KUNZMAN ASSOCIATES, INC.

TENTATIVE TRACT MAP NO. 36567

TRAFFIC IMPACT ANALYSIS

July 15, 2013

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

TENTATIVE TRACT MAP NO. 36567

TRAFFIC IMPACT ANALYSIS

July 15, 2013

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I. Introduction and Summary

A. Purpose of Report and Study Objectives

The purpose of this traffic impact analysis is to evaluate the development of the Tentative Tract Map No. 36567 project. This traffic report presents the traffic impact study methodology, analysis, findings, recommendations, and supporting data.

Study objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) calculation of existing plus project traffic conditions; (3) analysis of existing plus ambient plus project traffic conditions; (4) evaluation of traffic conditions for Opening Year (2017) Without and With Project; and (5) determination of on-site and off-site improvements and system management actions needed to achieve City of Lake Elsinore level of service requirements.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

B. Executive Summary

1. Site Location and Study Area

The project site is located northeast of the I-15 Freeway at the Main Street interchange in the City of Lake Elsinore. Figure 1 illustrates the traffic analysis study area.

Based upon scoping discussions with the City of Lake Elsinore traffic engineering staff, the study area includes the following intersections:

Main Street (NS) at:
- Camino Del Norte (EW) - #1
- I-15 Freeway NB Ramps (EW) - #2
- I-15 Freeway SB Ramps (EW) - #3

Elsinore Hills Road (NS) at:
- Street "C" (EW) - #4 (future intersection)
- Street "D" (EW) - #5 (future intersection)
- Camino Del Norte (EW) - #6 (future intersection)

2. Development Description

The approximately 67.7 acre project site is proposed to be developed with 147 single-family detached residential dwelling units. The project site will have access to Elsinore Hills Road (proposed) via Street "C" and Street "D" through the adjacent Tentative Tract Map No. 35337 (Spyglass Ranch) project.

3. Future Traffic

The proposed development is projected to generate approximately 1,399 daily vehicle trips, 110 of which occur during the morning peak hour and 147 of which occur during the evening peak hour.

The areawide growth has been been calculated based on a 2.0 percent annual growth rate of existing traffic volumes over a four (4) year period. The areawide growth rate has been based upon scoping discussions with City of Lake Elsinore traffic engineering staff. The Opening Year for analysis purposes in this report is 2017.

Based on information provided by the City of Lake Elsinore Planning Department staff, traffic from the following planned other developments has been included in the study area:

- Spyglass Ranch
- South Shore I

4. Principal Findings

a. The following definitions of deficiency and significant impact have been developed in accordance with the City of Lake Elsinore requirements:

The definition of an intersection deficiency has been obtained from the City of Lake Elsinore General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E to F will be considered deficient.

b. For existing traffic conditions, the study area intersections are currently operating within acceptable Levels of Service during the peak hours (see Table 1), except for the following study area intersection that currently operates at an unacceptable Level of Service during the morning peak hour:

Main Street (NS) at:
I-15 Freeway NB Ramps (EW) - #2

None of the study area intersections appear to be warranted for a traffic signal for existing traffic conditions.

c. For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 4), except for the following study area intersection that is projected to operate at an unacceptable Level of Service during the morning peak hour:

Main Street (NS) at:
I-15 Freeway NB Ramps (EW) - #2

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 4).

A traffic signal is projected to be warranted at the following study area intersection; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for Existing Plus Project traffic conditions (see Appendix D):

Main Street (NS) at:
I-15 Freeway SB Ramps (EW) - #3

d. For Existing Plus Ambient Growth Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 5), except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

Main Street (NS) at:
I-15 Freeway NB Ramps (EW) - #2

For Existing Plus Ambient Growth Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 5).

A traffic signal is projected to be warranted at the following study area intersection; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for Existing Plus Ambient Growth Project traffic conditions (see Appendix D):

Main Street (NS) at:
I-15 Freeway SB Ramps (EW) - #3

e. For Opening Year (2017) Without Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 6), except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Main Street (NS) at:
Camino Del Norte (EW) - #1
I-15 Freeway NB Ramps (EW) - #2
I-15 Freeway SB Ramps (EW) - #3

For Opening Year (2017) Without Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 6).

