Beck Property

Traffic
Impact
Analysis

Van Buren Street/143rd Avenue
Goodyear, Arizona

December 2012
Project No. 11-570

CITY OF GOODYEAR - REPORT APPROVAL	
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HTE# 13-0870	QS# 68

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EXECUTIVE SUMMARY

This report documents a traffic impact and traffic signal warrant analysis performed for the proposed Beck Property Development located along the 143rd Avenue alignment between Van Buren Street and Yuma Road in Goodyear, Arizona. The proposed development is located on 232 acres and will consist of approximately 2,432,000 square feet of Warehouse and 838,000 square feet of High-cube Warehouse land uses within four large building.

The following conclusions and recommendations have been documented in this study.

- Under the existing conditions all of the movements at the Van Buren Street intersections – 143rd Avenue, 145th Avenue, Bullard Avenue and Litchfield Road – and the Yuma Road intersections – Bullard Avenue and Litchfield Road – are projected to operate with level of service D or better in the peak hours.
- The proposed Beck Property Development is anticipated to generate 9,870 daily trips, with approximately 810 trips occurring during the AM peak hour and 865 trips occurring during the PM peak hour.
- Under the future 2013 traffic conditions all of the movements at each study intersection are projected to continue to operate with level of service D or better.
- Under the future 2018 traffic conditions all of the movements at each study intersection are projected to continue to operate with level of service D or better.
- The calculated storage lengths in Table 6 should be provided where possible. Existing median breaks and left turn lanes in existing medians may prohibit the construction of the calculated storage lengths.
- A 3-lane collector roadway should be provided for 143rd Avenue from Van Buren Street south to the development.
- Striping modifications may be required at the Van Buren Street/Bullard Avenue intersection (provide dual southbound left turn lanes) as well as traffic signal modifications (provide a protected southbound left turn phase and a westbound right turn overlap phase).
- Striping modifications may be required at the Van Buren Street/Litchfield Road intersection (provide a longer eastbound left turn lane storage).
- Striping modifications may be required at the Yuma Road/Litchfield Road intersection (provide a longer eastbound left turn lane storage).
- A traffic signal should be installed at the intersection of Van Buren Street and 143rd Avenue to provide acceptable levels of service for the northbound and southbound movements.

INTRODUCTION

The Beck Property Development is located along the 143rd Avenue alignment between Van Buren Street and Yuma Road west of Litchfield Road in Goodyear, Arizona. A location map is illustrated in **Figure 1**. The proposed development will consist of approximately 3,270,000 square feet of warehouse use.

CivTech Inc. has been retained by Beck Consulting Engineers and the Property Owner to prepare a Traffic Impact Analysis (TIA) for the proposed Beck Property Development as requested by the City of Goodyear.

PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this study is to analyze the impacts of the proposed Beck Property Development on the existing surrounding street system in support of the proposed lot split. The study will be prepared in conformance with the guidelines contained in Chapter 4, Section 1, "Streets and Right-of ways" of the November 2007 City of Goodyear *Design Standards & Policies Manual*. The specific objectives of the study are:

- To determine whether the existing street system in the vicinity of the site is adequate to accommodate the increased traffic that results from the proposed development, and
- To evaluate/determine the roadway cross section for 143rd Avenue south of Van Buren Street.

Study Area

The City of Goodyear uses the Maricopa County Department of Transportation (MCDOT) Traffic Impact Procedures. The MCDOT traffic study requirements are dependent on the maximum trip generation potential during the peak hours. The site is anticipated to generate between 500 and 1,000 trips during the PM peak hour. This amount of generated trips requires a Category II type study. The study area should include site accesses and signalized and major unsignalized intersections within ½ mile of the site. The study area for this TIA includes the existing intersections of Van Buren Street at Bullard Avenue, 145th Avenue, 143rd Avenue, and Litchfield Road and the intersections of Yuma Road at Bullard Avenue and Litchfield Road.

Horizon Year

The MCDOT TIA study year requirements for a Category II type study include the opening year and opening year plus 5 years. The opening/build-out year is assumed to be 2013. Therefore, the horizon years were defined as 2013 and 2018. The analysis will be provided for the AM and PM peak hours of the horizon years.

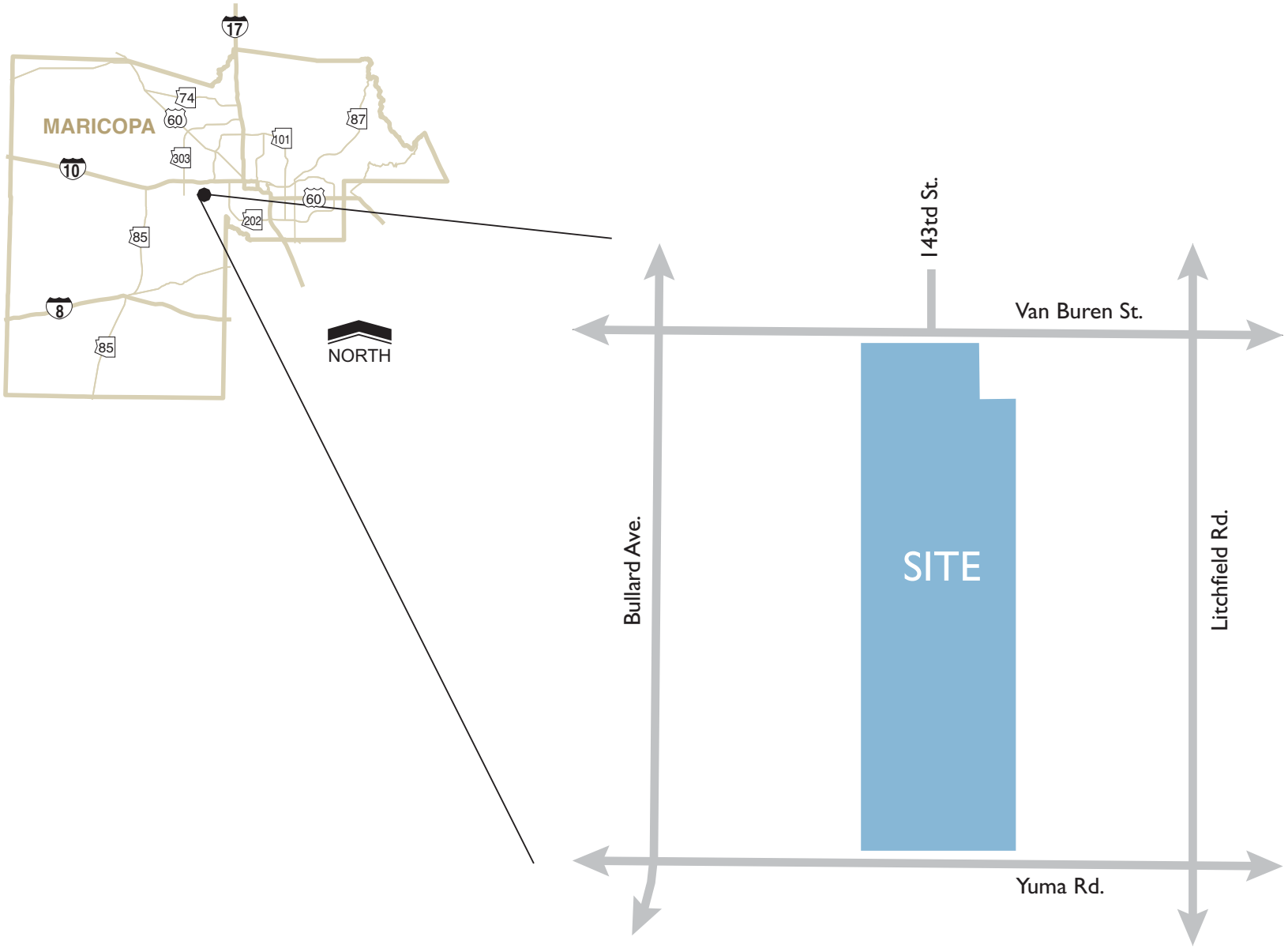


Figure 1: Vicinity Map

EXISTING CONDITIONS

SURROUNDING LAND USE

The majority of the surrounding area is undeveloped agricultural land. Per the City's Land Use Plan (Dated December 2009), the surrounding area is zoned Light Industrial. The City of Goodyear's Engineering Office is located west of the development on the south side of Van Buren Street. The Phoenix Goodyear Airport is to the south of the development.

ROADWAY NETWORK

The existing roadway network within the study area includes Van Buren Street, Bullard Avenue, Litchfield Road, Yuma Road, 143rd Avenue and 145th Avenue.

Van Buren Street is an east-west major arterial roadway located approximately ½ mile south of Interstate 10 (I-10). West of 143rd Avenue, Van Buren Street has three (3) eastbound through lanes and two (2) westbound through lanes separated by a raised median, with median breaks at key intersections. East of 143rd Avenue, Van Buren Street has two (2) through lanes in each direction with a middle two-way left-turn lane. Bullard Avenue (located west of the proposed site) and Litchfield Road (located east of the proposed site) each connect to Van Buren Street and have an interchange with I-10. It has a posted speed limit of 45 mph adjacent to the project site.

Bullard Avenue is a north-south major arterial roadway located approximately ½ mile west of the site. It provides a connection to I-10 to the north and has a posted speed limit of 45 mph. It has three (3) northbound through lanes and one (1) southbound through lane separated by a raised median north of Van Buren Street. South of Van Buren Street it is a two-lane roadway that connects to Yuma Road and eventually Estrella Parkway.

Litchfield Road is a north-south major arterial roadway located approximately ½ mile east of the site. It has three (3) northbound through lanes and two (2) southbound through lanes separated by either a raised median or two-way left turn lane. It provides a connection to I-10 to the north as well as Luke Air Force Base and has a posted speed limit of 40 mph.

Yuma Road is an east-west scenic arterial roadway located 1 mile south of Van Buren Street and forms the southern border of the site. Immediately south and west of the site Yuma Road is a two-lane roadway. At Estrella Parkway it provides two lanes in each direction separated by a raised median. East of the site, Yuma Road consists of two (2) through lanes in each direction separated by a two-way left-turn lane until Central Avenue, where it transitions to a two (2) lane undivided roadway. Yuma Road has posted speed limits of 45 mph westbound, 35 mph eastbound adjacent to the project site and 25 mph (both directions) when it becomes Western Avenue to the east of the site.

143rd Avenue is a north-south collector roadway that currently only exists north of Van Buren Street. It has one (1) through lane in each direction separated by a raised median and provides access to the business complexes north of Van Buren Street. It has a posted speed limit of 35 mph and terminates in a cul-de-sac approximately 1,900 feet north of Van Buren Street.

145th Avenue is a north-south collector roadway located approximately ¼ mile west of the site. It has a posted speed limit of 25 mph. It currently only exists south of Van Buren Street and provides access to the business park complex immediately west of the project site. It has a full access median break at its intersection with Van Buren Street.

INTERSECTION CONFIGURATIONS AND TRAFFIC CONTROLS

The intersection of ***Van Buren Street/Bullard Avenue*** is currently a four-legged signalized intersection. The northbound approach consists of an exclusive left-turn lane, two (2) through lanes, and an exclusive right-turn lane. The westbound approach consists of an exclusive left-turn lane, two (2) through lanes, and an exclusive right-turn lane. The southbound approach consists of an exclusive left-turn lane, one (1) through lane, and an exclusive right-turn lane. The eastbound approach consists of an exclusive left-turn lane, three (3) through lanes, and an exclusive right-turn lane. The traffic signal operates with lagging permissive/protected left turn phasing. The intersection has been improved to be able to provide dual left turn lanes in the westbound, eastbound and southbound directions, as well as three (3) southbound through lanes. These areas are currently striped out, restricting traffic to the lanes mentioned above.

The intersection of ***Van Buren Street/145th Avenue*** is currently a three-legged unsignalized intersection. The northbound approach consists of an exclusive left-turn lane and an exclusive right-turn lane under stop sign control. The westbound approach consists of an exclusive left-turn lane and two (2) through lanes. The eastbound approach consists of an exclusive left-turn lane, three (3) through lanes, and an exclusive right-turn lane.

The intersection of ***Van Buren Street/143rd Avenue*** is currently a three-legged unsignalized intersection. The southbound approach consists of an exclusive left-turn lane and an exclusive right-turn lane under stop sign control. The westbound approach consists of an exclusive left-turn lane, one (1) through lane, and a shared through/right-turn lane. The eastbound approach consists of an exclusive left-turn lane and two (2) through lanes.

The intersection of ***Van Buren Street/Litchfield Road*** is currently a four-legged signalized intersection. The northbound approach consists of an exclusive left-turn lane, two (2) through lanes, and a shared through/right-turn lane. The westbound approach consists of an exclusive left-turn lane, one (1) through lane, and a shared through/left-turn lane. The southbound approach consists of an exclusive left-turn lane, two (2) through lanes, and an exclusive right-turn lane. The eastbound approach consists of an exclusive left-turn lane, two (2) through lanes, and an exclusive right-turn lane. The traffic signal operates with lagging permissive/protected left turn phasing. The intersection is fully developed and would require right-of-way acquisition to provide any additional lanes.

The intersection of **Yuma Road/Bullard Road** is currently a four-legged signalized intersection. The northbound approach consists of an exclusive left-turn lane, one (1) through lane, and an exclusive right-turn lane. The southbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The east- and westbound approaches consist of a single general purpose lane. The traffic signal operates with permissive left turn phasing.

The intersection of **Yuma Road/Litchfield Road** is currently a four-legged signalized intersection. All approaches consist of an exclusive left-turn lane, one (1) through lane, and a shared through/right turn lane. The traffic signal operates with lagging permissive/protected left turn phasing.

The existing lane configurations and traffic controls are illustrated in **Figure 2**.

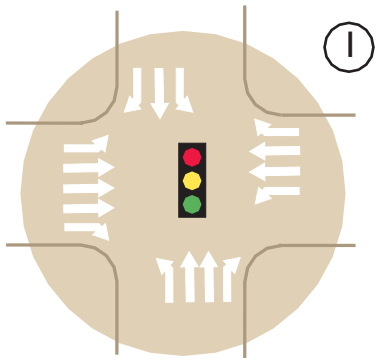
TRAFFIC VOLUMES

CivTech conducted peak hour turning movement counts at the intersections of Van Buren Street/143rd Avenue and Van Buren Street/145th Avenue on Tuesday, May 17, 2011. At the City's request CivTech also collected peak hour turning movement counts at the intersections of Van Buren Street/Bullard Avenue and Van Buren Street/Litchfield Road on Thursday, July 7, 2011. Additional traffic counts were collected at the intersections of Yuma Road/Bullard Avenue and Yuma Road/Litchfield Road on Wednesday, December 5, 2012. In addition, updated traffic counts were collected at the intersection of Van Buren Street/Bullard Avenue on December 5, 2012. The turning movement counts were conducted from 7AM to 9AM and 4PM to 6PM.

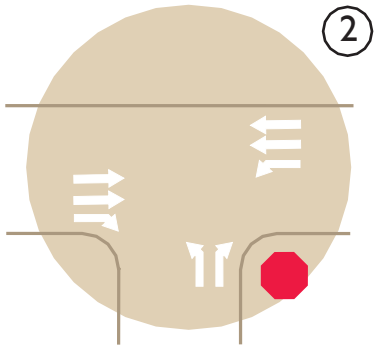
A comparison between the traffic volumes recorded at the intersection of Van Buren Street and Bullard Avenue in 2011 and 2012 indicated a small increase in the AM peak hour (approximately 1.5%) and a decrease in the PM peak hour (approximately 4%). For the purposes of this analysis the recorded traffic volumes for the three (3) intersections counted in December were utilized while a two (2) percent increase was applied to the traffic volumes at the three (3) intersections counted in July of 2011. **Figure 3** depicts the recently recorded (and adjusted) peak hour turning movement volumes during the peak hours. The traffic volume summaries are provided in **Appendix B.**

CAPACITY ANALYSIS

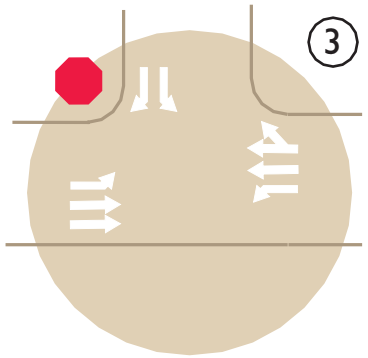
The concept of level of service (LOS) uses qualitative measures that characterize operational conditions within the traffic stream. The individual levels of service are described by factors that include speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations A through F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. Levels of service for intersections are defined in terms of average delay ranges for vehicles. **Table 1** lists the level of service criteria for signalized and unsignalized intersections.



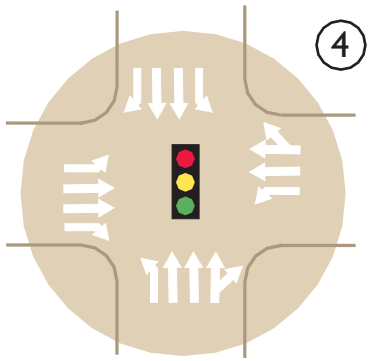
Bullard Ave. & Van Buren St.



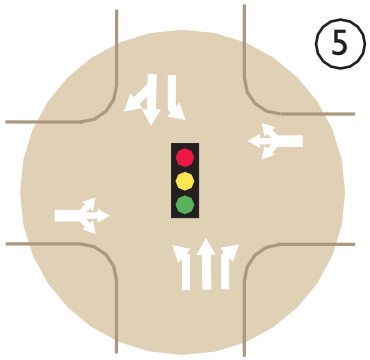
145th Ave. & Van Buren St.



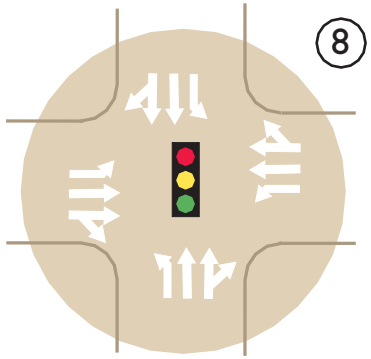
143rd Ave. & Van Buren St.



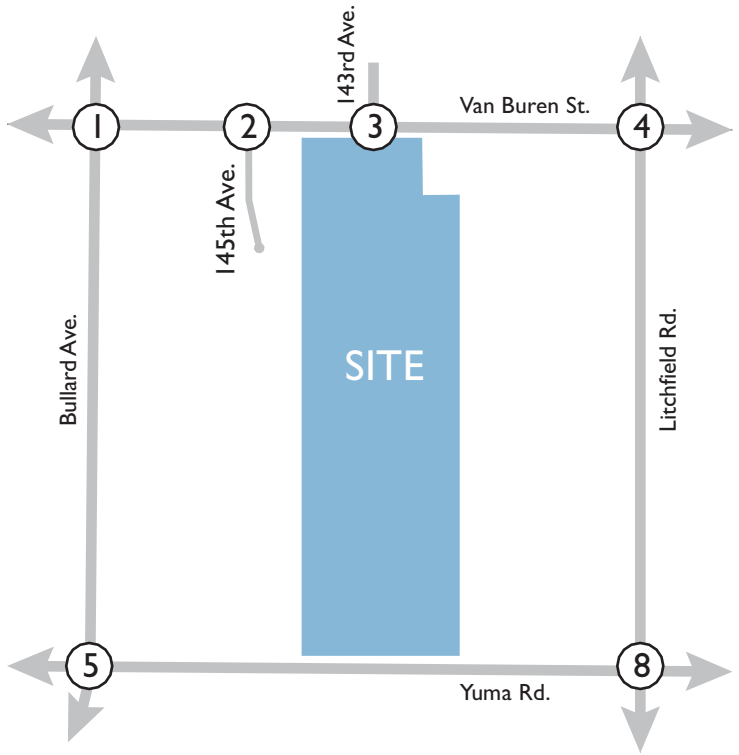
Litchfield Rd. & Van Buren St.



Yuma Rd. & Bullard Ave.



Yuma Rd. & Litchfield Rd.



