly to another building within the same community).
- The senior is still able to maintain relationships with spouse, friends and other family members;
- If the senior becomes well enough to no longer require assistance or nursing care, the care ceases, and they resume an independent lifestyle within the same community.

Types of Housing Provided in Continuing Care Retirement Communities

One of the major advantages of a Continuing Care Retirement Community is the option to move between the available housing environments as one's needs change. Housing choices range from independent living to assisted living to a skilled nursing facility, all on the same property. Some Continuing Care Retirement Communities are in a high-rise building; others are on extensive campuses. The Continuing Care Retirement Community model ensures that the senior stays in the same location as their needs change.

Independent Living

Independent Living units are for healthy, active seniors. They may be:

- Two-, or three-bedroom apartments
- Cottages
- Duplexes
- Cluster homes
- Single-family homes

Assisted Living

Assisted Living units are for those who need some assistance in Activities of Daily Living (ADLs), such as bathing, eating, dressing, and using the toilet, but who also want to maintain independence. The units may be:

- Existing Residence with assistance from the CCRC
- Apartments with scaled down kitchens
- Extended Family type housing
- Congregate Apartment Housing

Assisted Living units may have group dining areas and common areas for social and recreational activities.

Skilled Nursing Accommodations

Nursing Home accommodations are for those who require skilled nursing care. These living units are furnished single rooms with a bathroom, usually shared with one or more other residents.

As a senior who develops a need for Assisted Living or nursing home care recovers, they are welcome to resume independent living if their medical professionals agree they are again able to manage on their own.

Services provided in Continuing Care Retirement Communities

Continuing Care Retirement Communities are not designed for short-term residency or care. The contract that you sign is for life.

Continuing Care Retirement Communities allow seniors to tailor their service plan to suit their needs, abilities, and preferences. Even though a senior may not require a specific service now, they can opt to enroll in it. These services include:

- Independent/Active Living with Extensive Amenities as well as Planned Activity
- Assisted living services
- Physical Rehabilitation
- Skilled Nursing and other medical services
- Memory Loss - Alzheimer's Disease

Typical Independent/Active Living services include:

Aquatic center, fitness center, community gardens, yoga, art/clay studios, woodshop, garage, computer/business center, spa, nutritionist, singles groups, consigner services, day trips, library, college-sponsored learning programs, discussion/book groups, sports court, dining, housekeeping, massage, etc.

Typical assisted living services include:

- Meals and special diets
- Housekeeping
- Transportation
- Emergency help
- Personal assistance
- Assistance with Activities of Daily Living (ADLs)
- Recreational, social, and educational activities.

Typical Rehabilitation Services Include:

CCRC's offer a host of rehabilitation services that are typically utilized on a short-term basis after a hospitalization for injury or illness. Rehabilitation often focuses on:

- Physical therapy to help your strength, mobility and fitness
- Occupational therapy to help you with your daily activities
- Speech-language therapy to help with speaking, understanding, reading, writing and swallowing
- Treatment of pain

Typical Skilled Nursing/Memory Loss services include:

As medical facilities they are allowed to provide services that cannot be dispensed in assisted living arrangement. Typically these services involve managing complex and potentially serious medical problems such as infections, wound care, IV therapy, and coma care. Skilled Nursing offers both short and long term care options for those with serious problems and disabilities such as quadriplegics, MS patients, ALS patients and others who are bedridden and are unable to do anything on their own.

Traffic:

Regarding the expanded use of Rincon Road as it relates to State Route 49, Jim Brake from Caltrans was questioned regarding the intersection of Rincon Road and State Highway 49. Mr. Brake stated that the highway was designed for a capacity that can handle approximately 28,000 average daily trips. He indicated that is very unlikely that a traffic signal would be allowed in this area, even if a signal warrant will be met. Without a traffic study which considers the proposed density and the existing conditions of the Highway, it is difficult to provide more technical information than the aforementioned. However, based on similar CCRC projects which have already been constructed and are in full operation as well as the Institute of Transportation Engineers (ITE) Trip Generation data, a CCRC use generates a range of approximately 1 to 3 average daily trips per unit, which equates to a range of 350 to 1,000 average daily trips for a project containing 350 units. A traffic study will be required in order to determine the impacts to the existing private roadway and impacts to SR 49, in addition to trip generation rates for existing and proposed uses. However, based on average trip generations for CCRC's determined by existing projects and the ITE, the project will generate similar trip generation rates, if not less than if the project were to be developed into 75 single family homes.