Traffic signals are projected to be warranted at the following study area intersections for Opening Year (2017) Without Project traffic conditions (see Appendix D):

Main Street (NS) at:
- Camino Del Norte (EW) - #1
- I-15 Freeway NB Ramps (EW) - #2
- I-15 Freeway SB Ramps (EW) - #3

f. For Opening Year (2017) With Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 7), except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Main Street (NS) at:
- Camino Del Norte (EW) - #1
- I-15 Freeway NB Ramps (EW) - #2
- I-15 Freeway SB Ramps (EW) - #3

For Opening Year (2017) With Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 6).

Traffic signals are projected to be warranted at the following study area intersections for Opening Year (2017) With Project traffic conditions (see Appendix D):

Main Street (NS) at:
- Camino Del Norte (EW) - #1
- I-15 Freeway NB Ramps (EW) - #2
- I-15 Freeway SB Ramps (EW) - #3

5. Recommendations

On-Site

Site-specific circulation and access recommendations are depicted on Figure 29.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at the project accesses should be reviewed with respect to standard California Department of Transportation/City of Lake Elsinore sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

Off-Site

Elsinore Hills Road shall be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year to provide adequate emergency access.

Two access points to Elsinore Hills Road shall be constructed by the project opening year to provide adequate emergency access.

As is the case for any roadway design, the City of Lake Elsinore should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

The project shall participate in the phased construction of the off-site intersection improvements through payment of established City of Lake Elsinore fees, participation in the Western Riverside Transportation Uniform Mitigation Fees program, payment of the project's fair share traffic contribution (see Table 8), assessment district and/or community facilities district financing, and construction of off-site facilities under appropriate fee credit agreements.

Main Street/I-15 Freeway SB Ramps Improvements

A traffic signal is projected to be warranted under cumulative traffic conditions (Opening Year) with or without the northbound right turn lane discussed in other sections of this report. Since the cumulative traffic conditions more closely reflect what is expected to occur in reality, the recommended improvements at the Main Street/I-15 Freeway SB Ramps intersection consist of installing a traffic signal only.

Phasing

For the purposes of this traffic impact analysis, it is assumed that the project will be implemented in one phase and no additional phased improvements will be necessary. It is assumed that the adjacent Spyglass Ranch and South Shore I projects will be developed prior to the proposed project as necessary to provide adequate emergency access.

Construction Traffic

Compared to the project trip generation, construction of the proposed project is expected to generate significantly less trips. The traffic impacts of construction activity will be minor and temporary. To further lessen the impact of construction traffic, any temporary traffic controls used around the construction area should adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2012) and construction activities should adhere to applicable local ordinances.

II. Proposed Development

A. Location

The project site is located northeast of the I-15 Freeway at the Main Street interchange in the City of Lake Elsinore. Figure 1 shows the project location map.

B. Proposed Development

The approximately 67.7 acre project site is proposed to be developed with 147 single-family detached residential dwelling units. The project site will have access to Elsinore Hills Road (proposed) via Street "C" and Street "D" through the adjacent Tentative Tract Map No. 35337 (Spyglass Ranch) project.

C. Site Plan

Figure 2 illustrates the site plan.