LEGEND

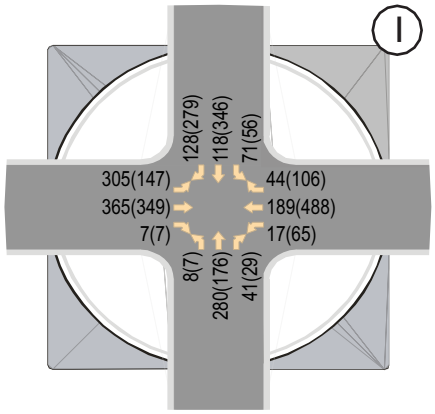
NORTH

Thru or Turning Movement

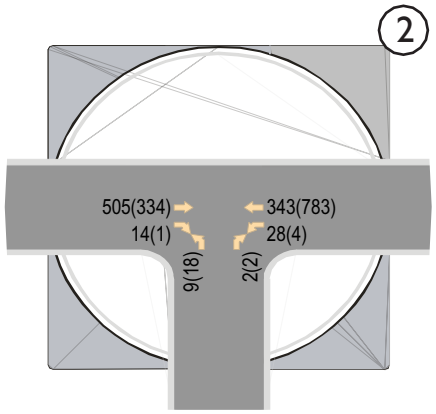
Stop Sign

Traffic Signal

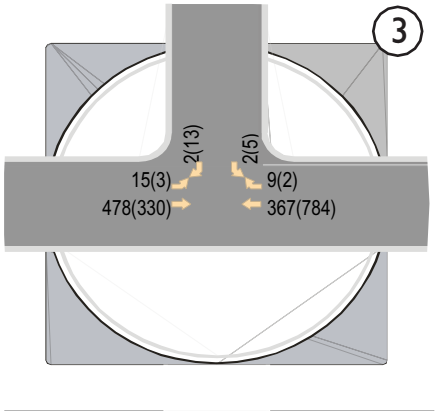
Figure 2: Existing Lane Configurations and Stop Controls



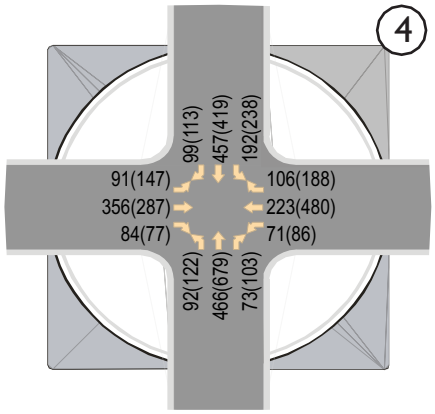
Van Buren Street/Bullard Avenue



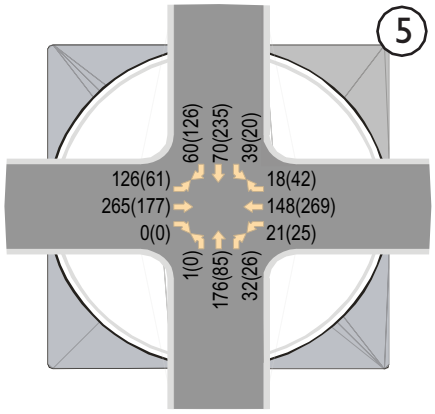
Van Buren Street/145th Avenue



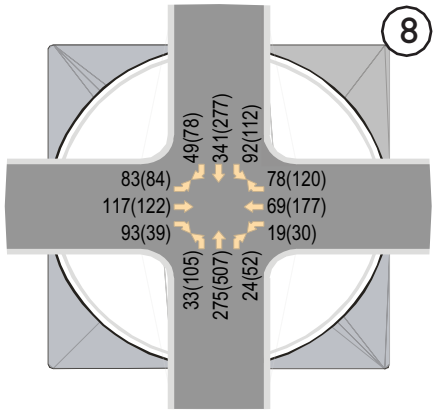
Van Buren Street/143rd Avenue



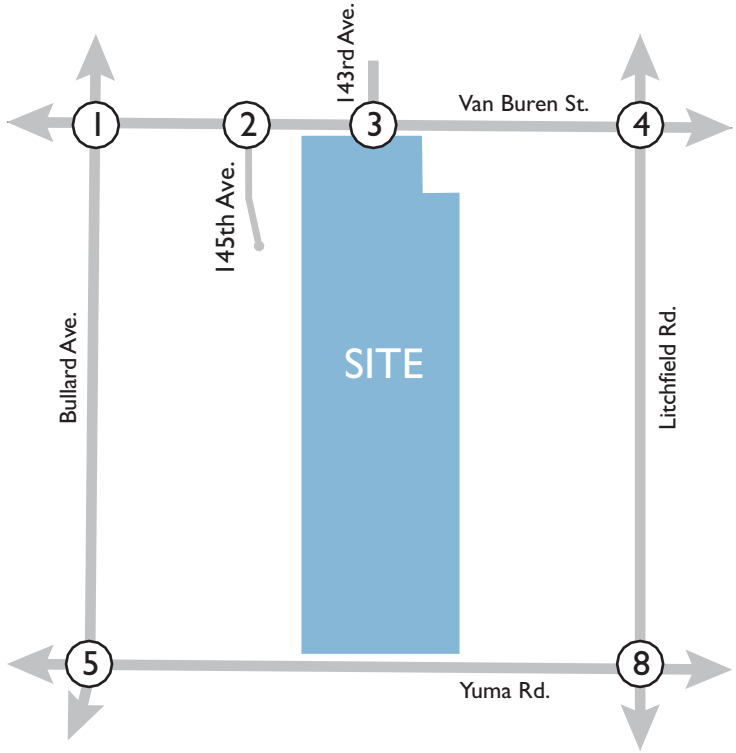
Van Buren Street/Litchfield Road



Yuma Road/Bullard Avenue



Yuma Road/Litchfield Road



LEGEND

NORTH

XX(XX) - AM(PM) Peak Hour Traffic Volumes

Figure 3: Existing Peak Hour Traffic Volumes

Table 1: Level of Service Criteria

Level of Service	Control Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Source: Exhibit 18-4 and Exhibit 19-1, *Highway Capacity Manual 2010*

Peak hour capacity analyses were conducted for the study intersections based on the existing intersection configurations provided in **Figure 2** and 2011 traffic volumes presented in **Figure 3**. The intersections were analyzed using the methodologies presented in the *Highway Capacity Manual* (HCM), using HCS software. The LOS for each stop-controlled movement is reported for unsignalized intersections. The resulting levels of service for the existing conditions are summarized in **Table 2**. The existing conditions analyses (2012) have been included in **Appendix C**.

Table 2: 2012 Peak Hour Levels of Service

Intersection	Traffic Control	Approach	Existing LOS	
			AM Peak Hour	PM Peak Hour
Van Buren Street/143rd Avenue	1-way stop (SB)	SB LT	B	C
		SB RT	A	B
		EB LT	A	A
Van Buren Street/145th Avenue	1-way stop (NB)	NB LT	C	C
		NB RT	A	A
		WB LT	A	A
Van Buren Street/Bullard Avenue	Signal	NB	C	C
		SB	C	C
		EB	B	C
		WB	D	C
		Overall	**C**	**C**
Van Buren Street/Litchfield Road	Signal	NB	C	C
		SB	C	C
		EB	C	C
		WB	C	C
		Overall	**C**	**C**
Yuma Road/Bullard Avenue	Signal	NB	C	B
		SB	C	B
		EB	A	B
		WB	A	B
		Overall	**B**	**B**

Table 2: 2012 Peak Hour Levels of Service (Con't)

Intersection	Traffic Control	Approach	Existing LOS	
			AM Peak Hour	PM Peak Hour
Yuma Road/Litchfield Road	Signal	NB	B	C
		SB	B	C
		EB	C	C
		WB	D	C
		Overall	**B**	**C**

Under the existing conditions, all of the movements at each intersection are projected to operate with level of service D or better.

PROPOSED DEVELOPMENT

LAND USE AND INTENSITY

The proposed Beck Property Development is located south of Van Buren Street along the 143rd Avenue alignment in the City of Goodyear. The project is being proposed for a lot split – creating four (4) lots. The project will have one initial access to Van Buren Street that will form the southern leg of the existing Van Buren Street/143rd Avenue intersection. 143rd Avenue will be extended south connecting to Yuma Road creating a T-intersection. In addition, there will be an additional site access intersection with Yuma Road, east of the 143rd Avenue intersection. It will consist of approximately 2,432,000 square feet of Warehouse and 838,000 square feet of High-cube Warehouse land uses within four large buildings on approximately 232 acres.

The site plan of the proposed Beck Property Development is illustrated in **Figure 4**.

SITE TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* contains data for a wide range of different land uses. The data includes average rates and equations that correlate between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information for daily, AM and PM peak hour trips for warehouse land uses. Detailed trip generation calculations have been included in **Appendix D**.

The trip generation for the Beck Property Development is based on ITE land use codes 150 and 152, and is illustrated in **Table 3**.

Table 3: Project Generated Trips

Land Use	ITE LUC	Size	Units	Weekday Trips Generated						
				Daily Total	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
Warehousing	150	2,432	KSF	8,662	550	182	732	213	566	779
High-cube Warehouse	152	838	KSF	1,208	60	16	76	21	63	84
Totals				9,870	610	198	808	234	629	863

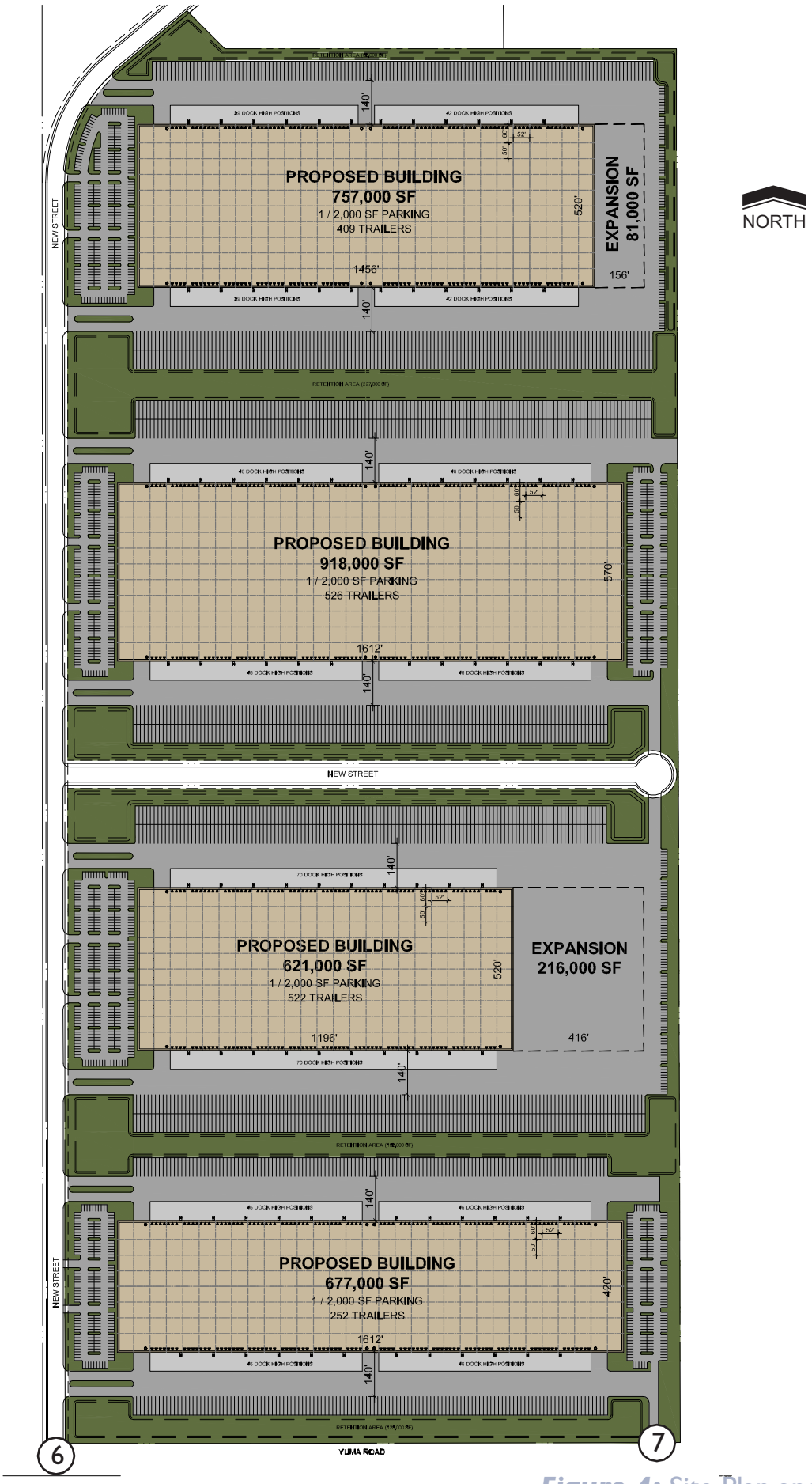


Figure 4: Site Plan and Access Points

Based on ITE rates as summarized in **Table 3**, the Beck Property Development could generate approximately 9,870 daily trips, with approximately 810 trips occurring during the AM peak hour and 865 trips occurring during the PM peak hour.

DIRECTIONAL DISTRIBUTION AND TRIP ASSIGNMENT

As mentioned earlier, access to I-10 and the regional freeway system is available to the east and west of the development along Van Buren Street. Residential areas (origins/destinations for employees) are located in all directions with the majority to the east of the project. With I-10 providing regional access for employee and less than a mile north of the project site, it is anticipated that the majority of the traffic will be to/from I-10.

The trip distribution utilized for this analysis is depicted in **Figure 5**.

TRIP ASSIGNMENT

The distribution percentages were applied to the generated trips to determine the AM and PM peak hour site traffic at the intersections within the study area. **Figure 6** illustrates the opening year/full-build of the proposed Beck Property Development site generated traffic volumes.

BACKGROUND TRAFFIC

The project is scheduled for opening in 2013. An expansion factor of 1.02 was applied to the 2012 traffic volumes in **Figure 3** for the opening year (2013) and an expansion factor of 1.126 was applied for horizon year 2018. These expansion factors explore a linear growth rate of 2.0 percent per year. Background growth calculations are included in **Appendix E**.

The opening year 2013 peak hour background traffic volumes are shown in **Figure 7** and the horizon year 2018 peak hour background traffic is depicted in **Figure 8.**

TOTAL TRAFFIC

The opening year and opening plus five year (2013 and 2018) total traffic volumes were determined by adding the respective background traffic to the build-out site generated traffic for the Beck Property Development. The opening year 2013 total peak hour traffic volumes are shown in **Figure 9** and the horizon year 2018 total peak hour traffic volumes are shown in **Figure 10**.

2013 PEAK HOUR CAPACITY ANALYSIS

Peak hour capacity analyses have been conducted for the study intersections and site driveways. All intersections have been analyzed using the methodologies as described previously and presented in the *Highway Capacity Manual (HCM), Special Report 209,* Updated 2010 and using TRAFFIX Software version 8.0 under the HCM 2010 methodology.

Results of the 2013 level-of-service analyses with the project developed are shown in **Table 4**. The analysis worksheets for the 2013 horizon year conditions have been included in **Appendix F**. The lane configurations provided on **Figure 11** were utilized for the intersection analyses.

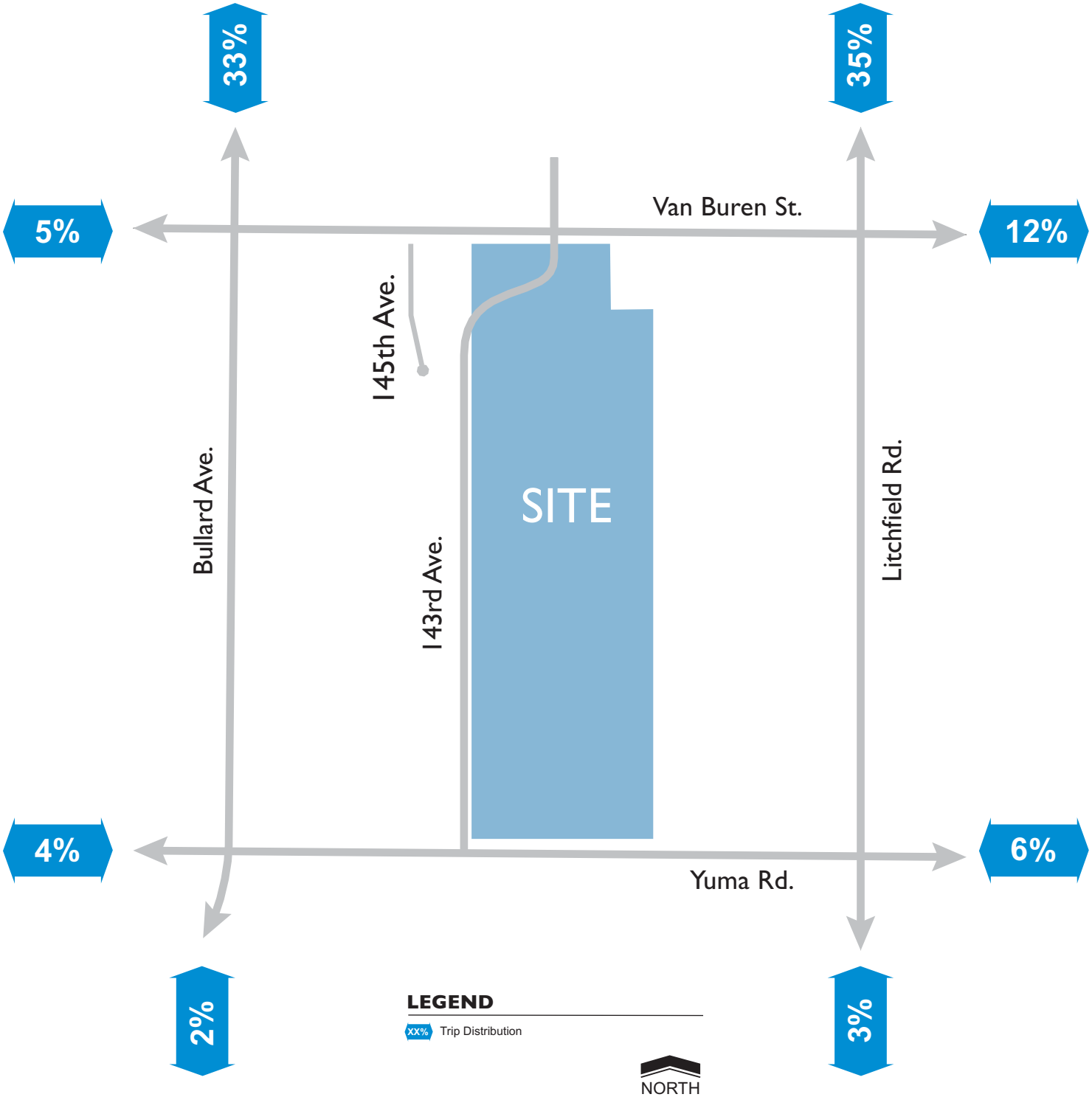
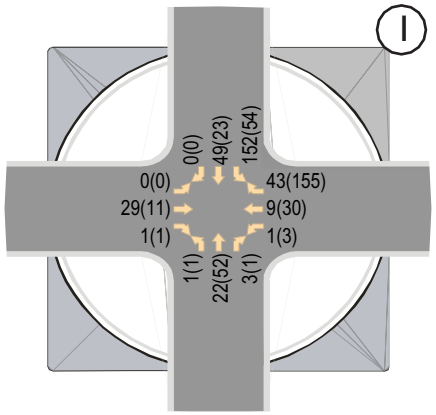
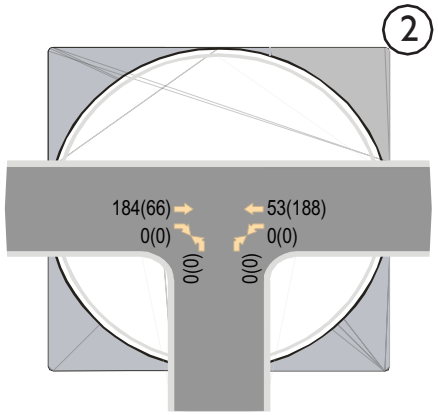


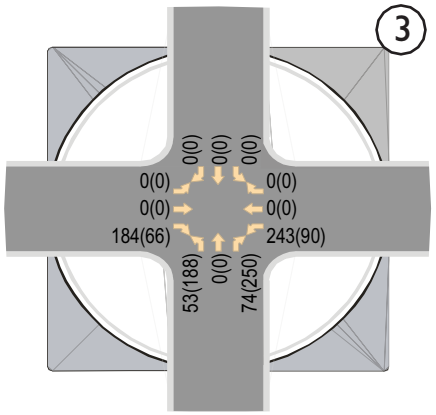
Figure 5: Trip Distribution



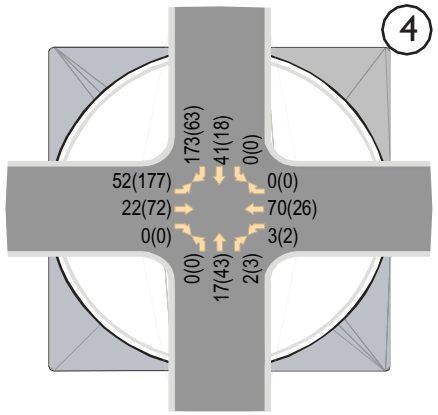
Van Buren Street/Bullard Avenue



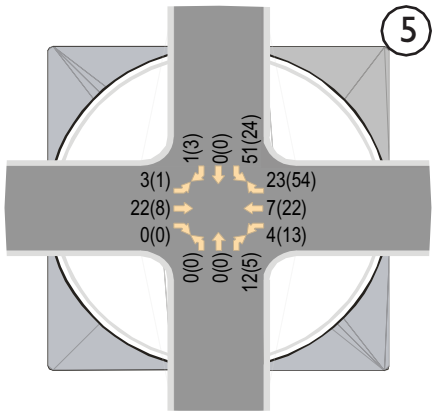
Van Buren Street/145th Avenue



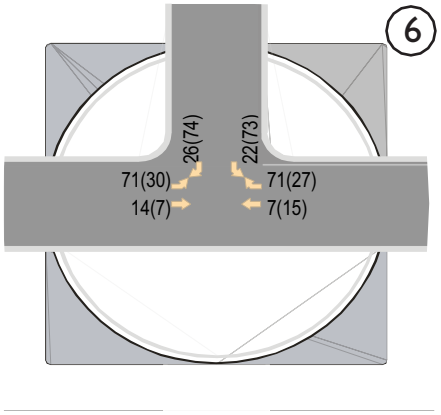
Van Buren Street/143rd Avenue



Van Buren Street/Litchfield Road



Yuma Road/Bullard Avenue



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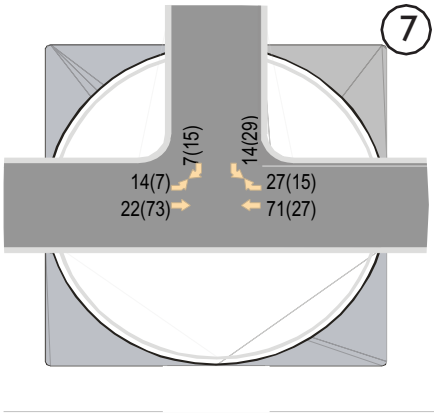
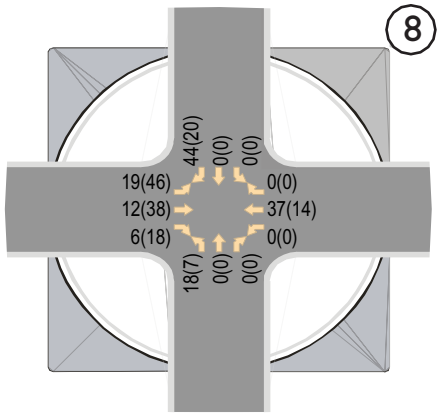