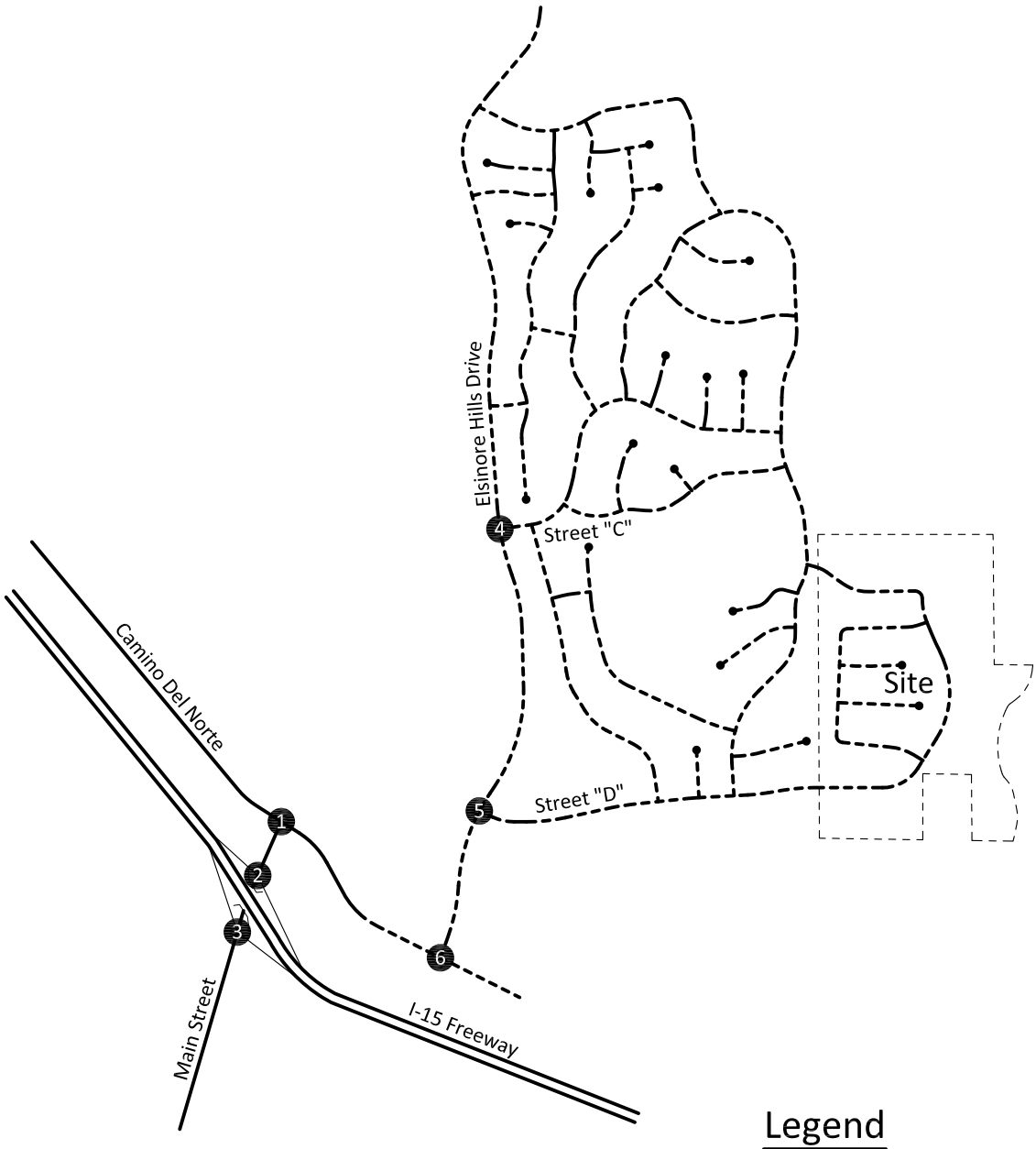
The following describes the proposed land use from a traffic engineering viewpoint:

Single-Family Detached Residential: The primary market for these units will be families with children. As a result, peak traffic volumes will occur during home-to-work and work-to-home trips. Child-related trips such as home-to-school or home-to-Little League are also a significant factor in the daily trip generation, but they have a smaller influence on peak hour volumes.

D. Phasing and Timing

The proposed project is anticipated for opening in Year 2017 and is proposed to be built in one phase. With completion of the adjacent developments, Elsinore Hills Road will extend from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year. Project access to Elsinore Hills Road is dependent upon completion of the adjacent Tentative Tract Map No. 35337 to the west of the project site. This traffic impact analysis is based upon 4 years of background traffic growth (2013-2017).

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

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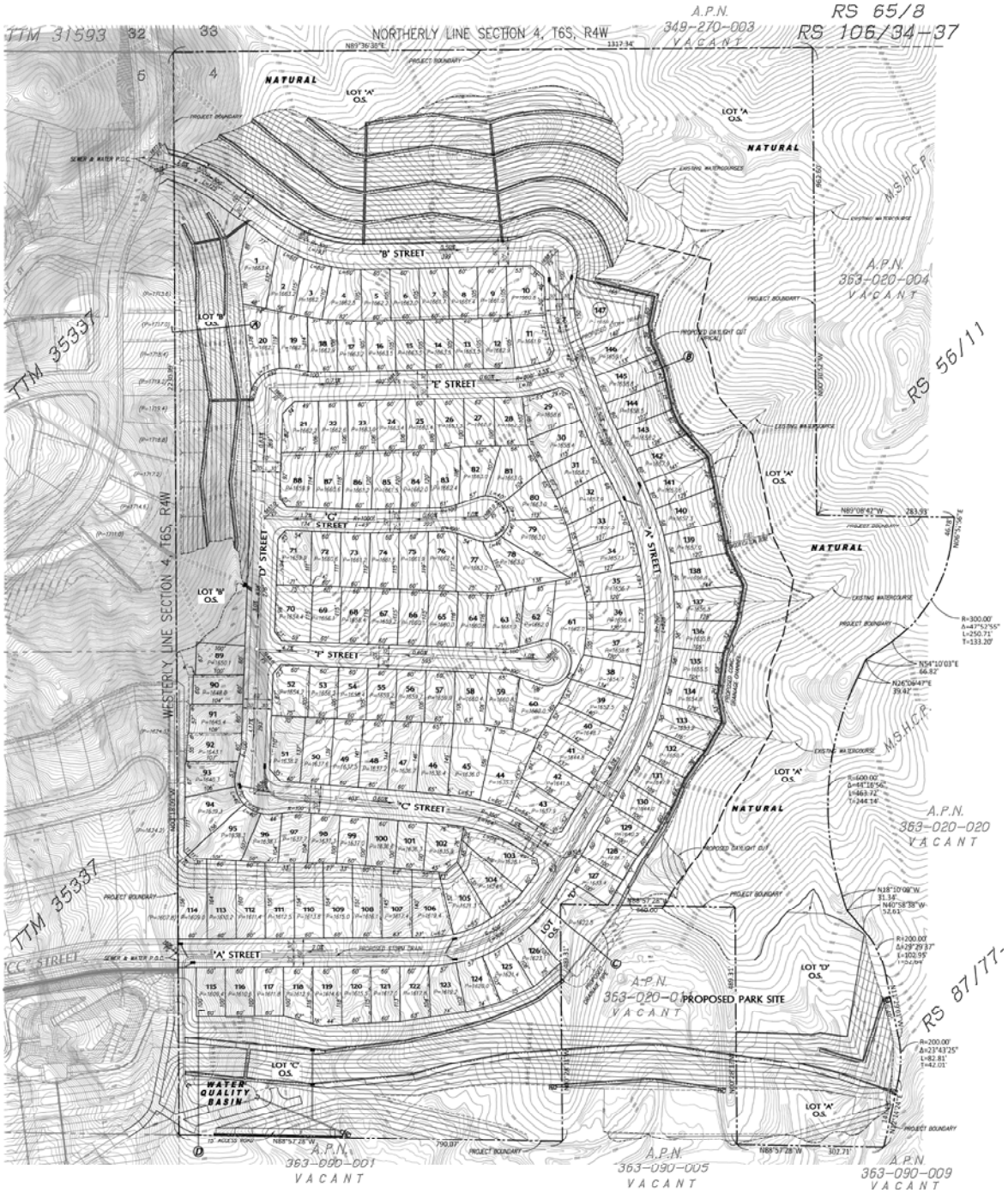
Figure 2
Site Plan



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III. Existing Area Conditions

A. Study Area

1. Area of Significant Traffic Impact

Based upon scoping discussions with the City of Lake Elsinore traffic engineering staff, the study area includes the following intersections:

Main Street (NS) at:
- Camino Del Norte (EW) - #1
- I-15 Freeway NB Ramps (EW) - #2
- I-15 Freeway SB Ramps (EW) - #3

Elsinore Hills Road (NS) at:
- Street "C" (EW) - #4 (future intersection)
- Street "D" (EW) - #5 (future intersection)
- Camino Del Norte (EW) - #6 (future intersection)

B. Site Accessibility

1. Area Roadway System

Figure 3 identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Figure 4 exhibits the City of Lake Elsinore General Plan Circulation Element. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 4. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan and serves to coordinate future arterials between local jurisdictions. Figure 5 illustrates the City of Lake Elsinore General Plan roadway cross-sections.