Yuma Road/Access C



Yuma Road/Litchfield Road

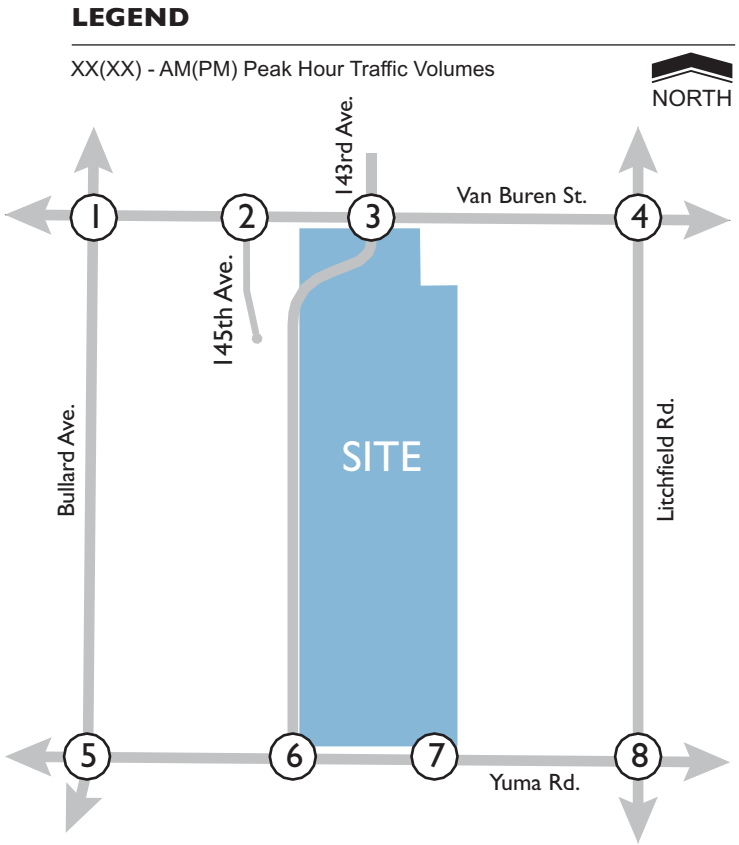


Figure 6: Site Generated Traffic Volumes

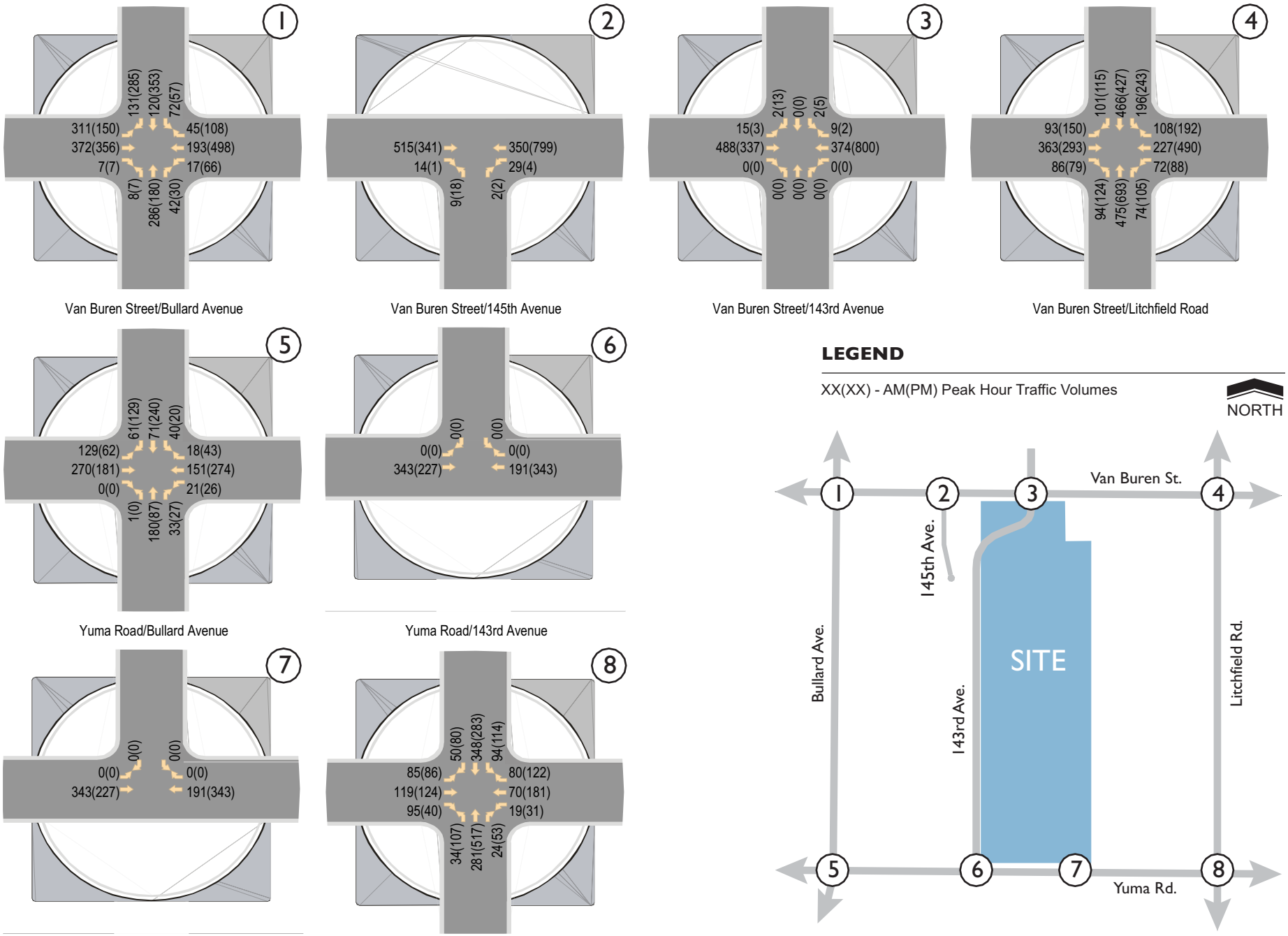
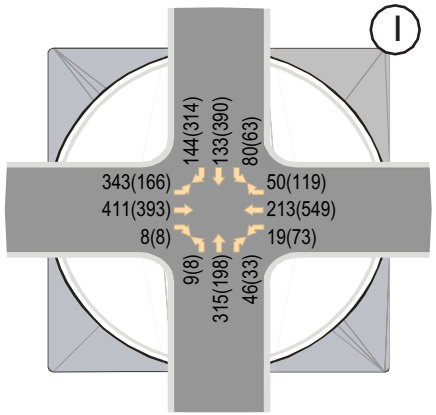
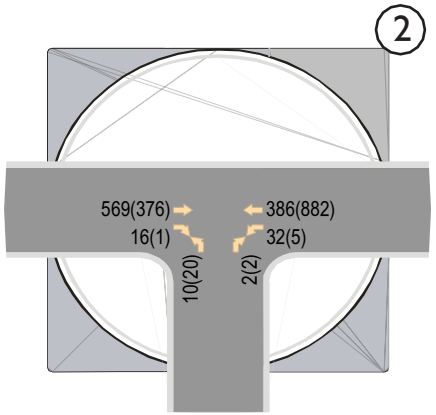


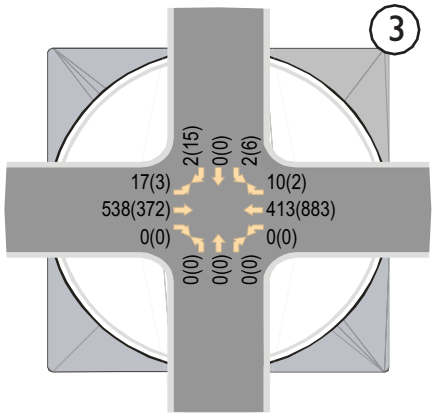
Figure 7: 2013 Background Traffic Volumes



Van Buren Street/Bullard Avenue



Van Buren Street/145th Avenue



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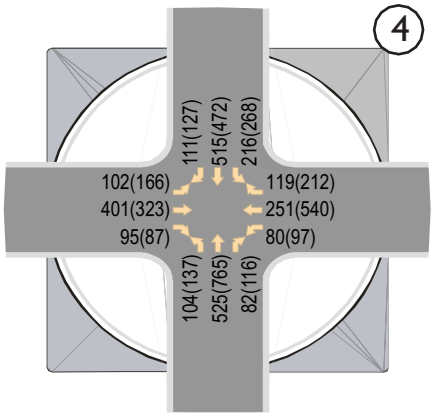
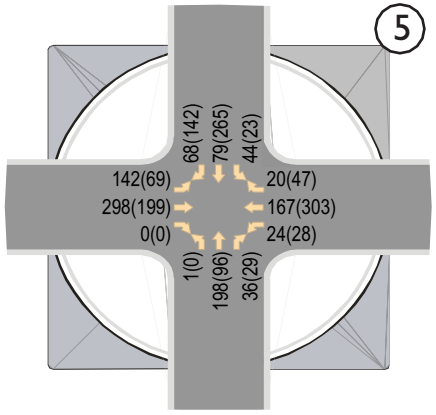
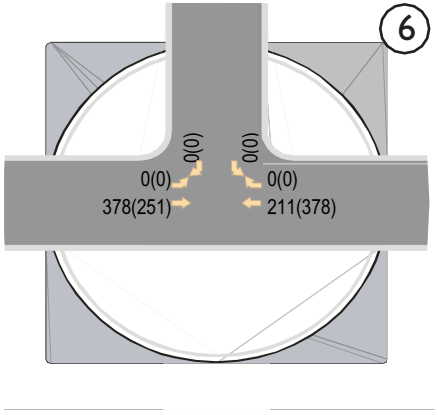


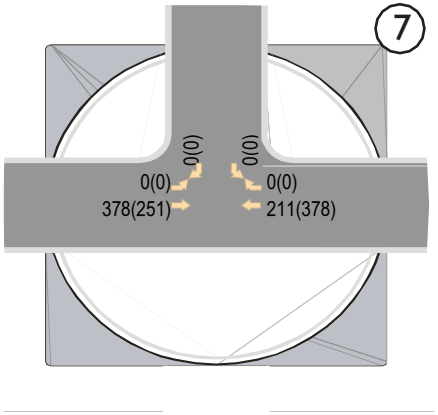
Van Buren Street/Litchfield Road



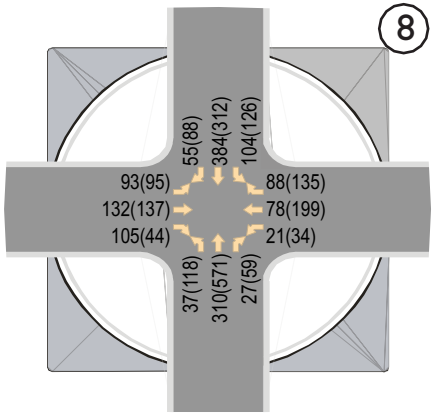
Yuma Road/Bullard Avenue



Yuma Road/143rd Avenue



Yuma Road/Access C



Yuma Road/Litchfield Road

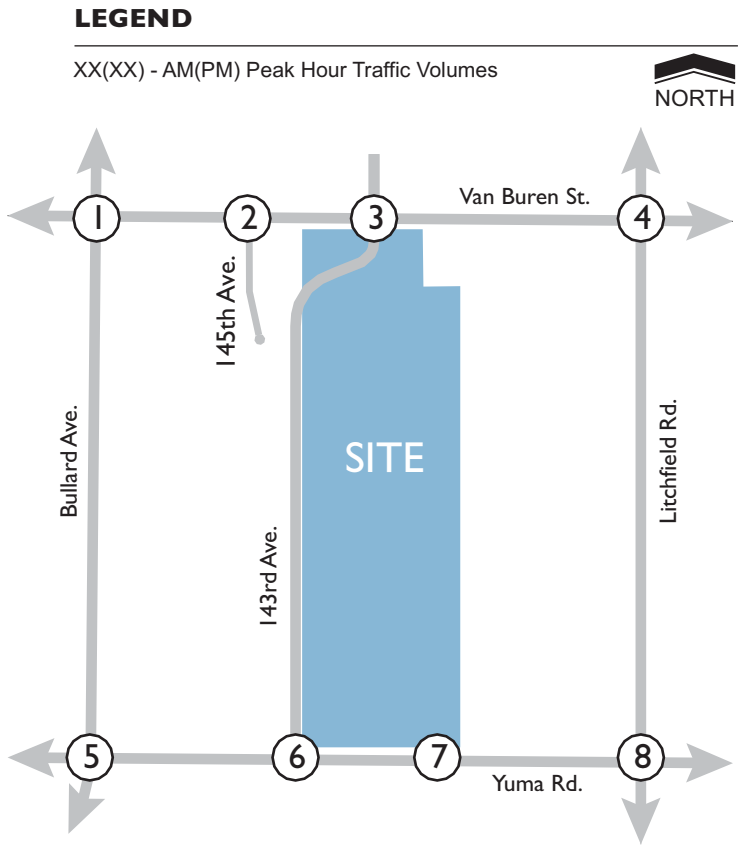


Figure 8: 2018 Background Traffic Volumes

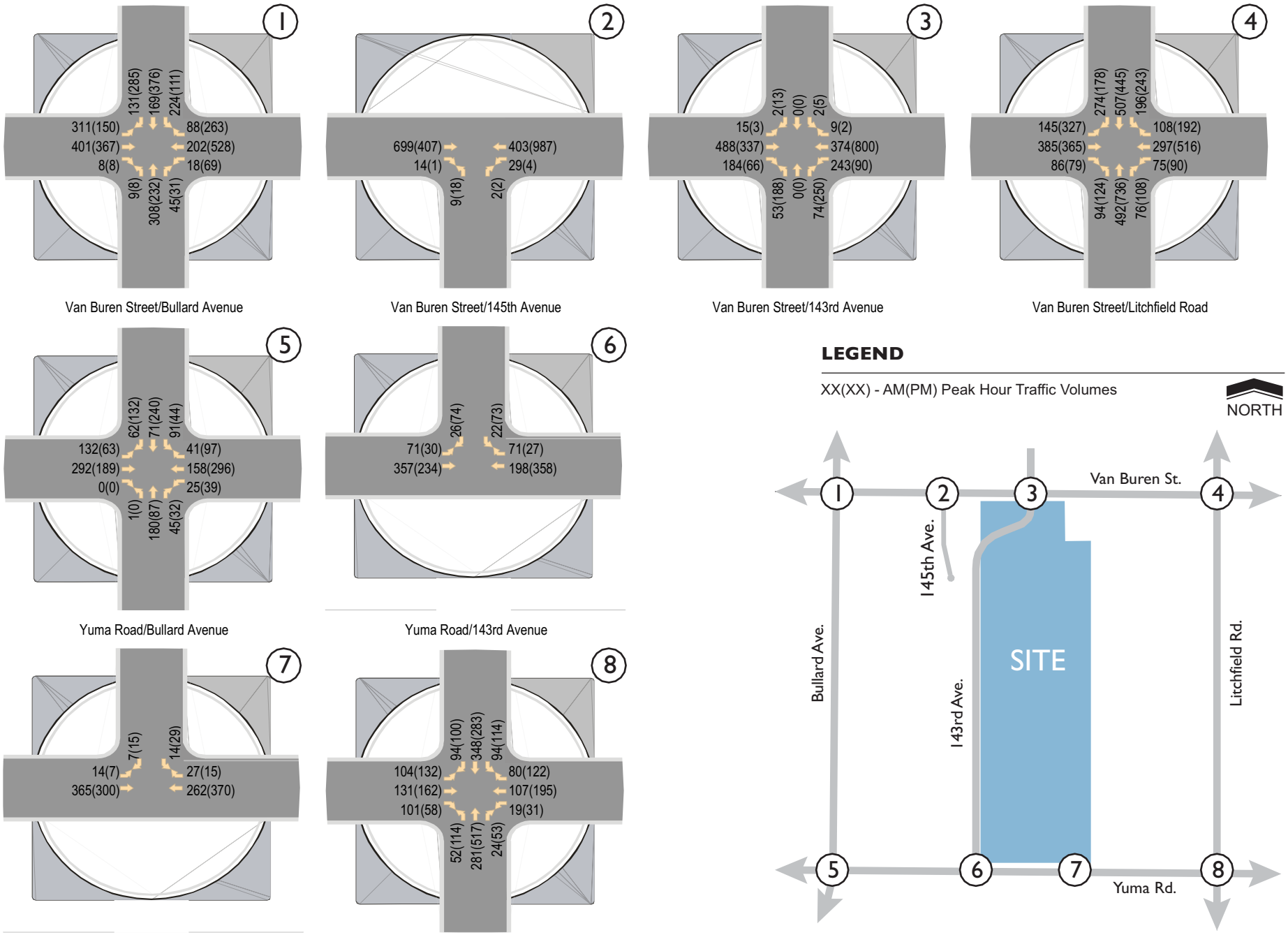
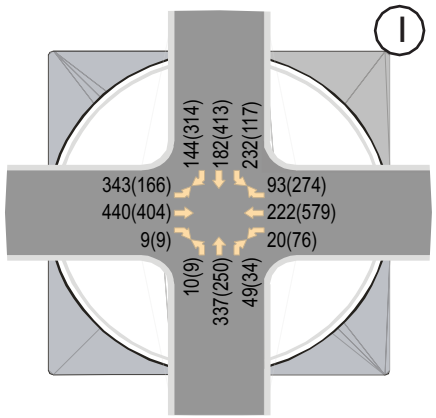
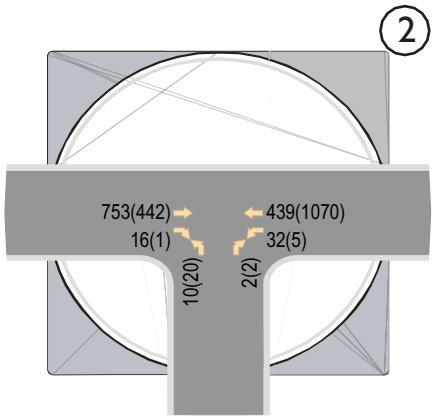