2. Traffic Volumes and Conditions

Figure 6 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were obtained from the most recently available (2011) Traffic Volumes on the California State Highway System by the California Department of Transportation and were factored from peak hour counts obtained by Kunzman Associates, Inc. in May 2012 (see Appendix B) using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 12 = Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 1. Existing delay is based upon manual morning and evening peak hour intersection turning movement counts made for Kunzman Associates, Inc. in May 2013 (see Figures 7 and 8). Traffic count worksheets are provided in Appendix B.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

For existing traffic conditions, the study area intersections are currently operating within acceptable Levels of Service during the peak hours (see Table 1), except for the following study area intersection that currently operates at an unacceptable Level of Service during the morning peak hour:

Main Street (NS) at:
I-15 Freeway NB Ramps (EW) - #2

Existing delay worksheets are provided in Appendix C.

3. Traffic Signal Warrant Analysis

None of the study area intersections are currently warranted for a traffic signal.

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices, dated January 2012 (see Appendix D).

4. Transit Service

The study area is not currently served by any transit agency.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Main Street (NS) at:															
Camino Del Norte (EW) - #1	CSS	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	9.8-A	10.8-B
I-15 Freeway NB Ramps (EW) - #2	CSS	1	1	0	0	0.5	0.5	0	0	0	0	1	0	40.7-E	24.8-C
I-15 Freeway SB Ramps (EW) - #3	CSS	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	12.9-B	14.3-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop

Figure 3
Existing Through Travel Lanes and Intersection Controls

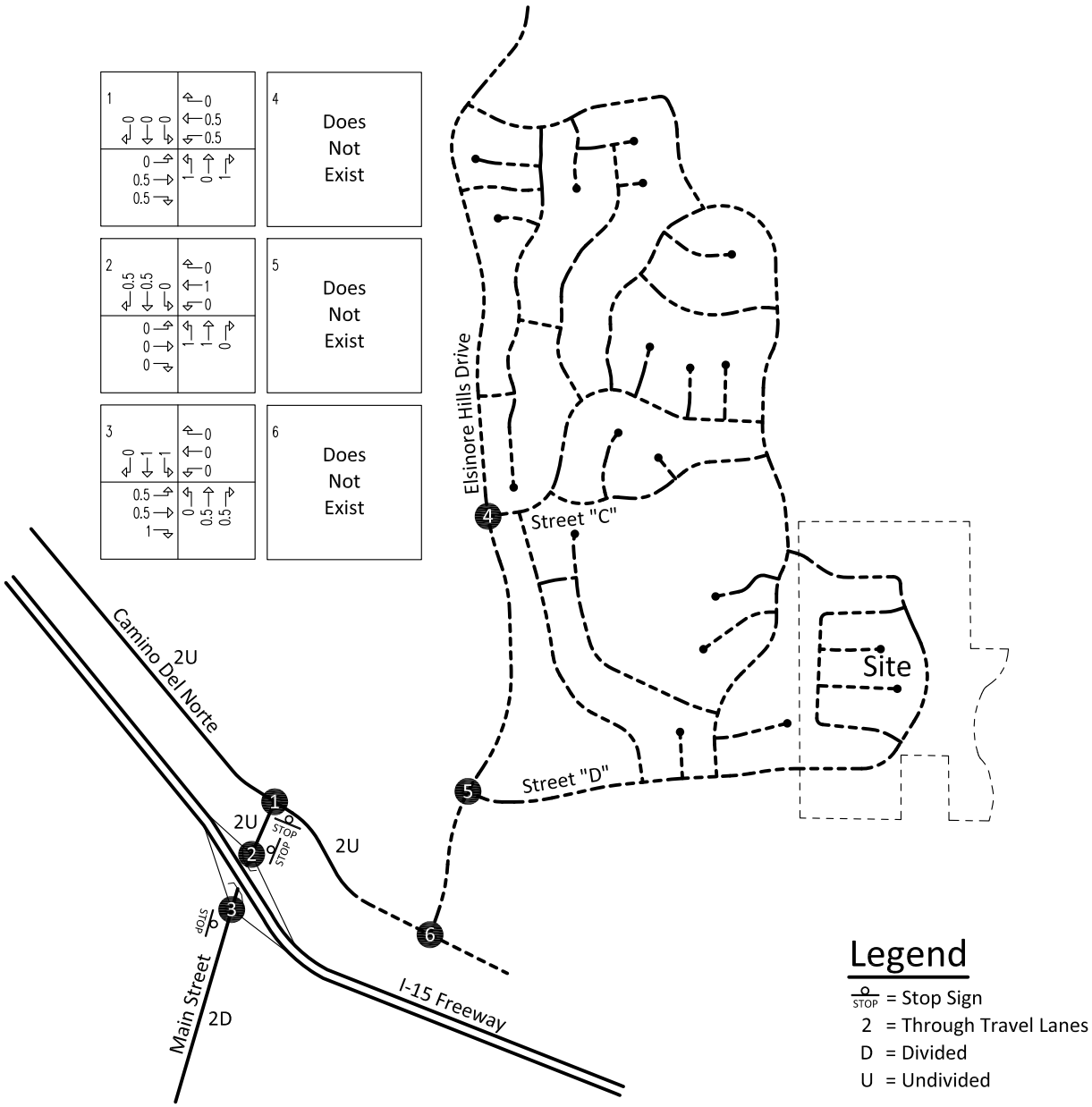

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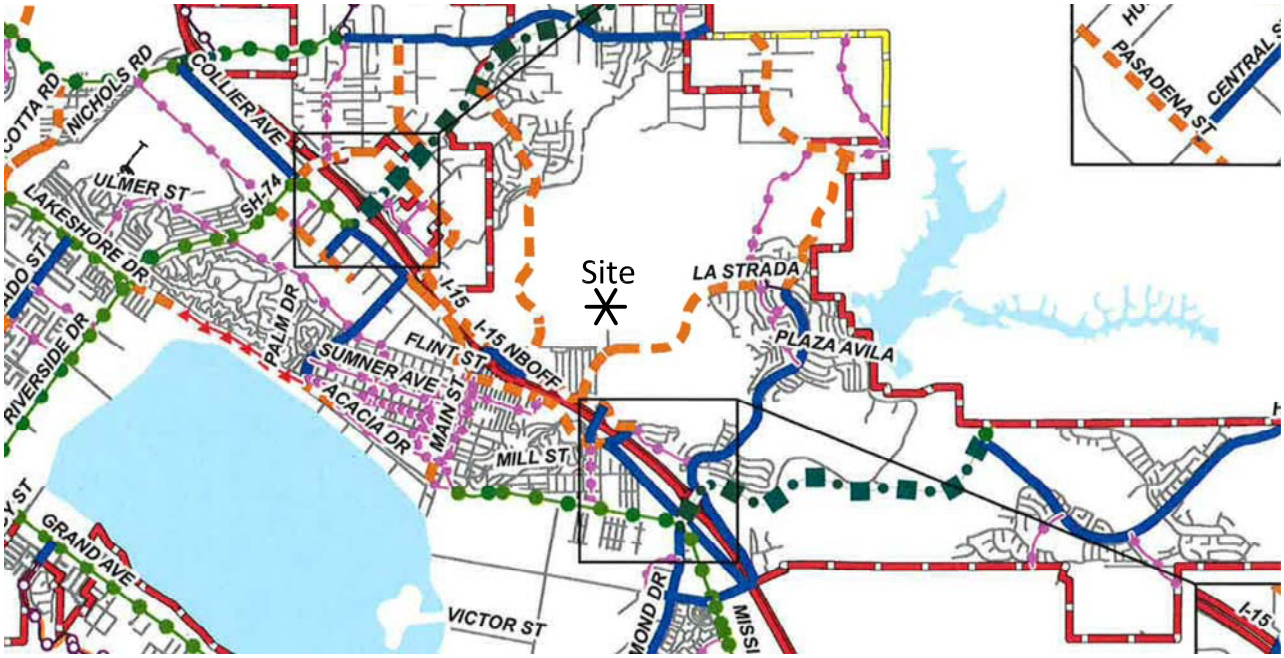
Figure 4
City of Lake Elsinore General Plan Circulation Element