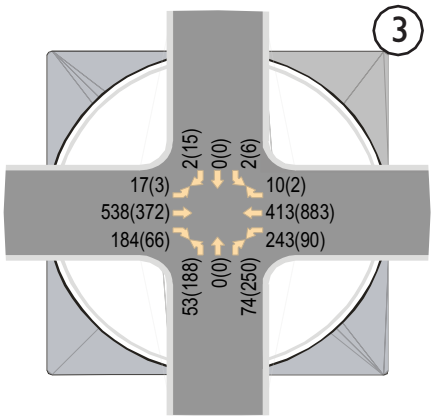
Figure 9: 2013 Total Traffic Volumes



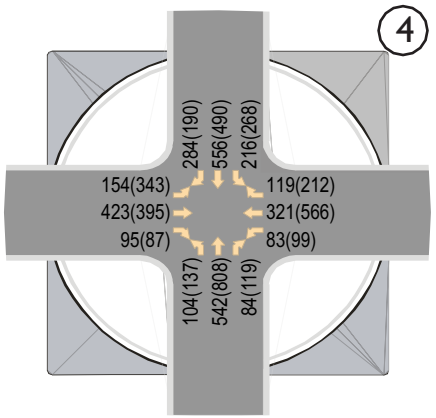
Van Buren Street/Bullard Avenue



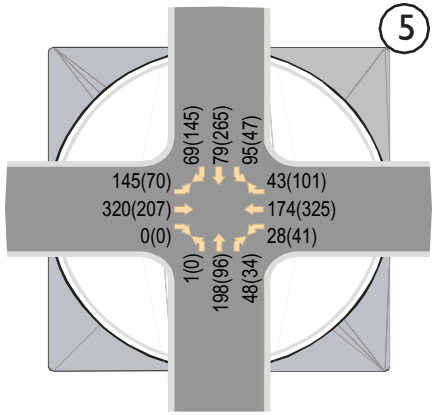
Van Buren Street/145th Avenue



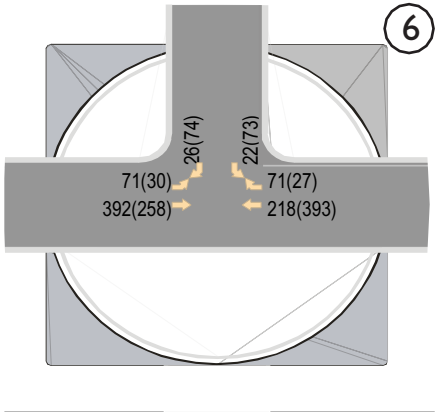
Van Buren Street/143rd Avenue



Van Buren Street/Litchfield Road



Yuma Road/Bullard Avenue



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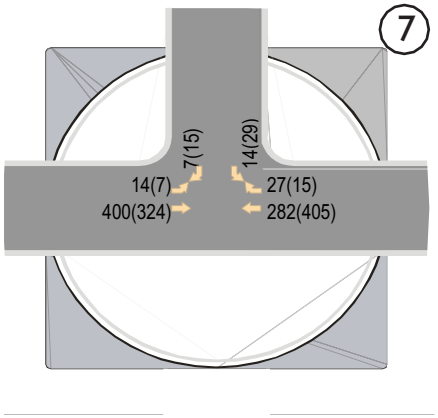
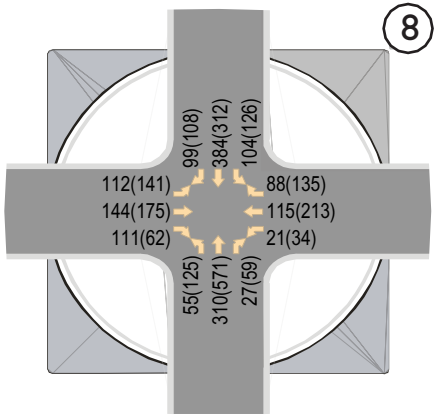


Yuma Road/Access C



Yuma Road/Litchfield Road

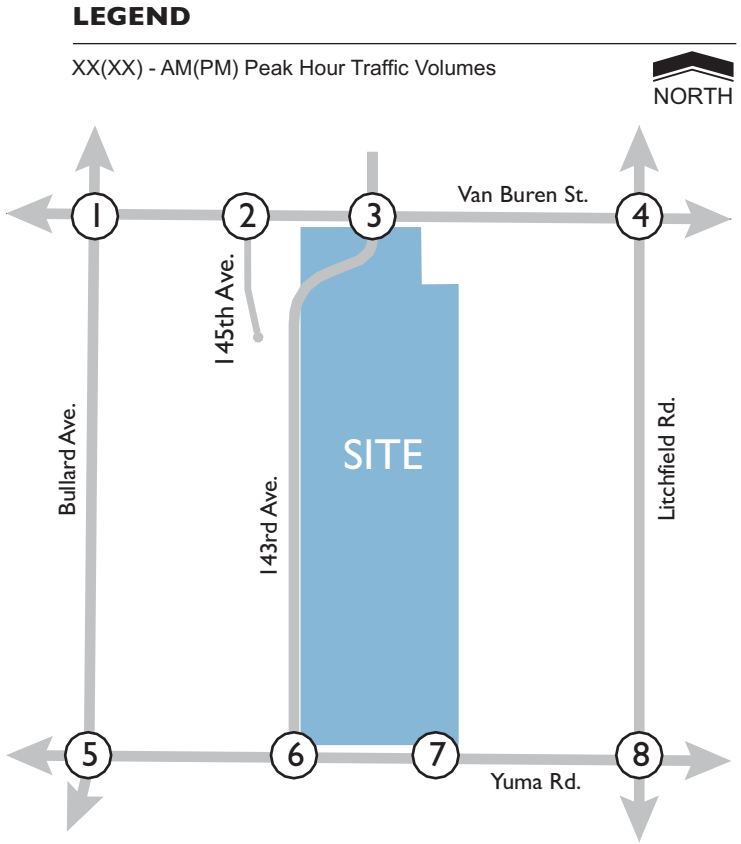
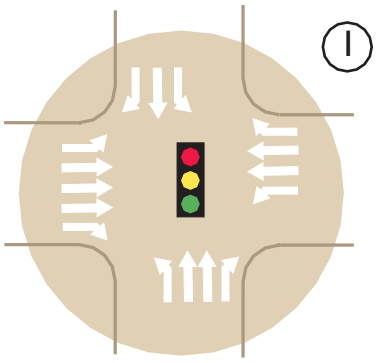
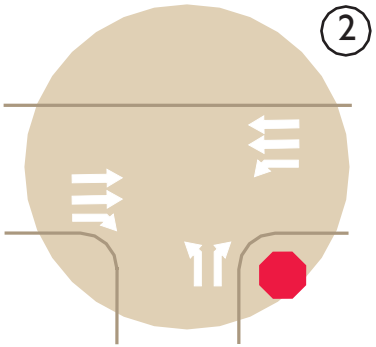


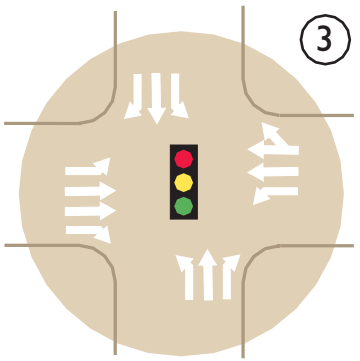
Figure 10: 2018 Total Traffic Volumes



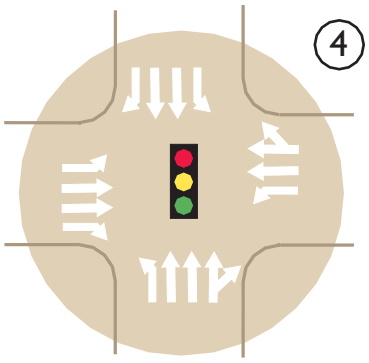
Bullard Ave. & Van Buren St.



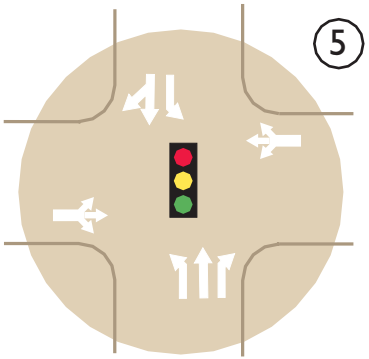
145th Ave. & Van Buren St.



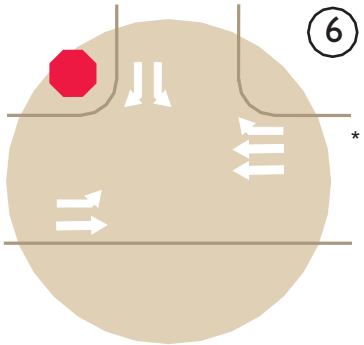
143rd Ave. & Van Buren St.



Litchfield Rd. & Van Buren St.

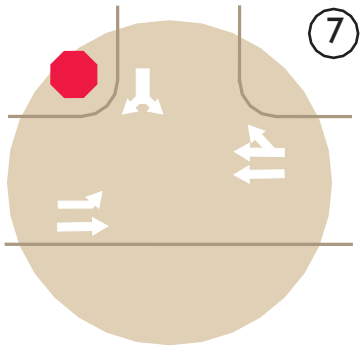


Yuma Rd. & Bullard Ave.

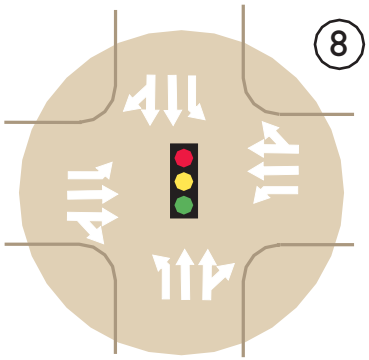


143rd Ave. & Yuma Rd.

* WB approach will be striped with only 1 thru and 1 right-turn lane until Yuma Rd. is widened to the west of the site.



Access C & Yuma Rd.



Yuma Rd. & Litchfield Rd.

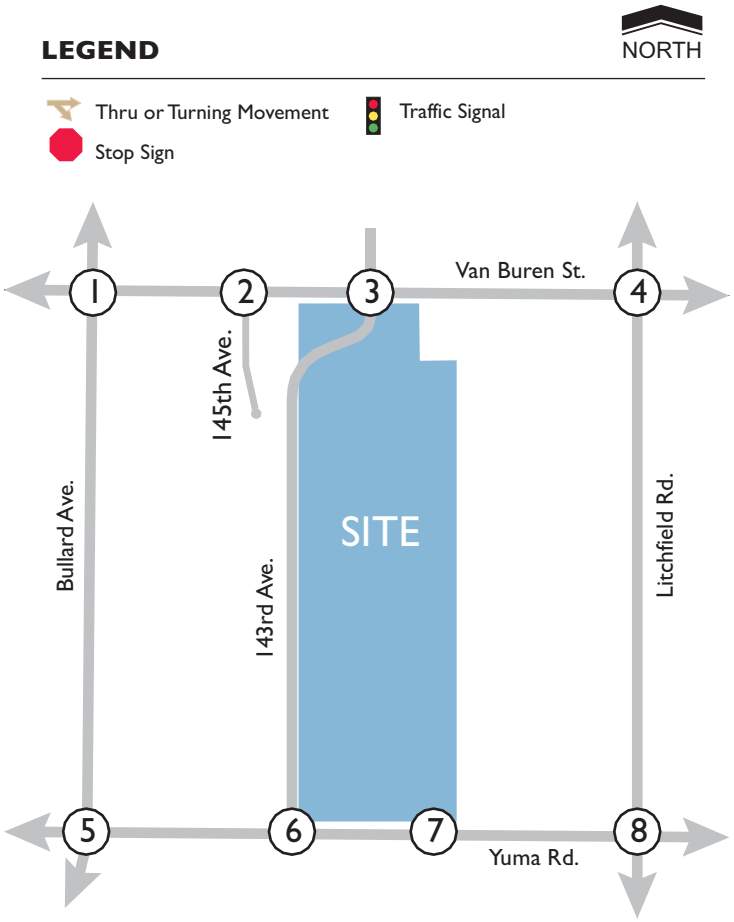


Figure 11: Proposed Lane Configurations and Stop Controls

Table 4: 2013 Peak Hour Levels of Service

Intersection	Traffic Control	Approach	Total Traffic LOS	
			AM Peak Hour	PM Peak Hour
Van Buren Street/143rd Avenue	Signal	NB	D	B
		SB	D	B
		EB	A	B
		WB	A	B
		Overall	**A**	**B**
Van Buren Street/145th Avenue	1-way stop (NB)	NB LT	C	C
		NB RT	B	A
		WB LT	A	A
Van Buren Street/Bullard Avenue	Signal	NB	C	C
		SB	B	C
		EB	B	C
		WB	D	C
		Overall	**C**	**C**
Van Buren Street/Litchfield Road	Signal	NB	C	D
		SB	C	C
		EB	C	C
		WB	C	D
		Overall	**C**	**C**
Yuma Road/Bullard Avenue	Signal	NB	C	B
		SB	C	C
		EB	A	B
		WB	A	B
		Overall	**B**	**B**
Yuma Road/Litchfield Road	Signal	NB	C	C
		SB	B	C
		EB	C	C
		WB	D	C
		Overall	**C**	**C**
Yuma Road/143rd Avenue	1-way stop (SB)	SB LT	C	C
		SB RT	A	B
		EB LT	A	A
Yuma Road/Access Road	1-way stop (SB)	SB LT/RT	B	B
		EB LT	A	A

Under the future 2013 traffic conditions all of the movements at each study intersection are projected to continue to operate with level of service D or better.

The resulting 2018 levels of service for the study intersections are summarized in **Table 5** for the background volumes only and **Table 5** for the with site traffic volumes. The analyses have been included in **Appendix F**. The lane configurations provided on **Figure 11** were utilized for the intersection analyses.

Table 5: 2018 **Peak Hour Levels of Service**

Intersection	Traffic Control	Approach	Total Traffic LOS	
			AM Peak Hour	PM Peak Hour
Van Buren Street/143rd Avenue	Signal	NB	D	B
		SB	D	B
		EB	A	B
		WB	A	B
		Overall	**A**	**B**
Van Buren Street/145th Avenue	1-way stop (NB)	NB LT	C	C
		NB RT	B	A
		WB LT	A	A
Van Buren Street/Bullard Avenue	Signal	NB	C	C
		SB	B	C
		EB	B	C
		WB	D	C
		Overall	**C**	**C**
Van Buren Street/Litchfield Road	Signal	NB	C	D
		SB	C	C
		EB	C	C
		WB	C	D
		Overall	**C**	**C**
Yuma Road/Bullard Avenue	Signal	NB	C	B
		SB	C	B
		EB	A	B
		WB	A	B
		Overall	**B**	**B**
Yuma Road/Litchfield Road	Signal	NB	C	C
		SB	B	C
		EB	C	C
		WB	D	C
		Overall	**C**	**C**
Yuma Road/143rd Avenue	1-way stop (SB)	SB LT	C	C
		SB RT	A	B
		EB LT	A	A
Yuma Road/Access Road	1-way stop (SB)	SB LT/RT	B	B
		EB LT	A	A

Under the future 2018 conditions with the site traffic the movements at each study intersection are projected to continue to operate with level of service D or better. The analyses have been included in **Appendix G**. The lane configurations provided on **Figure 11** were utilized for the intersection analyses.

ROADWAY ANALYSIS

As shown in **Table 3 – Project Generated Trips**, the Beck Property Development is projected to generate approximately 9,870 daily trips. 143rd Avenue will provide the primary access for the development. A 3-lane collector roadway can adequately accommodate up to 10,000 daily vehicles; therefore it is suggested that a 3-lane collector roadway be provided for 143rd Avenue from Van Buren Street south to Yuma Road.

QUEUE LENGTH ANALYSIS

Queuing analyses were performed for the left and right turn lanes at the Van Buren Street/143rd Avenue intersection and the Yuma Road/143rd Avenue intersection. The City of Goodyear currently does not have queuing criteria but follows Maricopa County Department of Transportation (MCDOT) criteria. A queuing analysis was performed, according to the methodology documented in the *MCDOT Traffic Impact Procedures*. The formulas used for the calculations are stated below. The study area intersections were analyzed to determine the queue length needed to accommodate the expected traffic volumes in the horizon years 2013 and 2018.

For signal controlled intersections:

Queue Length = [2 x (vehicles/hour)/(cycles/hour)] x 25 feet/vehicle

For unsignalized intersections:

Queue Length = [(vehicles/hour)/(30 periods/hour)] x 25 feet/vehicle

The City of Goodyear requires a minimum 250 feet storage length for turn lanes on arterial roadways and a minimum 150 feet storage length for collector roadway intersections that are signalized. A minimum of 75 feet of storage is required on collector roadways at unsignalized intersections. All turn lanes should be between 10 and 12 feet in width and have a minimum taper length of approximately 180 feet.

The calculated queue length requirements for the movements with site traffic are summarized in **Table 6**. The queue length calculations are provided in **Appendix H**.

Table 6: Van Buren Street/143rd Avenue Storage Lengths

Intersection	Movement	Storage Length (feet)		
		Existing(1)	Calculated	Recommended
Van Buren Street/143rd Avenue	EB LT	150’	25’	150’(2)
	EB RT	-’	250’	250’
	WB LT	100’	325’	100’(3)
	NB LT	-’	250’	150’(4)
	NB RT	-’	325’	150’
	SB RT	140’	25’	140’(2)
	SB LT	330’	25’	330’(2)
Van Buren Street/Bullard Avenue	WB RT	260’	350’	250’(5)
	SB LT	260’	300’	250’(6)
Van Buren Street/Litchfield Road	EB LT	125’	450’	300’(8)
	SB RT	>400’(7)	375’	375’(9)
Yuma Road/Bullard Avenue	SB LT	160’	125’	125’(2)
Yuma Road/Litchfield Road	NB LT	160’	175’	160’(10)
	EB LT	100’	200’	200’(11)
Yuma Road/143rd Avenue	SB LT	-‘	75’	150’
	SB RT	-‘	75’	150’
	EB LT	-‘	75’	150’
Yuma Road/Access Road	EB LT	-‘	25’	150’

(1) Measured from stop bar.
(2) Existing queue storage exceeds calculated queue storage length and is sufficient.
(3) Providing longer than the existing storage would require modifications to the existing median which would impact the storage for the median break to the east.
(4) The geometrics for the northbound 143rd Avenue approach to Van Buren Street restrict the ability to construct a longer northbound left turn lane.
(5) The Van Buren/Bullard traffic signal phasing could be modified to add a westbound right turn overlap to reduce the possible right turn lane queuing.
(6) The existing southbound left turn striping approaching Van Buren Street could be modified to provide dual left turn lanes. This would also require modifications to the traffic signal to convert the permissive/protected left turn phasing to protected left turn phasing only, which also supports the westbound right turn overlap.
(7) The southbound Litchfield Road right turn lane at Van Buren Street is an actual trap lane and has an available striped storage length over 500’.
(8) The eastbound approach to Litchfield Road currently has a striped two-way left turn lane. The striping could be modified to change the existing eastbound left turn storage from 125 feet to 300 feet. Any additional required storage could use the striped two-way left turn lane.
(9) Adequate storage is available in the existing southbound right turn lane.
(10) Providing longer than the existing storage would require modifications to the existing median which would impact the storage for the median break to the south.
(11) The eastbound approach to Litchfield Road currently has a striped two-way left turn lane. The striping could be modified to change the existing eastbound left turn storage from 100 feet to 200 feet. Any additional required storage could use the striped two-way left turn lane.
(12) Recommend minimum of 75 feet

The minimum storage lengths for the northbound approach to the 143rd Avenue intersection with Van Buren Street, as well as the southbound and eastbound approaches to the Yuma Road/143rd Avenue intersection should be constructed to the recommended distances provided in **Table 6**.

Some striping modifications may be required at the Van Buren Street/Bullard Avenue intersection (provide dual southbound left turn lanes), the Van Buren Street/Litchfield Road intersection (provide a longer eastbound left turn lane storage), and the Yuma Road/ Litchfield Road intersection (provide a longer eastbound left turn lane storage).

CONCLUSIONS AND RECOMMENDATIONS

The following conclusions and recommendations have been documented in this study.

- Under the existing conditions all of the movements at the Van Buren Street intersections – 143rd Avenue, 145th Avenue, Bullard Avenue and Litchfield Road – and the Yuma Road intersections – Bullard Avenue and Litchfield Road – are projected to operate with level of service D or better in the peak hours.
- The proposed Beck Property Development with 2,432,000 square feet of Warehouse and 838,000 square feet of High-cube Warehouse land uses within four large buildings is anticipated to generate 9,870 daily trips, with approximately 810 trips occurring during the AM peak hour and 865 trips occurring during the PM peak hour.
- Under the future 2013 traffic conditions all of the movements at each study intersection are projected to continue to operate with level of service D or better.
- Under the future 2018 traffic conditions all of the movements at each study intersection are projected to continue to operate with level of service D or better.
- The calculated storage lengths in Table 6 should be provided where possible. Existing median breaks and left turn lanes in existing medians may prohibit the construction of the calculated storage lengths.
- A 3-lane collector roadway should be provided for 143rd Avenue from Van Buren Street south to the development.
- Striping modifications may be required at the Van Buren Street/Bullard Avenue intersection (provide dual southbound left turn lanes) as well as traffic signal modifications (provided a protected southbound left turn phase and a westbound right turn overlap phase).
- Striping modifications may be required at the Van Buren Street/Litchfield Road intersection (provide a longer eastbound left turn lane storage).
- Striping modifications may be required at the Yuma Road/Litchfield Road intersection (provide a longer eastbound left turn lane storage).
- A traffic signal should be installed at the intersection of Van Buren Street and 143rd Avenue to provide acceptable levels of service for the northbound and southbound movements.

LIST OF REFERENCES

A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials, Washington, D.C., 2001.

Design Standards & Policies Manual. City of Goodyear, Goodyear, Arizona, July 2006.

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

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NPTS Urban Travel Patterns Report: December 1999.

Trip Generation 8th Edition. Institute of Transportation Engineers, Washington, D.C, 2008.

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TECHNICAL APPENDIX

APPENDIX A: REVIEW COMMENTS RESPONSES

APPENDIX B: EXISTING TRAFFIC COUNTS

APPENDIX C: EXISTING PEAK HOUR CAPACITY ANALYSIS

APPENDIX D: TRIP GENERATION

APPENDIX E: GROWTH RATE CALCULATIONS

APPENDIX F: 2013 PEAK HOUR ANALYSIS

APPENDIX G: 2018 PEAK HOUR ANALYSIS

APPENDIX H: QUEUE LENGTH ANALYSIS

APPENDIX A

REVIEW COMMENTS AND RESPONSES

APPENDIX B

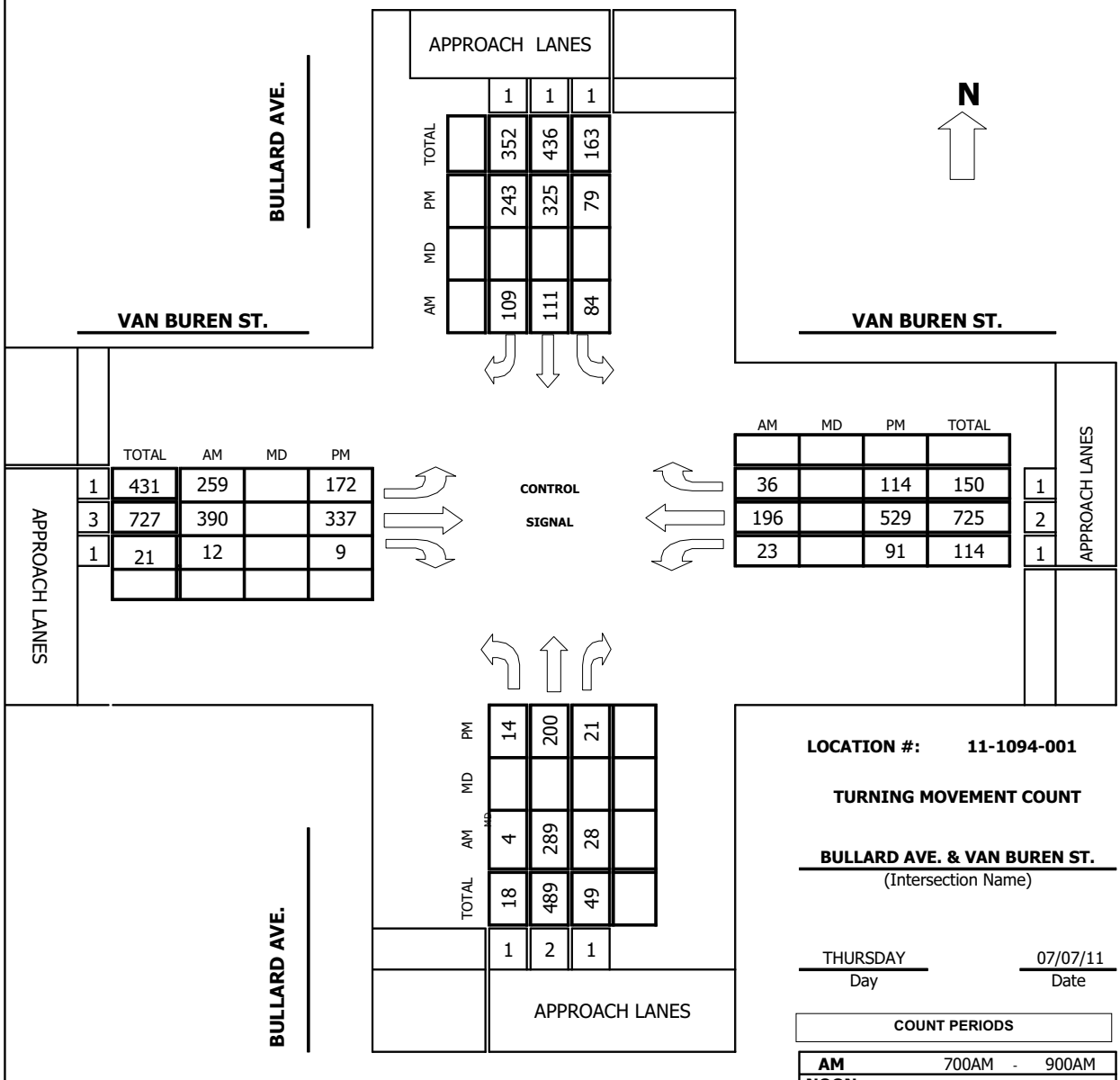
EXISTING TRAFFIC COUNTS

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 11-1094-001

TMC SUMMARY OF BULLARD AVE. & VAN BUREN ST.



LOCATION #: 11-1094-001

TURNING MOVEMENT COUNT

BULLARD AVE. & VAN BUREN ST.
(Intersection Name)

THURSDAY (Day) 07/07/11 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

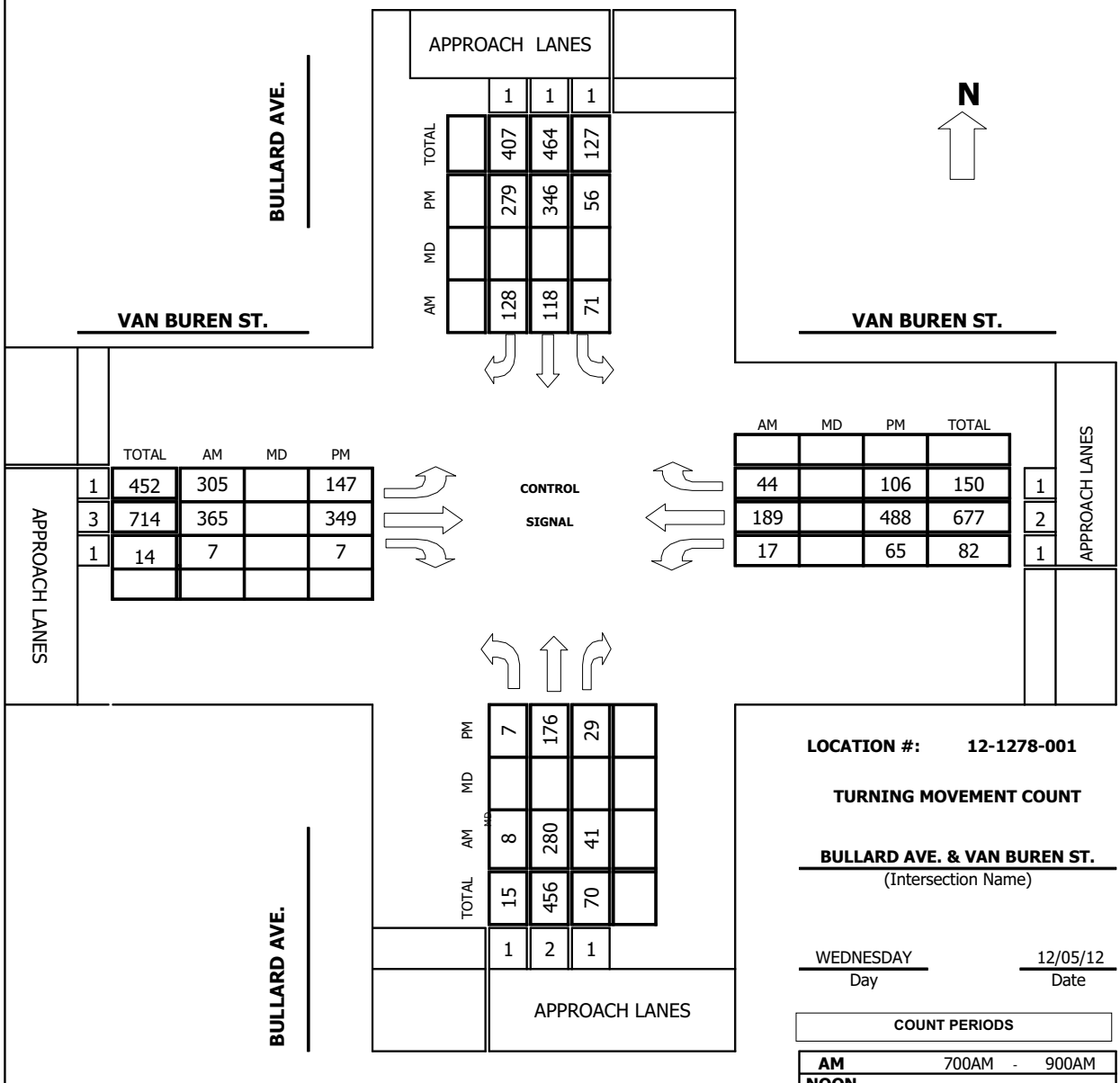
PM PEAK HOUR 445 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 12-1278-001

TMC SUMMARY OF BULLARD AVE. & VAN BUREN ST.



LOCATION #: 12-1278-001

TURNING MOVEMENT COUNT

BULLARD AVE. & VAN BUREN ST.
(Intersection Name)

WEDNESDAY (Day) 12/05/12 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

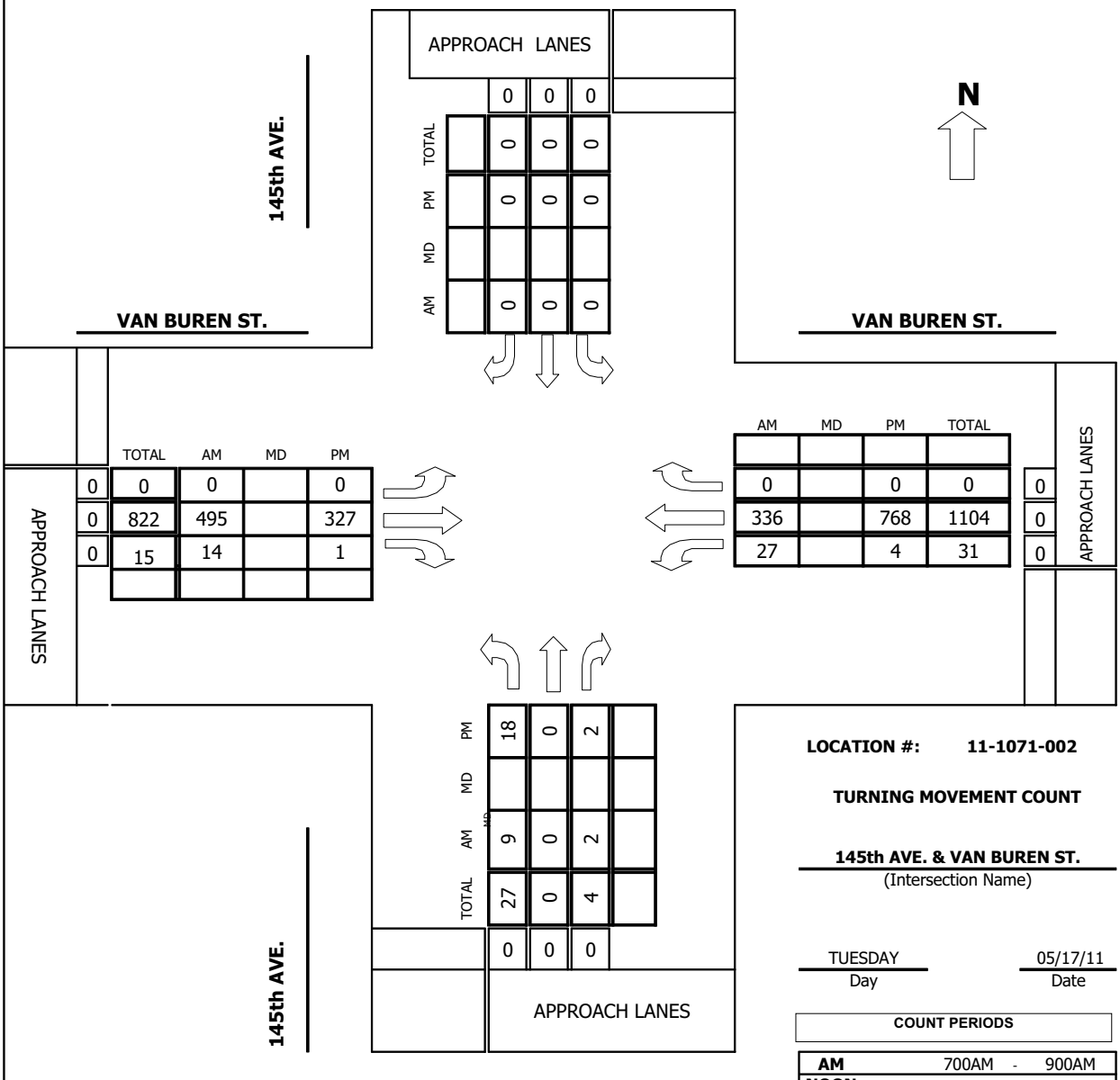
PM PEAK HOUR 445 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 11-1071-002

TMC SUMMARY OF 145th AVE. & VAN BUREN ST.



LOCATION #: 11-1071-002

TURNING MOVEMENT COUNT

145th AVE. & VAN BUREN ST.
(Intersection Name)

TUESDAY (Day) 05/17/11 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

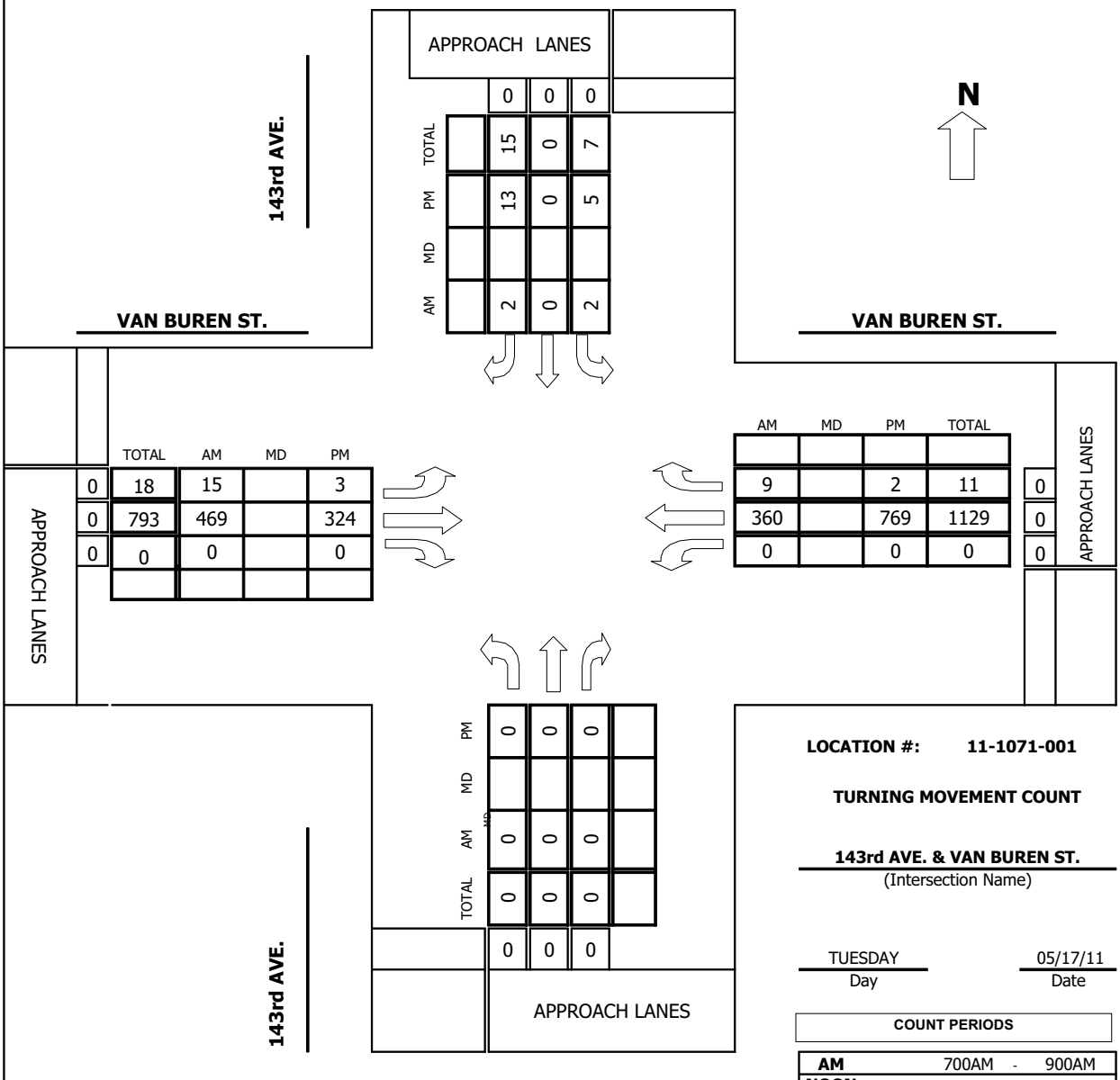
PM PEAK HOUR 445 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 11-1071-001

TMC SUMMARY OF 143rd AVE. & VAN BUREN ST.



LOCATION #: 11-1071-001

TURNING MOVEMENT COUNT

143rd AVE. & VAN BUREN ST.
(Intersection Name)

TUESDAY (Day) 05/17/11 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

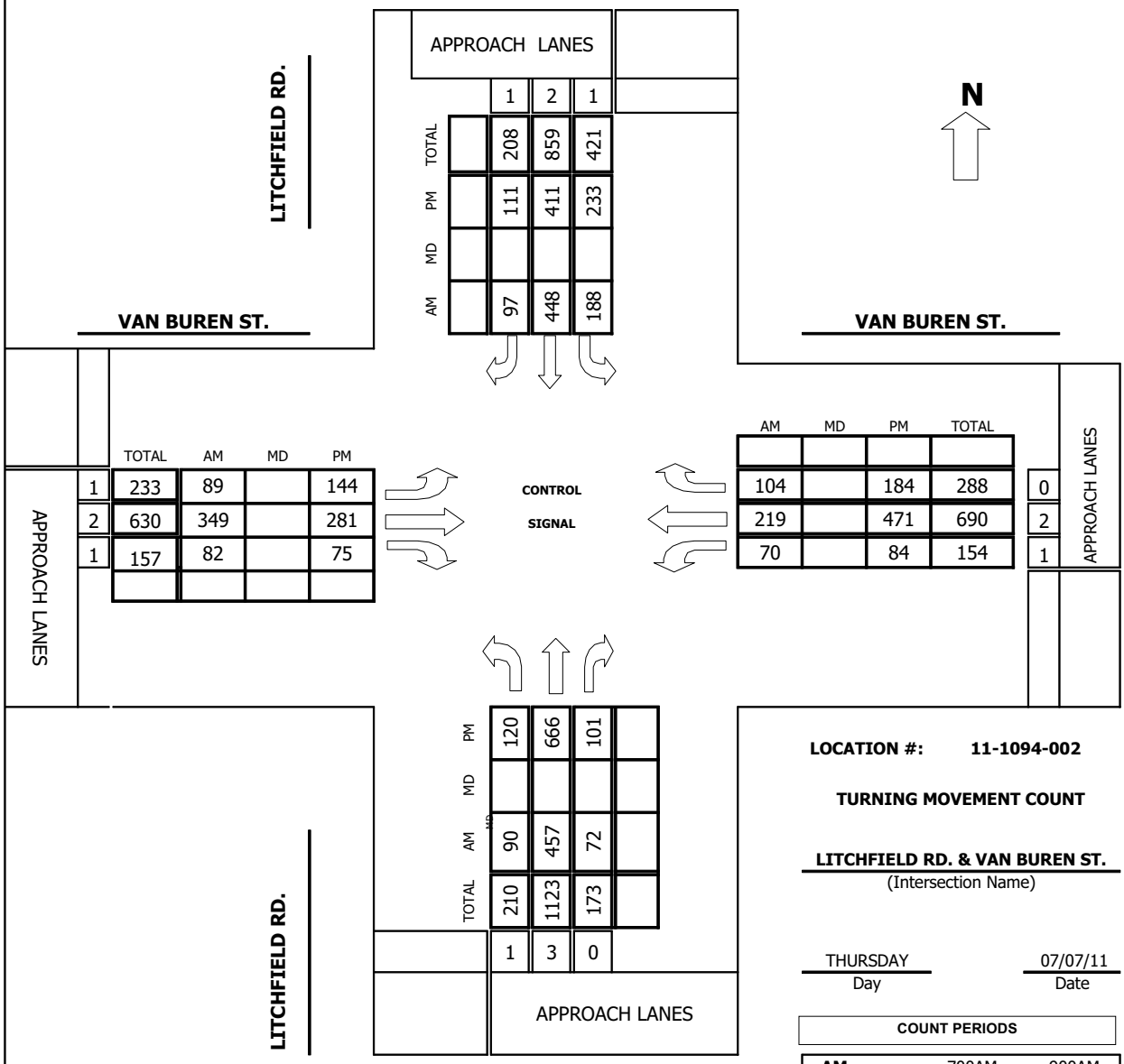
PM PEAK HOUR 445 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 11-1094-002

TMC SUMMARY OF LITCHFIELD RD. & VAN BUREN ST.