Legend

- AUGMENTED URBAN ARTERIAL (8-LANES)
- URBAN ARTERIAL (6-LANES / 120' R.O.W.)
- MAJOR (4-LANES / 100' R.O.W.)
- SECONDARY (4-LANES / 90' R.O.W.)
- COLLECTOR (2-LANES / 68' R.O.W.)
- DIVIDED COLLECTOR (2-LANES WITH POTENTIAL AUGMENTED INTERSECTIONS
- NEW SPECIAL ROADWAY
- I-15
- SHWY-74
- SPHERE OF INFLUENCE
- CITY BOUNDARY

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Source: City of Lake Elsinore

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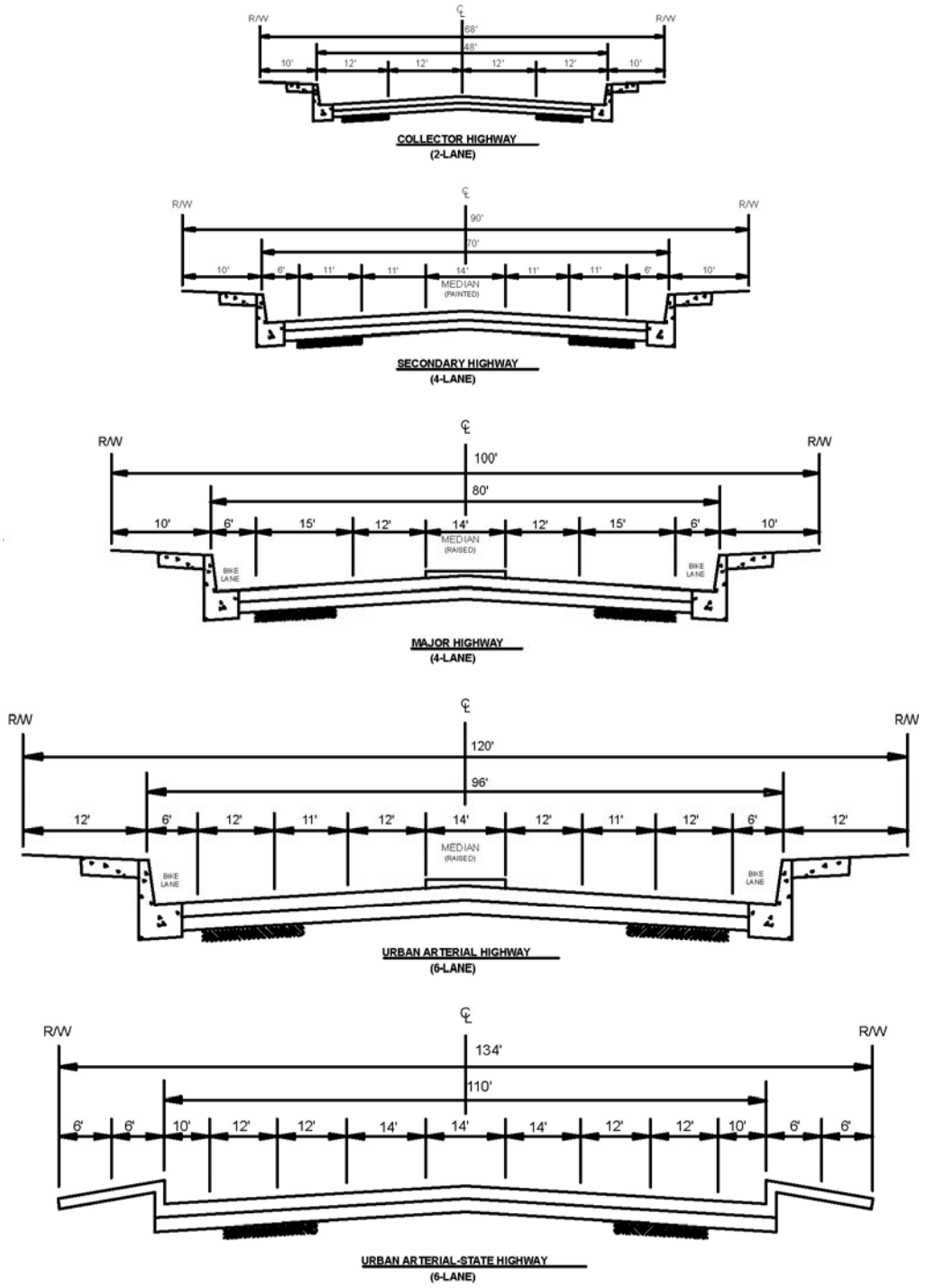
Figure 5
City of Lake Elsinore General Plan Roadway Cross-Sections