LOCATION #: 11-1094-002

TURNING MOVEMENT COUNT

LITCHFIELD RD. & VAN BUREN ST.
(Intersection Name)

THURSDAY (Day) 07/07/11 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

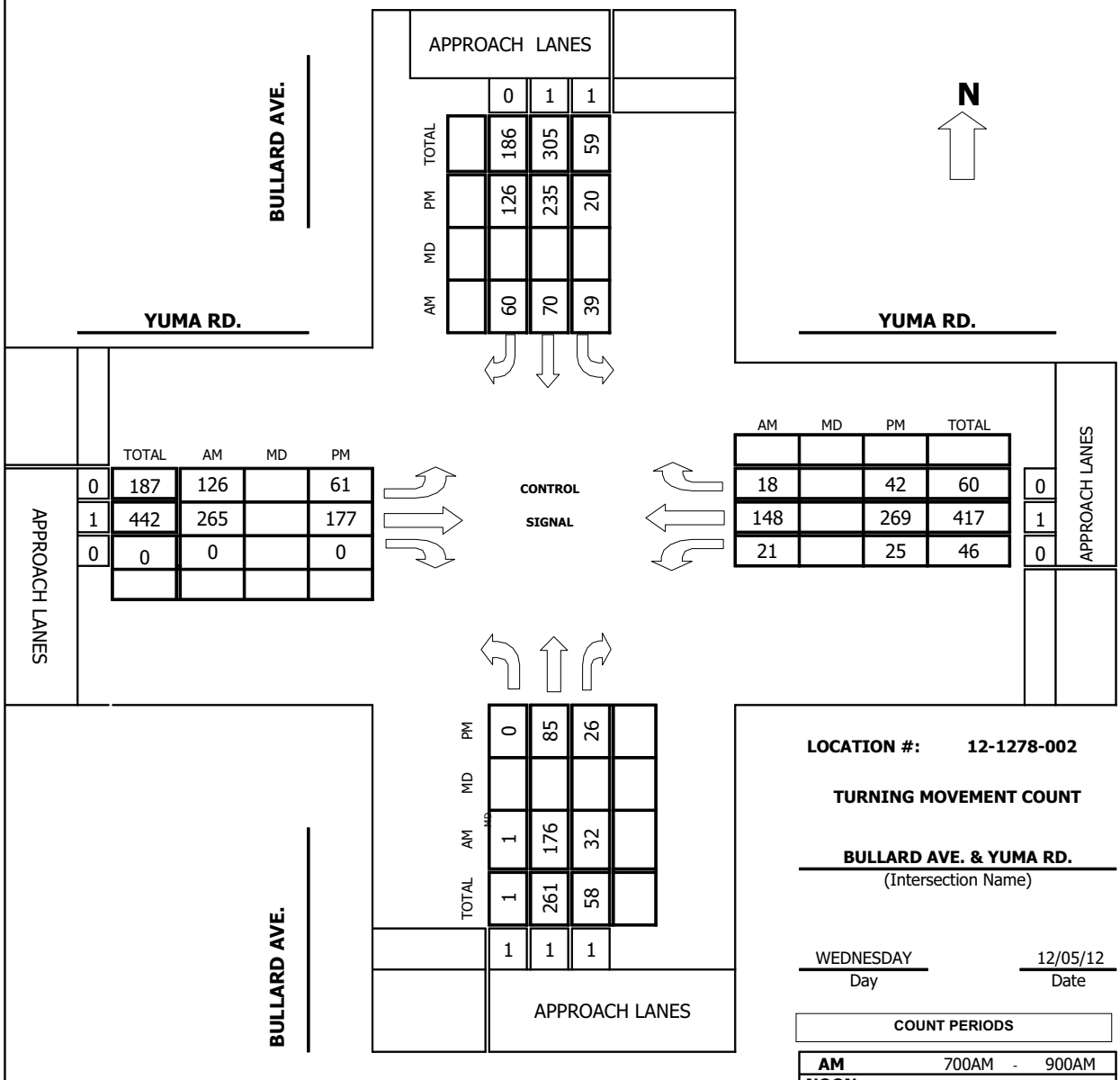
PM PEAK HOUR 400 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 12-1278-002

TMC SUMMARY OF BULLARD AVE. & YUMA RD.



LOCATION #: 12-1278-002

TURNING MOVEMENT COUNT

BULLARD AVE. & YUMA RD.
(Intersection Name)

WEDNESDAY (Day) 12/05/12 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

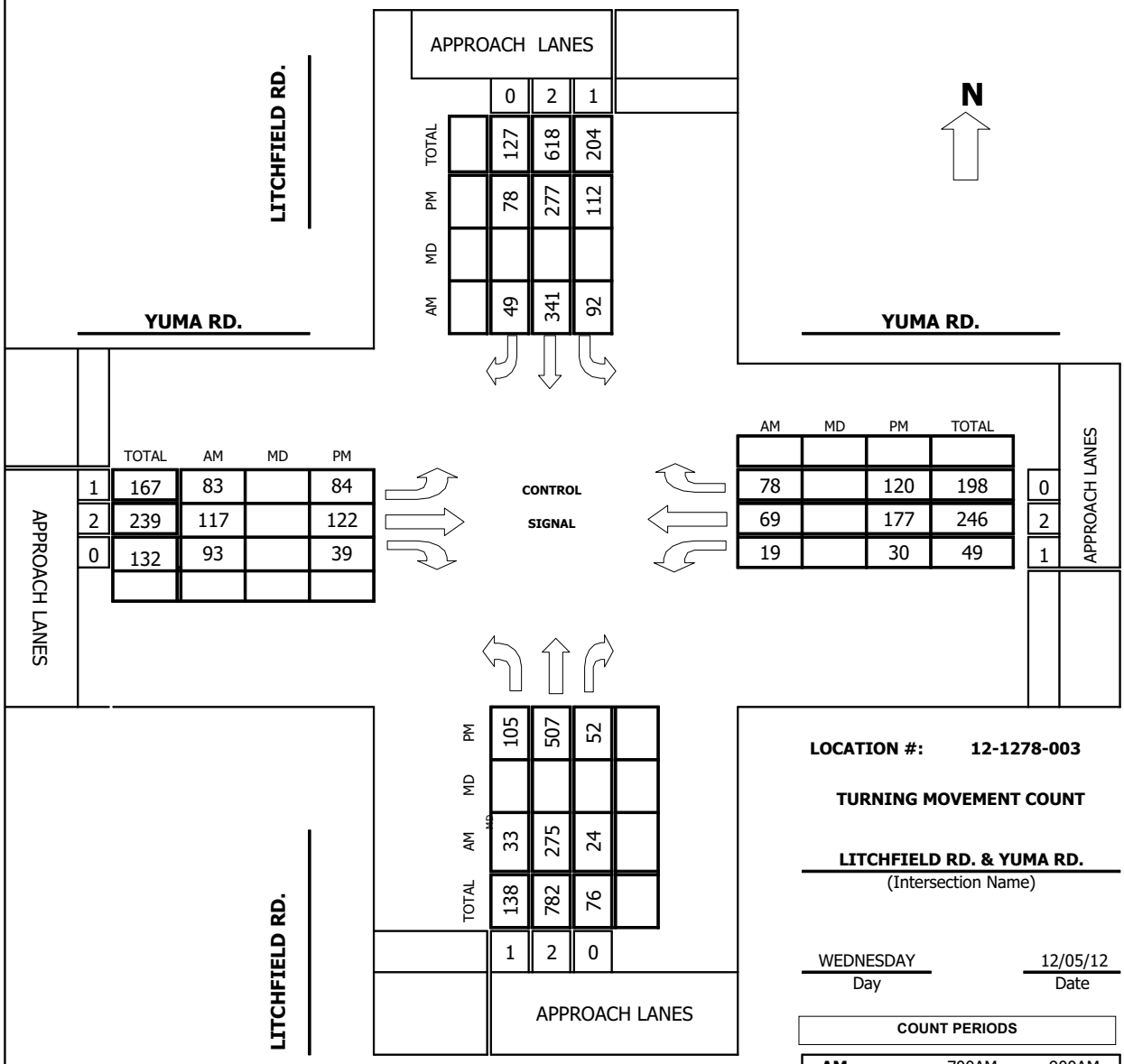
PM PEAK HOUR 430 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 12-1278-003

TMC SUMMARY OF LITCHFIELD RD. & YUMA RD.



LOCATION #: 12-1278-003

TURNING MOVEMENT COUNT

LITCHFIELD RD. & YUMA RD.
(Intersection Name)

WEDNESDAY — Day
12/05/12 — Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

PM PEAK HOUR 400 PM

APPENDIX C

EXISTING PEAK HOUR CAPACITY ANALYSIS

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Intersection #1 Bullard Ave & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	12	Average Delay (sec/veh):	21.8
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Bullard Ave						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	8	280	41	71	118	128	305	365	7	17	189	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	280	41	71	118	128	305	365	7	17	189	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	280	41	71	118	128	305	365	7	17	189	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	295	43	75	124	135	321	384	7	18	199	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	295	43	75	124	135	321	384	7	18	199	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	295	43	75	124	135	321	384	7	18	199	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	5187	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.03	0.04	0.07	0.08	0.18	0.07	0.00	0.01	0.06	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.20	0.20	0.33	0.28	0.28	0.60	0.50	0.50	0.20	0.13	0.13
Volume/Cap:	0.03	0.41	0.13	0.21	0.23	0.29	0.35	0.15	0.01	0.07	0.41	0.21
Delay/Veh:	27.9	31.8	29.9	21.4	24.9	25.6	9.2	12.2	11.3	29.1	36.3	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	31.8	29.9	21.4	24.9	25.6	9.2	12.2	11.3	29.1	36.3	35.2
LOS by Move:	C	C	C	C	C	C	A	B	B	C	D	D
HCM2kAvgQ:	0	4	1	2	3	3	5	2	0	0	3	1

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

****

Intersection #2 145th St & Van Buren St

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[15.0]

****

Street Name:	145th St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	9	0	2	0	0	0	0	505	14	28	343	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	2	0	0	0	0	505	14	28	343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	2	0	0	0	0	505	14	28	343	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	0	2	0	0	0	0	532	15	29	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	2	0	0	0	0	532	15	29	361	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	771	xxxx	266	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	546	xxxx	xxxxx
Potent Cap.:	341	xxxx	739	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1033	xxxx	xxxxx
Move Cap.:	333	xxxx	739	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1033	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	16.1	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

****

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

****

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Intersection #3 143rd St & Van Buren St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.9]

Street Name:	143rd St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	2	0	2	15	478	0	0	367	9
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	2	15	478	0	0	367	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	2	15	478	0	0	367	9
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	0.95 0.95	0.95	0.95	0.95 0.95	0.95	0.95	0.95 0.95	0.95	0.95	0.95 0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	2	16	503	0	0	386	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	2	16	503	0	0	386	9
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	728	931	252	674	926	198	396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	315	269	754	392	271	816	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	311	265	754	388	267	816	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00 0.00	0.00	0.01	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.3	xxxx	9.4	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Intersection #4 Litchfield Rd & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	12	Average Delay (sec/veh):	24.2
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Litchfield Rd						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	466	73	192	457	99	91	356	84	71	223	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	466	73	192	457	99	91	356	84	71	223	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	466	73	192	457	99	91	356	84	71	223	106
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	491	77	202	481	104	96	375	88	75	235	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	491	77	202	481	104	96	375	88	75	235	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	491	77	202	481	104	96	375	88	75	235	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.90	0.90
Lanes:	1.00	2.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	1805	4395	688	1805	3610	1615	1805	3610	1615	1805	2329	1107
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.11	0.13	0.06	0.05	0.10	0.05	0.04	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.40	0.26	0.26	0.55	0.37	0.37	0.39	0.25	0.25	0.33	0.23	0.23
Volume/Cap:	0.20	0.44	0.44	0.32	0.36	0.18	0.24	0.41	0.22	0.20	0.44	0.44
Delay/Veh:	17.1	28.3	28.3	11.2	21.0	19.5	18.6	28.4	26.9	21.3	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	28.3	28.3	11.2	21.0	19.5	18.6	28.4	26.9	21.3	29.9	29.9
LOS by Move:	B	C	C	B	C	B	B	C	C	C	C	C
HCM2kAvgQ:	2	5	5	3	5	2	2	4	2	2	5	5

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Intersection #5 Bullard Ave & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	6	Average Delay (sec/veh):	14.6
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Bullard Ave						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	176	32	39	70	60	126	265	0	21	148	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	176	32	39	70	60	126	265	0	21	148	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	176	32	39	70	60	126	265	0	21	148	18
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	185	34	41	74	63	133	279	0	22	156	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	185	34	41	74	63	133	279	0	22	156	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	185	34	41	74	63	133	279	0	22	156	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.85	0.51	0.93	0.93	0.84	0.84	1.00	0.93	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.54	0.46	0.32	0.68	0.00	0.11	0.79	0.10
Final Sat.:	1123	1900	1615	960	952	816	512	1078	0	199	1401	170
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.02	0.04	0.08	0.08	0.26	0.26	0.00	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.68	0.68	0.00	0.68	0.68	0.68
Volume/Cap:	0.00	0.38	0.08	0.17	0.30	0.30	0.38	0.38	0.00	0.16	0.16	0.16
Delay/Veh:	25.0	28.1	25.6	26.4	27.4	27.4	6.5	6.5	0.0	5.3	5.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	28.1	25.6	26.4	27.4	27.4	6.5	6.5	0.0	5.3	5.3	5.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	4	1	1	3	3	5	5	0	2	2	2

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Intersection #8 Litchfield Rd & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	12	Average Delay (sec/veh):	19.9
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Litchfield Rd						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	275	24	92	341	49	83	117	93	19	69	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	275	24	92	341	49	83	117	93	19	69	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	275	24	92	341	49	83	117	93	19	69	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	289	25	97	359	52	87	123	98	20	73	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	289	25	97	359	52	87	123	98	20	73	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	289	25	97	359	52	87	123	98	20	73	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.87	0.87
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.11	0.89	1.00	1.00	1.00
Final Sat.:	1805	3280	286	1805	1900	1615	1805	1879	1493	1805	1661	1661
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.05	0.19	0.03	0.05	0.07	0.07	0.01	0.04	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.42	0.37	0.37	0.62	0.54	0.54	0.31	0.24	0.24	0.18	0.14	0.14
Volume/Cap:	0.07	0.24	0.24	0.13	0.35	0.06	0.21	0.28	0.28	0.09	0.31	0.35
Delay/Veh:	15.4	19.9	19.9	7.0	12.2	10.1	22.8	28.2	28.2	30.8	35.2	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	19.9	19.9	7.0	12.2	10.1	22.8	28.2	28.2	30.8	35.2	35.5
LOS by Move:	B	B	B	A	B	B	C	C	C	C	D	D
HCM2kAvgQ:	1	3	3	1	5	1	2	3	3	1	2	2

Beck Property TIA, Goodyear AZ
AM Peak Hour
2012 AM - Existing

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

Scenario Report

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Intersection #1 Bullard Ave & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	12	Average Delay (sec/veh):	22.7
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Bullard Ave						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	7	176	29	56	346	279	147	349	7	65	488	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	176	29	56	346	279	147	349	7	65	488	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	176	29	56	346	279	147	349	7	65	488	106
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	185	31	59	364	294	155	367	7	68	514	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	185	31	59	364	294	155	367	7	68	514	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	185	31	59	364	294	155	367	7	68	514	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	5187	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.02	0.03	0.19	0.18	0.09	0.07	0.00	0.04	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.24	0.24	0.43	0.39	0.39	0.50	0.30	0.30	0.45	0.29	0.29
Volume/Cap:	0.03	0.21	0.08	0.10	0.49	0.46	0.32	0.23	0.02	0.12	0.49	0.24
Delay/Veh:	25.3	27.2	26.3	15.1	21.1	20.9	13.7	23.6	21.9	14.1	26.7	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	27.2	26.3	15.1	21.1	20.9	13.7	23.6	21.9	14.1	26.7	24.6
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	0	2	1	1	8	6	3	3	0	1	6	2

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

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Intersection #2 145th St & Van Buren St

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.5]

****

Street Name:	145th St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	18	0	2	0	0	0	0	334	1	4	783	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	2	0	0	0	0	334	1	4	783	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	2	0	0	0	0	334	1	4	783	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	0	2	0	0	0	0	352	1	4	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	0	2	0	0	0	0	352	1	4	824	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	772	xxxx	176	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	353	xxxx	xxxxx
Potent Cap.:	340	xxxx	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1217	xxxx	xxxxx
Move Cap.:	339	xxxx	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1217	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	16.2	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

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Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

****

Intersection #3 143rd St & Van Buren St

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.7]

****

Street Name:	143rd St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	5	0	13	3	330	0	0	784	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	13	3	330	0	0	784	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	13	3	330	0	0	784	2
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	5	0	14	3	347	0	0	825	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	14	3	347	0	0	825	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	766	1181	174	1006	1180	414	827	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	296	192	846	241	192	593	813	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	288	191	846	240	191	593	813	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	20.3	xxxx	11.2	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Intersection #4 Litchfield Rd & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	12	Average Delay (sec/veh):	27.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Litchfield Rd						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	122	679	103	238	419	113	147	287	77	86	480	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	679	103	238	419	113	147	287	77	86	480	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	679	103	238	419	113	147	287	77	86	480	188
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	715	108	251	441	119	155	302	81	91	505	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	715	108	251	441	119	155	302	81	91	505	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	715	108	251	441	119	155	302	81	91	505	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1805	4414	670	1805	3610	1615	1805	3610	1615	1805	2485	973
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.14	0.12	0.07	0.09	0.08	0.05	0.05	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.40	0.24	0.24	0.48	0.28	0.28	0.39	0.27	0.27	0.46	0.30	0.30
Volume/Cap:	0.27	0.68	0.68	0.55	0.44	0.26	0.46	0.32	0.19	0.17	0.68	0.68
Delay/Veh:	17.8	32.8	32.8	17.4	26.9	25.5	20.0	26.7	25.8	14.3	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	32.8	32.8	17.4	26.9	25.5	20.0	26.7	25.8	14.3	29.6	29.6
LOS by Move:	B	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	2	8	8	6	6	3	3	3	2	2	10	10

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Intersection #5 Bullard Ave & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	6	Average Delay (sec/veh):	15.9
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Bullard Ave						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	85	26	20	235	126	61	177	0	25	269	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	85	26	20	235	126	61	177	0	25	269	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	26	20	235	126	61	177	0	25	269	42
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	89	27	21	247	133	64	186	0	26	283	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	89	27	21	247	133	64	186	0	26	283	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	89	27	21	247	133	64	186	0	26	283	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.70	0.95	0.95	0.85	0.85	1.00	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	0.26	0.74	0.00	0.07	0.80	0.13
Final Sat.:	1900	1900	1615	1326	1173	629	414	1201	0	135	1447	226
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.02	0.02	0.21	0.21	0.16	0.16	0.00	0.20	0.20	0.20
Crit Moves:					****						****	
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.48	0.45	0.45	0.00	0.45	0.45	0.45
Volume/Cap:	0.00	0.10	0.03	0.03	0.44	0.44	0.35	0.35	0.00	0.44	0.44	0.44
Delay/Veh:	0.0	12.6	12.2	12.2	15.5	15.5	16.5	16.5	0.0	17.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	12.2	12.2	15.5	15.5	16.5	16.5	0.0	17.4	17.4	17.4
LOS by Move:	A	B	B	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	1	0	0	7	7	5	5	0	6	6	6

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

Intersection #8 Litchfield Rd & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	12	Average Delay (sec/veh):	21.6
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Litchfield Rd						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	105	507	52	112	277	78	84	122	39	30	177	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	507	52	112	277	78	84	122	39	30	177	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	507	52	112	277	78	84	122	39	30	177	120
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	534	55	118	292	82	88	128	41	32	186	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	534	55	118	292	82	88	128	41	32	186	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	534	55	118	292	82	88	128	41	32	186	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.89	0.89
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.19	0.81
Final Sat.:	1805	3228	331	1805	1900	1615	1805	2637	843	1805	2020	1370
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.07	0.15	0.05	0.05	0.05	0.05	0.02	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.57	0.39	0.39	0.54	0.38	0.38	0.36	0.24	0.24	0.30	0.21	0.21
Volume/Cap:	0.19	0.43	0.43	0.22	0.40	0.13	0.23	0.20	0.20	0.08	0.43	0.43
Delay/Veh:	9.8	20.6	20.6	10.9	20.5	18.1	19.8	27.3	27.3	22.4	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	20.6	20.6	10.9	20.5	18.1	19.8	27.3	27.3	22.4	31.0	31.0
LOS by Move:	A	C	C	B	C	B	B	C	C	C	C	C
HCM2kAvgQ:	2	6	6	2	6	1	2	2	2	1	4	4

Beck Property TIA, Goodyear AZ
PM Peak Hour
2012 PM - Existing

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

APPENDIX D

TRIP GENERATION

Proposed Use	ITE LUC	ITE Land Use Name	Total	Units	AM Distribution In	AM Distribution Out	PM Distribution In	PM Distribution Out
High-Cube Warehouse	152	High-Cube Warehouse	838.0	KSF	79%	21%	25%	75%
Warehousing	150	Warehousing	918.0	KSF	79%	21%	25%	75%
Warehousing	150	Warehousing	837.0	KSF	79%	21%	25%	75%
High-Cube Warehouse	152	High-Cube Warehouse	677.0	KSF	65%	35%	33%	67%

Proposed Use	ADT Avg Rate	ADT Total	AM Peak Hour Avg Rate	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Avg Rate	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
High-Cube Warehouse	1.44	1,208	0.09	76	60	16	0.10	84	21	63
Warehousing	3.56	3,270	0.30	276	218	58	0.32	294	74	220
Warehousing	3.56	2,980	0.30	252	199	53	0.32	268	67	201
High-Cube Warehouse	3.56	2,412	0.30	204	133	71	0.32	217	72	145
TOTALS		9,870		808	610	198		863	234	629

Notes: *1. This trip generation calculation is provided for the entire development without applied volume reductions taken as part of this study. If applicable, trips net of interaction and pass-by trips are shown below.*

	Daily Percentage	Daily Trips	AM Peak Hour Percentage	AM Peak Hour Trips	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Percentage	PM Peak Hour Trips	PM Peak Hour In	PM Peak Hour Out
Interaction/Internal Capture	Factor									
	Differences									
	Net Trips	9,870		808	610	198		863	234	629
Pass-by Trips										
High-Cube Warehouse										
Warehousing										
Warehousing										
High-Cube Warehouse										
Total Pass-By Trips										
NET "NEW" TRIPS (After interaction/internal capture & net of pass-by trips)		**9,870**		**808**	**610**	**198**		**863**	**234**	**629**

Beck Property

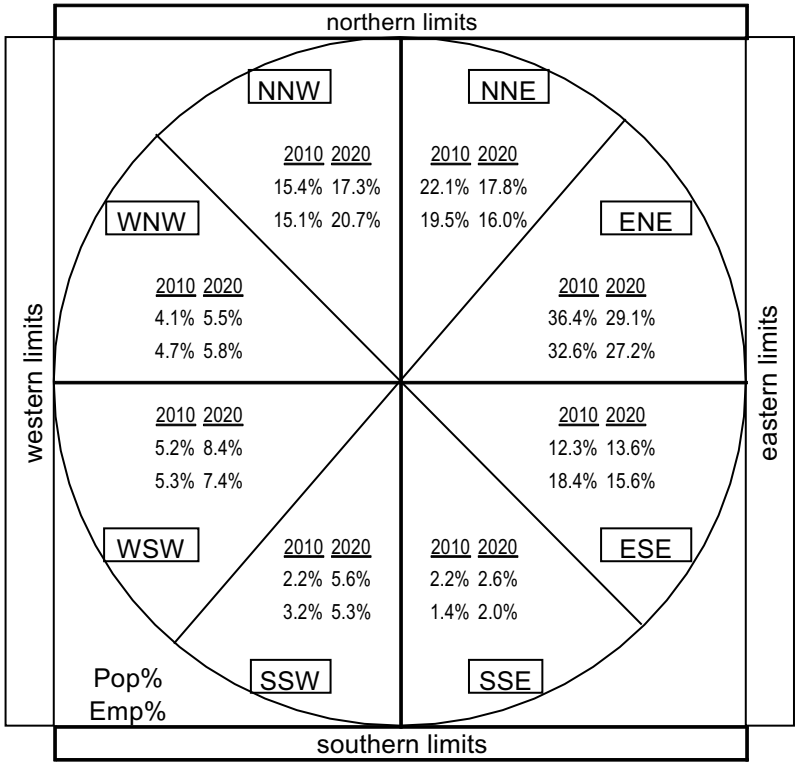
Trip Distribution - Summaries

	2010				2020			
Quadrant	**Population**	**Percent**	**Employment**	**Percent**	**Population**	**Percent**	**Employment**	**Percent**
North Northwest	104,536	15.4%	32,988	15.1%	161,209	17.3%	73,645	20.7%
North Northeast	150,257	22.1%	42,645	19.5%	166,398	17.8%	56,724	16.0%
North	254,793	**37.5%**	75,633	**34.6%**	327,607	**35.1%**	130,369	**36.7%**
East Northeast	247,371	36.4%	71,253	32.6%	271,689	29.1%	96,831	27.2%
East Southeast	83,339	12.3%	40,191	18.4%	126,503	13.6%	55,327	15.6%
East	330,710	**48.7%**	111,444	**51.0%**	398,192	**42.7%**	152,158	**42.8%**
South Southeast	14,678	2.2%	3,046	1.4%	24,586	2.6%	7,096	2.0%
South Southwest	15,097	2.2%	7,061	3.2%	52,673	5.6%	18,709	5.3%
South	29,775	**4.4%**	10,107	**4.6%**	77,260	**8.2%**	25,805	**7.3%**
West Southwest	35,622	5.2%	11,495	5.3%	78,605	8.4%	26,343	7.4%
West Northwest	28,114	4.1%	10,222	4.7%	51,219	5.5%	20,725	5.8%
West	63,736	**9.3%**	21,717	**10.0%**	129,824	**13.9%**	47,068	**13.2%**
Totals	679,014	99.9%	218,901	100.2%	932,883	99.9%	355,401	100.0%

Radii

Population: 12-mile Radius

Employment: 12-mile Radius



CivTech

APPENDIX E

GROWTH RATE CALCULATIONS

Location of counts: Vehicles intering the intersection of Bullard Avenue & Van Buren Street

Source(s): Traffic counts performed by FDS

	Year	AM	PM
Beginning	7/7/2011	1,541	2,134
End	12/5/2012	1,573	2,055
Avg Growth Rate		**1.5%**	**-2.6%**
Per-Year Multiplier		1.015	0.974
Expansion Factor		1.021	0.963

Growth Rate Used: 2% per year

Year	Growth Rate	Expansion Factor(s)	
2012	-	1.000	
2013	2.0%	**1.020**	<- Expansion factor to opening
2014	2.0%	1.040	
2015	2.0%	1.061	
2016	2.0%	1.082	
2017	2.0%	1.104	
2018	2.0%	**1.126**	<- Expansion factor to 5 years after opening
2019	2.0%	1.149	
2020	2.0%	1.172	
2021	2.0%	1.195	
2022	2.0%	1.219	
2023	2.0%	1.243	
2024	2.0%	1.268	
2025	2.0%	1.293	
2026	2.0%	1.319	
2027	2.0%	1.345	
2028	2.0%	1.372	
2029	2.0%	1.399	
2030	2.0%	1.427	
2031	2.0%	1.456	
2032	2.0%	1.485	
2033	2.0%	1.515	

Note: intersections with traffic counts performed in 2011 have had an additional 2% growth factor applied to approximate traffic in the 2012 existing year.

APPENDIX F

2013 PEAK HOUR ANALYSIS

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #1 Bullard Ave & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Bullard Ave						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	0 1	1	0 3	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	8	280	41	71	118	128	305	365	7	17	189	44
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	8	286	42	72	120	131	311	372	7	17	193	45
Added Vol:	1	22	3	152	49	0	0	29	1	1	9	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	308	45	224	169	131	311	401	8	18	202	88
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	324	47	236	178	137	327	422	9	19	212	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	324	47	236	178	137	327	422	9	19	212	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	324	47	236	178	137	327	422	9	19	212	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	5187	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.03	0.13	0.09	0.09	0.18	0.08	0.01	0.01	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.17	0.17	0.45	0.39	0.39	0.49	0.40	0.40	0.16	0.11	0.11
Volume/Cap:	0.04	0.53	0.17	0.41	0.24	0.22	0.46	0.20	0.01	0.10	0.53	0.52
Delay/Veh:	29.7	35.1	32.3	16.6	18.5	18.3	15.3	17.7	16.3	32.1	39.2	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	35.1	32.3	16.6	18.5	18.3	15.3	17.7	16.3	32.1	39.2	40.4
LOS by Move:	C	D	C	B	B	B	B	B	B	C	D	D
HCM2kAvgQ:	0	4	1	5	3	3	6	3	0	0	3	2

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #2 145th St & Van Buren St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[19.2]

Street Name:	145th St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0	0 0 0		0 0	2 0 1		1 0	2 0 0	
Volume Module:												
Base Vol:	9	0	2	0	0	0	0	505	14	28	343	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	0	2	0	0	0	0	515	14	29	350	0
Added Vol:	0	0	0	0	0	0	0	184	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	2	0	0	0	0	699	14	29	403	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	0	2	0	0	0	0	736	15	30	424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	2	0	0	0	0	736	15	30	424	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1008	xxxx	368	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	751	xxxx	xxxxx
Potent Cap.:	240	xxxx	635	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	xxxx	xxxxx
Move Cap.:	234	xxxx	635	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	21.0	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #3 143rd St & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	6	Average Delay (sec/veh):	5.3
Optimal Cycle:	24	Level Of Service:	A

Street Name:	143rd St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	2	0	2	15	478	0	0	367	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	2	0	2	15	488	0	0	374	9
Added Vol:	53	0	74	0	0	0	0	0	184	243	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	74	2	0	2	15	488	184	243	374	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	0	78	2	0	2	16	513	194	256	394	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	78	2	0	2	16	513	194	256	394	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	0	78	2	0	2	16	513	194	256	394	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.77	1.00	0.85	0.51	0.91	0.91	0.37	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.45	0.55	1.00	1.95	0.05
Final Sat.:	1461	1900	1615	1461	1900	1615	975	2513	949	703	3509	86
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.02	0.20	0.20	0.36	0.11	0.11
Crit Moves:			****							****		
Green/Cycle:	0.11	0.00	0.11	0.11	0.00	0.11	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.35	0.00	0.44	0.01	0.00	0.01	0.02	0.25	0.25	0.44	0.14	0.14
Delay/Veh:	38.4	0.0	39.3	35.8	0.0	35.8	1.4	1.8	1.8	2.7	1.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	0.0	39.3	35.8	0.0	35.8	1.4	1.8	1.8	2.7	1.6	1.6
LOS by Move:	D	A	D	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	2	2	2	1	1

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #4 Litchfield Rd & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	12	Average Delay (sec/veh):	24.8
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Litchfield Rd						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	466	73	192	457	99	91	356	84	71	223	106
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	94	475	74	196	466	101	93	363	86	72	227	108
Added Vol:	0	17	2	0	41	173	52	22	0	3	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	492	76	196	507	274	145	385	86	75	297	108
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	518	80	206	534	288	152	405	90	79	313	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	518	80	206	534	288	152	405	90	79	313	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	518	80	206	534	288	152	405	90	79	313	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1805	4400	683	1805	3610	1615	1805	3610	1615	1805	2542	924
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.11	0.15	0.18	0.08	0.11	0.06	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.23	0.23	0.49	0.35	0.35	0.44	0.29	0.29	0.36	0.24	0.24
Volume/Cap:	0.25	0.51	0.51	0.38	0.42	0.51	0.33	0.38	0.19	0.18	0.51	0.51
Delay/Veh:	21.1	30.4	30.4	14.3	22.5	23.9	16.3	25.5	23.9	19.6	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	30.4	30.4	14.3	22.5	23.9	16.3	25.5	23.9	19.6	29.9	29.9
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	2	5	5	4	6	7	3	5	2	2	6	6

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #5 Bullard Ave & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	6	Average Delay (sec/veh):	15.2
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Bullard Ave						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	176	32	39	70	60	126	265	0	21	148	18
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	180	33	40	71	61	129	270	0	21	151	18
Added Vol:	0	0	12	51	0	1	3	22	0	4	7	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	180	45	91	71	62	132	292	0	25	158	41
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	189	47	96	75	65	138	308	0	27	166	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	189	47	96	75	65	138	308	0	27	166	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	189	47	96	75	65	138	308	0	27	166	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	1.00	0.85	0.49	0.93	0.93	0.83	0.83	1.00	0.91	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.53	0.47	0.31	0.69	0.00	0.11	0.71	0.18
Final Sat.:	1102	1900	1615	933	944	823	487	1082	0	196	1217	319
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.03	0.10	0.08	0.08	0.28	0.28	0.00	0.14	0.14	0.14
Crit Moves:				****				****				
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.69	0.69	0.00	0.69	0.69	0.69
Volume/Cap:	0.00	0.40	0.12	0.41	0.32	0.32	0.41	0.41	0.00	0.20	0.20	0.20
Delay/Veh:	25.5	28.9	26.4	29.6	28.1	28.1	6.5	6.5	0.0	5.2	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	28.9	26.4	29.6	28.1	28.1	6.5	6.5	0.0	5.2	5.2	5.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	5	1	2	3	3	6	6	0	2	2	2

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #6 143rd Ave & Yuma Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.1]

Street Name:	143rd Ave								Yuma Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	336	0		0	187	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	343	0		0	191	0	
Added Vol:	0	0	0		22	0	26		71	14	0		0	7	71	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		22	0	26		71	357	0		0	198	71	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		23	0	27		75	375	0		0	208	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		23	0	27		75	375	0		0	208	75	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		733	xxxx	208		283	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		391	xxxx	837		1291	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		373	xxxx	837		1291	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	0.03		0.06	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	0.1		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		15.3	xxxx	9.4		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	A		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				12.1				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

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Intersection #7 Access C & Yuma Rd

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Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.6]

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Street Name:	Access C						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	336	0	0	187	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	343	0	0	191	0
Added Vol:	0	0	0	14	0	7	14	22	0	0	71	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	7	14	365	0	0	262	27
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	15	0	7	15	384	0	0	276	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	7	15	384	0	0	276	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	703	703	152	304	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	407	364	900	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	403	360	900	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	494	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Intersection #8 Litchfield Rd & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	12	Average Delay (sec/veh):	20.8
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Litchfield Rd						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	275	24	92	341	49	83	117	93	19	69	78
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	34	281	24	94	348	50	85	119	95	19	70	80
Added Vol:	18	0	0	0	0	44	19	12	6	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	281	24	94	348	94	104	131	101	19	107	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	295	26	99	366	99	109	138	106	20	113	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	295	26	99	366	99	109	138	106	20	113	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	295	26	99	366	99	109	138	106	20	113	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.13	0.87	1.00	1.15	0.85
Final Sat.:	1805	3280	286	1805	1900	1615	1805	1909	1466	1805	1941	1438
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.05	0.19	0.06	0.06	0.07	0.07	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.43	0.35	0.35	0.60	0.49	0.49	0.33	0.26	0.26	0.19	0.15	0.15
Volume/Cap:	0.11	0.26	0.26	0.14	0.39	0.13	0.25	0.28	0.28	0.09	0.39	0.39
Delay/Veh:	15.3	20.9	20.9	7.9	14.8	12.6	21.7	26.7	26.7	30.1	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	20.9	20.9	7.9	14.8	12.6	21.7	26.7	26.7	30.1	35.2	35.2
LOS by Move:	B	C	C	A	B	B	C	C	C	C	D	D
HCM2kAvgQ:	1	3	3	1	6	1	2	3	3	1	3	3

Beck Property TIA, Goodyear AZ
AM Peak Hour
2013 AM - Opening

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

Scenario Report

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Intersection #1 Bullard Ave & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	12	Average Delay (sec/veh):	23.5
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Bullard Ave						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	7	176	29	56	346	279	147	349	7	65	488	106
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	180	30	57	353	285	150	356	7	66	498	108
Added Vol:	1	52	1	54	23	0	0	11	1	3	30	155
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	232	31	111	376	285	150	367	8	69	528	263
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	244	32	117	396	300	158	386	9	73	556	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	244	32	117	396	300	158	386	9	73	556	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	244	32	117	396	300	158	386	9	73	556	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	5187	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.02	0.06	0.21	0.19	0.09	0.07	0.01	0.04	0.15	0.17
Crit Moves:	****				****		****					****
Green/Cycle:	0.21	0.20	0.20	0.42	0.38	0.38	0.47	0.31	0.31	0.51	0.31	0.31
Volume/Cap:	0.04	0.34	0.10	0.21	0.54	0.48	0.34	0.24	0.02	0.12	0.49	0.54
Delay/Veh:	28.4	31.2	29.6	16.3	22.5	21.7	14.9	23.3	21.7	11.6	25.3	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	31.2	29.6	16.3	22.5	21.7	14.9	23.3	21.7	11.6	25.3	26.7
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	0	3	1	2	9	7	3	3	0	1	6	6

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

****

Intersection #2 145th St & Van Buren St

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[19.0]

****

Street Name:	145th St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	18	0	2	0	0	0	0	334	1	4	783	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	0	2	0	0	0	0	341	1	4	799	0
Added Vol:	0	0	0	0	0	0	0	66	0	0	188	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	2	0	0	0	0	407	1	4	987	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	0	2	0	0	0	0	428	1	4	1039	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	0	2	0	0	0	0	428	1	4	1039	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	956	xxxx	214	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	429	xxxx	xxxxx
Potent Cap.:	260	xxxx	797	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1141	xxxx	xxxxx
Move Cap.:	259	xxxx	797	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1141	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.0	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

****

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Intersection #3 143rd St & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	6	Average Delay (sec/veh):	13.8
Optimal Cycle:	24	Level Of Service:	B

Street Name:	143rd St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	13	3	330	0	0	784	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	5	0	13	3	337	0	0	800	2
Added Vol:	188	0	250	0	0	0	0	0	66	90	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	0	250	5	0	13	3	337	66	90	800	2
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	0	263	5	0	14	3	354	69	95	842	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	263	5	0	14	3	354	69	95	842	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	263	5	0	14	3	354	69	95	842	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.77	1.00	0.85	0.26	0.93	0.93	0.47	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.99	0.01
Final Sat.:	1461	1900	1615	1461	1900	1615	498	2943	577	901	3601	9
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.16	0.00	0.00	0.01	0.01	0.12	0.12	0.11	0.23	0.23
Crit Moves:			****								****	
Green/Cycle:	0.38	0.00	0.38	0.38	0.00	0.38	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.35	0.00	0.43	0.01	0.00	0.02	0.01	0.22	0.22	0.19	0.43	0.43
Delay/Veh:	20.2	0.0	20.9	17.2	0.0	17.3	9.2	10.4	10.4	10.4	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	0.0	20.9	17.2	0.0	17.3	9.2	10.4	10.4	10.4	12.0	12.0
LOS by Move:	C	A	C	B	A	B	A	B	B	B	B	B
HCM2kAvgQ:	4	0	6	0	0	0	0	3	3	1	7	7

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Intersection #4 Litchfield Rd & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	12	Average Delay (sec/veh):	31.4
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Litchfield Rd						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	122	679	103	238	419	113	147	287	77	86	480	188
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	124	693	105	243	427	115	150	293	79	88	490	192
Added Vol:	0	43	3	0	18	63	177	72	0	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	736	108	243	445	178	327	365	79	90	516	192
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	774	114	256	469	188	344	384	83	94	543	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	774	114	256	469	188	344	384	83	94	543	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	774	114	256	469	188	344	384	83	94	543	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	2.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	1805	4437	652	1805	3610	1615	1805	3610	1615	1805	2523	939
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.14	0.13	0.12	0.19	0.11	0.05	0.05	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.35	0.21	0.21	0.41	0.24	0.24	0.52	0.33	0.33	0.42	0.26	0.26
Volume/Cap:	0.34	0.83	0.83	0.65	0.53	0.48	0.69	0.33	0.16	0.17	0.83	0.83
Delay/Veh:	21.5	39.8	39.8	23.6	30.2	30.1	22.3	23.0	21.7	16.2	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	39.8	39.8	23.6	30.2	30.1	22.3	23.0	21.7	16.2	38.3	38.3
LOS by Move:	C	D	D	C	C	C	C	C	C	B	D	D
HCM2kAvgQ:	3	9	9	7	6	5	7	4	2	2	13	13

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Intersection #5 Bullard Ave & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	6	Average Delay (sec/veh):	16.2
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Bullard Ave						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	85	26	20	235	126	61	177	0	25	269	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	87	27	20	240	129	62	181	0	26	274	43
Added Vol:	0	0	5	24	0	3	1	8	0	13	22	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	32	44	240	132	63	189	0	39	296	97
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	91	33	47	252	138	67	198	0	41	312	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	91	33	47	252	138	67	198	0	41	312	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	91	33	47	252	138	67	198	0	41	312	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.70	0.95	0.95	0.83	0.83	1.00	0.93	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	0.25	0.75	0.00	0.09	0.69	0.22
Final Sat.:	1900	1900	1615	1322	1162	637	395	1178	0	157	1208	395
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.02	0.04	0.22	0.22	0.17	0.17	0.00	0.26	0.26	0.26
Crit Moves:					****						****	
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.43	0.51	0.51	0.00	0.51	0.51	0.51
Volume/Cap:	0.00	0.11	0.05	0.08	0.51	0.51	0.33	0.33	0.00	0.51	0.51	0.51
Delay/Veh:	0.0	15.6	15.1	15.4	19.5	19.5	13.4	13.4	0.0	15.2	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.1	15.4	19.5	19.5	13.4	13.4	0.0	15.2	15.2	15.2
LOS by Move:	A	B	B	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	2	1	1	8	8	4	4	0	8	8	8

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

****

Intersection #6 143rd Ave & Yuma Rd

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.4]

****

Street Name:	143rd Ave								Yuma Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	223	0		0	336	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	227	0		0	343	0	
Added Vol:	0	0	0		73	0	74		30	7	0		0	15	27	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		73	0	74		30	234	0		0	358	27	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		77	0	78		32	247	0		0	377	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		77	0	78		32	247	0		0	377	28	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		687	xxxx	377		405	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		416	xxxx	674		1165	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		407	xxxx	674		1165	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.19	xxxx	0.12		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	0.4		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		15.9	xxxx	11.0		8.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	B		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				13.4				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

****

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

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Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Intersection #7 Access C & Yuma Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.3]

Street Name:	Access C						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	223	0	0	336	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	227	0	0	343	0
Added Vol:	0	0	0	29	0	15	7	73	0	0	27	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	15	7	300	0	0	370	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	16	7	316	0	0	389	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	16	7	316	0	0	389	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	728	728	202	405	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	393	353	843	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	391	350	843	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	479	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

Intersection #8 Litchfield Rd & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	12	Average Delay (sec/veh):	22.8
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Litchfield Rd						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	105	507	52	112	277	78	84	122	39	30	177	120
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	107	517	53	114	283	80	86	124	40	31	181	122
Added Vol:	7	0	0	0	0	20	46	38	18	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	517	53	114	283	100	132	162	58	31	195	122
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	544	56	120	297	105	139	171	61	32	205	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	544	56	120	297	105	139	171	61	32	205	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	544	56	120	297	105	139	171	61	32	205	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.23	0.77
Final Sat.:	1805	3228	331	1805	1900	1615	1805	2559	910	1805	2087	1313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.07	0.16	0.06	0.08	0.07	0.07	0.02	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.53	0.36	0.36	0.49	0.35	0.35	0.40	0.29	0.29	0.29	0.21	0.21
Volume/Cap:	0.23	0.47	0.47	0.26	0.45	0.19	0.31	0.23	0.23	0.09	0.47	0.47
Delay/Veh:	11.8	22.7	22.7	13.3	23.1	20.6	18.1	24.3	24.3	23.5	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	22.7	22.7	13.3	23.1	20.6	18.1	24.3	24.3	23.5	31.9	31.9
LOS by Move:	B	C	C	B	C	C	B	C	C	C	C	C
HCM2kAvgQ:	2	7	7	2	6	2	2	2	2	1	5	5

Beck Property TIA, Goodyear AZ
PM Peak Hour
2013 PM - Opening

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

APPENDIX G

2018 PEAK HOUR ANALYSIS

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #1 Bullard Ave & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	12	Average Delay (sec/veh):	24.3
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Bullard Ave						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	8	280	41	71	118	128	305	365	7	17	189	44
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	9	315	46	80	133	144	343	411	8	19	213	50
Added Vol:	1	22	3	152	49	0	0	29	1	1	9	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	337	49	232	182	144	343	440	9	20	222	93
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	355	52	244	191	152	362	463	9	21	233	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	355	52	244	191	152	362	463	9	21	233	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	355	52	244	191	152	362	463	9	21	233	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	5187	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.03	0.14	0.10	0.09	0.20	0.09	0.01	0.01	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.17	0.17	0.44	0.38	0.38	0.49	0.41	0.41	0.17	0.11	0.11
Volume/Cap:	0.04	0.58	0.19	0.45	0.26	0.24	0.50	0.22	0.01	0.11	0.58	0.54
Delay/Veh:	29.5	35.6	32.3	17.4	19.2	19.1	15.3	17.4	15.9	31.9	39.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	35.6	32.3	17.4	19.2	19.1	15.3	17.4	15.9	31.9	39.9	40.9
LOS by Move:	C	D	C	B	B	B	B	B	B	C	D	D
HCM2kAvgQ:	0	5	1	5	4	3	7	3	0	0	3	3

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

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Intersection #2 145th St & Van Buren St

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Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[21.1]

****

Street Name:	145th St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	9	0	2	0	0	0	0	505	14	28	343	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	10	0	2	0	0	0	0	569	16	32	386	0
Added Vol:	0	0	0	0	0	0	0	184	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	2	0	0	0	0	753	16	32	439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	0	2	0	0	0	0	792	17	33	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	2	0	0	0	0	792	17	33	462	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1090	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	809	xxxx	xxxxx
Potent Cap.:	213	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	826	xxxx	xxxxx
Move Cap.:	206	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	826	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	23.4	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

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Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #3 143rd St & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	6	Average Delay (sec/veh):	5.1
Optimal Cycle:	25	Level Of Service:	A

Street Name:	143rd St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	2	0	2	15	478	0	0	367	9
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	2	0	2	17	538	0	0	413	10
Added Vol:	53	0	74	0	0	0	0	0	184	243	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	74	2	0	2	17	538	184	243	413	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	0	78	2	0	2	18	567	194	256	435	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	78	2	0	2	18	567	194	256	435	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	0	78	2	0	2	18	567	194	256	435	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.77	1.00	0.85	0.49	0.91	0.91	0.35	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.95	0.05
Final Sat.:	1461	1900	1615	1461	1900	1615	933	2588	885	665	3509	86
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.02	0.22	0.22	0.38	0.12	0.12
Crit Moves:			****							****		
Green/Cycle:	0.10	0.00	0.10	0.10	0.00	0.10	0.83	0.83	0.83	0.83	0.83	0.83
Volume/Cap:	0.37	0.00	0.46	0.02	0.00	0.01	0.02	0.26	0.26	0.46	0.15	0.15
Delay/Veh:	39.1	0.0	40.0	36.2	0.0	36.2	1.3	1.7	1.7	2.7	1.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	0.0	40.0	36.2	0.0	36.2	1.3	1.7	1.7	2.7	1.5	1.5
LOS by Move:	D	A	D	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	2	2	2	1	1

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #4 Litchfield Rd & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	12	Average Delay (sec/veh):	25.3
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Litchfield Rd						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	92	466	73	192	457	99	91	356	84	71	223	106
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	104	525	82	216	515	111	102	401	95	80	251	119
Added Vol:	0	17	2	0	41	173	52	22	0	3	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	542	84	216	556	284	154	423	95	83	321	119
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	570	89	228	585	299	163	445	100	87	338	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	570	89	228	585	299	163	445	100	87	338	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	570	89	228	585	299	163	445	100	87	338	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	1805	4399	684	1805	3610	1615	1805	3610	1615	1805	2524	938
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.13	0.16	0.19	0.09	0.12	0.06	0.05	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.35	0.23	0.23	0.50	0.35	0.35	0.44	0.29	0.29	0.36	0.24	0.24
Volume/Cap:	0.28	0.55	0.55	0.43	0.46	0.53	0.37	0.42	0.21	0.21	0.55	0.55
Delay/Veh:	20.8	30.9	30.9	14.5	23.1	24.4	16.9	26.1	24.4	19.9	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	30.9	30.9	14.5	23.1	24.4	16.9	26.1	24.4	19.9	30.7	30.7
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	2	6	6	4	7	7	3	5	2	2	7	7

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #5 Bullard Ave & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	6	Average Delay (sec/veh):	15.5
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Bullard Ave						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	176	32	39	70	60	126	265	0	21	148	18
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	1	198	36	44	79	68	142	298	0	24	167	20
Added Vol:	0	0	12	51	0	1	3	22	0	4	7	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	198	48	95	79	69	145	320	0	28	174	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	209	51	100	83	72	153	337	0	29	183	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	209	51	100	83	72	153	337	0	29	183	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	209	51	100	83	72	153	337	0	29	183	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.85	0.46	0.93	0.93	0.82	0.82	1.00	0.91	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.53	0.47	0.31	0.69	0.00	0.11	0.71	0.18
Final Sat.:	1053	1900	1615	868	945	822	482	1066	0	195	1223	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.12	0.09	0.09	0.32	0.32	0.00	0.15	0.15	0.15
Crit Moves:				****				****				
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.68	0.68	0.00	0.68	0.68	0.68
Volume/Cap:	0.00	0.44	0.13	0.46	0.35	0.35	0.46	0.46	0.00	0.22	0.22	0.22
Delay/Veh:	25.4	29.2	26.3	30.2	28.3	28.3	6.9	6.9	0.0	5.4	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	29.2	26.3	30.2	28.3	28.3	6.9	6.9	0.0	5.4	5.4	5.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	5	1	2	3	3	7	7	0	3	3	3

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #6 143rd Ave & Yuma Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.6]

Street Name:	143rd Ave									Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	1 0 0	0	0	1 0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	336	0	0	187	0			
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13			
Initial Bse:	0	0	0	0	0	0	0	378	0	0	211	0			
Added Vol:	0	0	0	22	0	26	71	14	0	0	7	71			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	22	0	26	71	392	0	0	218	71			
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	0	23	0	27	75	413	0	0	229	75			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	23	0	27	75	413	0	0	229	75			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	791	xxxx	229	304	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	361	xxxx	815	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	345	xxxx	815	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.03	0.06	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	16.2	xxxx	9.6	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	C	*	A	A	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			12.6			xxxxxx			xxxxxx					
ApproachLOS:	*			B			*			*					

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #7 Access C & Yuma Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.2]

Street Name:	Access C						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	336	0	0	187	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	0	0	0	0	378	0	0	211	0
Added Vol:	0	0	0	14	0	7	14	22	0	0	71	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	7	14	400	0	0	282	27
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	15	0	7	15	421	0	0	296	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	7	15	421	0	0	296	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	761	761	162	325	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	376	337	888	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	373	333	888	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	462	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Intersection #8 Litchfield Rd & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	12	Average Delay (sec/veh):	21.0
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Litchfield Rd						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	275	24	92	341	49	83	117	93	19	69	78
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	37	310	27	104	384	55	93	132	105	21	78	88
Added Vol:	18	0	0	0	0	44	19	12	6	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	310	27	104	384	99	112	144	111	21	115	88
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	326	28	109	404	104	118	151	117	23	121	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	326	28	109	404	104	118	151	117	23	121	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	326	28	109	404	104	118	151	117	23	121	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.13	0.87	1.00	1.13	0.87
Final Sat.:	1805	3280	286	1805	1900	1615	1805	1907	1469	1805	1912	1464
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.21	0.06	0.07	0.08	0.08	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.43	0.35	0.35	0.60	0.49	0.49	0.33	0.26	0.26	0.19	0.15	0.15
Volume/Cap:	0.12	0.28	0.28	0.15	0.43	0.13	0.28	0.31	0.31	0.10	0.43	0.43
Delay/Veh:	15.3	21.0	21.0	8.0	15.0	12.4	22.0	27.1	27.1	30.3	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	21.0	21.0	8.0	15.0	12.4	22.0	27.1	27.1	30.3	35.6	35.6
LOS by Move:	B	C	C	A	B	B	C	C	C	C	D	D
HCM2kAvgQ:	1	4	4	1	7	1	2	3	3	1	3	3

Beck Property TIA, Goodyear AZ
AM Peak Hour
2018 AM - Horizon

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

Scenario Report

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #1 Bullard Ave & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	12	Average Delay (sec/veh):	24.2
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Bullard Ave						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	7	176	29	56	346	279	147	349	7	65	488	106
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	8	198	33	63	390	314	166	393	8	73	549	119
Added Vol:	1	52	1	54	23	0	0	11	1	3	30	155
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	250	34	117	413	314	166	404	9	76	579	274
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	263	35	123	434	331	174	425	9	80	610	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	263	35	123	434	331	174	425	9	80	610	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	263	35	123	434	331	174	425	9	80	610	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	5187	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.02	0.07	0.23	0.20	0.10	0.08	0.01	0.04	0.17	0.18
Crit Moves:	****				****		****					****
Green/Cycle:	0.21	0.21	0.21	0.43	0.39	0.39	0.47	0.30	0.30	0.50	0.30	0.30
Volume/Cap:	0.04	0.35	0.11	0.23	0.59	0.53	0.40	0.27	0.02	0.14	0.56	0.59
Delay/Veh:	28.0	30.9	29.2	16.0	23.0	21.9	15.6	23.8	21.9	12.0	26.8	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	30.9	29.2	16.0	23.0	21.9	15.6	23.8	21.9	12.0	26.8	28.4
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	0	3	1	2	10	7	4	3	0	1	7	7

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #2 145th St & Van Buren St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[21.0]

Street Name:	145th St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0	1	0 0 0	0	0	0 0 2	0	1	1 0 2	0	0
Volume Module:												
Base Vol:	18	0	2	0	0	0	0	334	1	4	783	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	20	0	2	0	0	0	0	376	1	5	882	0
Added Vol:	0	0	0	0	0	0	0	66	0	0	188	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	2	0	0	0	0	442	1	5	1070	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	0	2	0	0	0	0	465	1	5	1126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	2	0	0	0	0	465	1	5	1126	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1038	xxxx	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	467	xxxx	xxxxx
Potent Cap.:	230	xxxx	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx
Move Cap.:	229	xxxx	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	22.3	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #3 143rd St & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	6	Average Delay (sec/veh):	13.4
Optimal Cycle:	25	Level Of Service:	B

Street Name:	143rd St						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	13	3	330	0	0	784	2
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	6	0	15	3	372	0	0	883	2
Added Vol:	188	0	250	0	0	0	0	0	66	90	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	0	250	6	0	15	3	372	66	90	883	2
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	0	263	6	0	15	4	391	69	95	929	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	263	6	0	15	4	391	69	95	929	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	263	6	0	15	4	391	69	95	929	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.77	1.00	0.85	0.24	0.93	0.93	0.46	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.99	0.01
Final Sat.:	1461	1900	1615	1461	1900	1615	454	2995	532	865	3601	9
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.16	0.00	0.00	0.01	0.01	0.13	0.13	0.11	0.26	0.26
Crit Moves:			****								****	
Green/Cycle:	0.36	0.00	0.36	0.36	0.00	0.36	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.37	0.00	0.45	0.01	0.00	0.03	0.01	0.23	0.23	0.19	0.45	0.45
Delay/Veh:	21.7	0.0	22.5	18.4	0.0	18.6	8.3	9.5	9.5	9.4	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	0.0	22.5	18.4	0.0	18.6	8.3	9.5	9.5	9.4	11.3	11.3
LOS by Move:	C	A	C	B	A	B	A	A	A	A	B	B
HCM2kAvgQ:	4	0	6	0	0	0	0	3	3	1	7	7

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #4 Litchfield Rd & Van Buren St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	12	Average Delay (sec/veh):	34.8
Optimal Cycle:	106	Level Of Service:	C

Street Name:	Litchfield Rd						Van Buren St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	122	679	103	238	419	113	147	287	77	86	480	188
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	137	765	116	268	472	127	166	323	87	97	540	212
Added Vol:	0	43	3	0	18	63	177	72	0	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	808	119	268	490	190	343	395	87	99	566	212
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	145	850	125	282	516	200	361	416	91	104	596	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	850	125	282	516	200	361	416	91	104	596	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	850	125	282	516	200	361	416	91	104	596	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	1805	4435	653	1805	3610	1615	1805	3610	1615	1805	2520	942
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.16	0.14	0.12	0.20	0.12	0.06	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.35	0.21	0.21	0.42	0.25	0.25	0.52	0.32	0.32	0.42	0.26	0.26
Volume/Cap:	0.39	0.90	0.90	0.71	0.58	0.50	0.75	0.36	0.18	0.19	0.90	0.90
Delay/Veh:	21.7	45.4	45.4	26.0	30.8	30.2	26.1	23.6	22.1	16.1	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	45.4	45.4	26.0	30.8	30.2	26.1	23.6	22.1	16.1	44.6	44.6
LOS by Move:	C	D	D	C	C	C	C	C	C	B	D	D
HCM2kAvgQ:	3	11	11	8	7	5	8	4	2	2	15	15

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #5 Bullard Ave & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	6	Average Delay (sec/veh):	16.8
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Bullard Ave						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	85	26	20	235	126	61	177	0	25	269	42
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	96	29	23	265	142	69	199	0	28	303	47
Added Vol:	0	0	5	24	0	3	1	8	0	13	22	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	34	47	265	145	70	207	0	41	325	101
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	101	36	49	279	153	73	218	0	43	342	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	101	36	49	279	153	73	218	0	43	342	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	101	36	49	279	153	73	218	0	43	342	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.69	0.95	0.95	0.82	0.82	1.00	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	0.25	0.75	0.00	0.09	0.69	0.22
Final Sat.:	1900	1900	1615	1307	1163	637	390	1159	0	155	1221	381
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.02	0.04	0.24	0.24	0.19	0.19	0.00	0.28	0.28	0.28
Crit Moves:					****						****	
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.12	0.05	0.09	0.56	0.56	0.37	0.37	0.00	0.56	0.56	0.56
Delay/Veh:	0.0	15.5	15.0	15.2	20.1	20.1	14.0	14.0	0.0	16.2	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	15.0	15.2	20.1	20.1	14.0	14.0	0.0	16.2	16.2	16.2
LOS by Move:	A	B	B	B	C	C	B	B	A	B	B	B
HCM2kAvgQ:	0	2	1	1	9	9	5	5	0	9	9	9

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

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Intersection #6 143rd Ave & Yuma Rd

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[14.2]

****

Street Name:	143rd Ave								Yuma Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	223	0		0	336	0	
Growth Adj:	1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13	
Initial Bse:	0	0	0		0	0	0		0	251	0		0	378	0	
Added Vol:	0	0	0		73	0	74		30	7	0		0	15	27	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		73	0	74		30	258	0		0	393	27	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		77	0	78		32	272	0		0	414	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		77	0	78		32	272	0		0	414	28	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		749	xxxx	414		442	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		382	xxxx	643		1128	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		374	xxxx	643		1128	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.21	xxxx	0.12		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.8	xxxx	0.4		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		17.1	xxxx	11.4		8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	B		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				14.2				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

****

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

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Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #7 Access C & Yuma Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[14.0]

Street Name:	Access C						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	223	0	0	336	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	0	0	0	0	251	0	0	378	0
Added Vol:	0	0	0	29	0	15	7	73	0	0	27	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	15	7	324	0	0	405	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	16	7	341	0	0	427	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	16	7	341	0	0	427	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	790	790	221	442	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	362	325	823	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	360	322	823	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	445	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

Intersection #8 Litchfield Rd & Yuma Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	12	Average Delay (sec/veh):	23.2
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Litchfield Rd						Yuma Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	105	507	52	112	277	78	84	122	39	30	177	120
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	118	571	59	126	312	88	95	137	44	34	199	135
Added Vol:	7	0	0	0	0	20	46	38	18	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	571	59	126	312	108	141	175	62	34	213	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	601	62	133	328	114	148	185	65	36	225	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	601	62	133	328	114	148	185	65	36	225	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	601	62	133	328	114	148	185	65	36	225	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.22	0.78
Final Sat.:	1805	3228	331	1805	1900	1615	1805	2564	905	1805	2082	1319
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.07	0.17	0.07	0.08	0.07	0.07	0.02	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.53	0.36	0.36	0.49	0.35	0.35	0.40	0.29	0.29	0.29	0.21	0.21
Volume/Cap:	0.26	0.52	0.52	0.30	0.49	0.20	0.34	0.25	0.25	0.09	0.52	0.52
Delay/Veh:	12.0	23.1	23.1	13.4	23.4	20.5	18.6	24.8	24.8	23.5	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	23.1	23.1	13.4	23.4	20.5	18.6	24.8	24.8	23.5	32.3	32.3
LOS by Move:	B	C	C	B	C	C	B	C	C	C	C	C
HCM2kAvgQ:	2	8	8	2	7	2	3	3	3	1	5	5

Beck Property TIA, Goodyear AZ
PM Peak Hour
2018 PM - Horizon

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

APPENDIX H

QUEUE LENGTH ANALYSIS

Unsignalized Intersection

2018

Average Vehicle Length (ft): 25

Equation Used: storage length = 2 x (vehicles/hour)/(60 minutes/hour) x average vehicle length

Intersection	Approach	AM Peak (veh/hr)	Midday Peak	PM Peak (veh/hr)	Veh per 2 minutes	Storage Length (ft)
Van Buren Street/145th Avenue	NB Left	10	0	20	1	25
	WB Left	32	0	5	2	50
	NB Right	2	0	2	1	25
	EB Right	16	0	1	1	25
Yuma Road/143rd Avenue	SB Left	22	0	73	3	75
	EB Left	71	0	30	3	75
	SB Right	26	0	74	3	75
	WB Right	71	0	27	3	75
Yuma Road/Access C	EB Left	14	0	7	1	25

Signalized Intersection
2018

Average Vehicle Length (ft): 25 Cycles: 2
Intersection Cycle Length (sec): 90
Equation Used: storage length = 2 x (vehicles/hour)/(cycles/hour) x average vehicle length

Intersection	Approach	AM Peak (veh/hr)	Midday Peak	PM Peak (veh/hr)	2x(veh/hr)/ (cycles/hr)	Storage Length (ft)
Van Buren Street/Bullard Avenue	NB Left	10	0	9	1	25
	SB Left	232	0	117	12	300
	EB Left	343	0	166	18	450
	WB Left	20	0	76	4	100
	NB Right	49	0	34	3	75
	SB Right	144	0	314	16	400
	EB Right	9	0	9	1	25
	WB Right	93	0	274	14	350
Van Buren Street/143rd Avenue	NB Left	53	0	188	10	250
	SB Left	2	0	6	1	25
	EB Left	165	0	350	18	450
	WB Left	243	0	90	13	325
	NB Right	74	0	250	13	325
	SB Right	285	0	200	15	375
	EB Right	184	0	66	10	250
Van Buren Street/Litchfield Road	NB Left	104	0	137	7	175
	SB Left	216	0	268	14	350
	EB Left	154	0	343	18	450
	WB Left	83	0	99	5	125
	SB Right	284	0	190	15	375
	EB Right	95	0	87	5	125
Yuma Road/Bullard Avenue	NB Left	1	0	0	1	25
	SB Left	95	0	47	5	125
	NB Right	48	0	34	3	75
Yuma Road/Litchfield Road	NB Left	55	0	125	7	175
	SB Left	104	0	126	7	175
	EB Left	112	0	141	8	200
	WB Left	21	0	34	2	50