Source: City of Lake Elsinore

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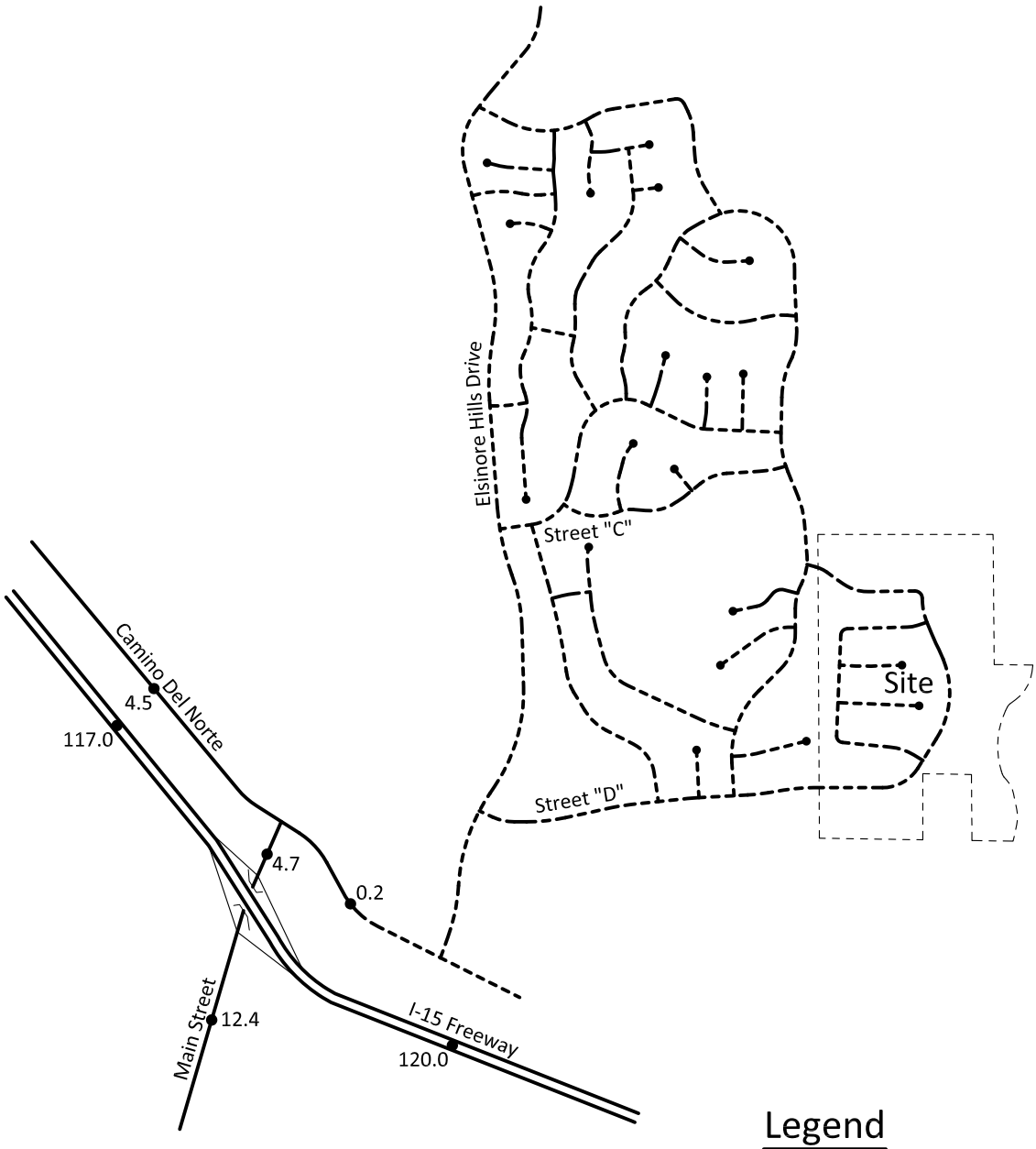
Figure 6
Existing Average Daily Traffic Volumes



Legend

12.4 = Vehicles Per Day (1,000's)

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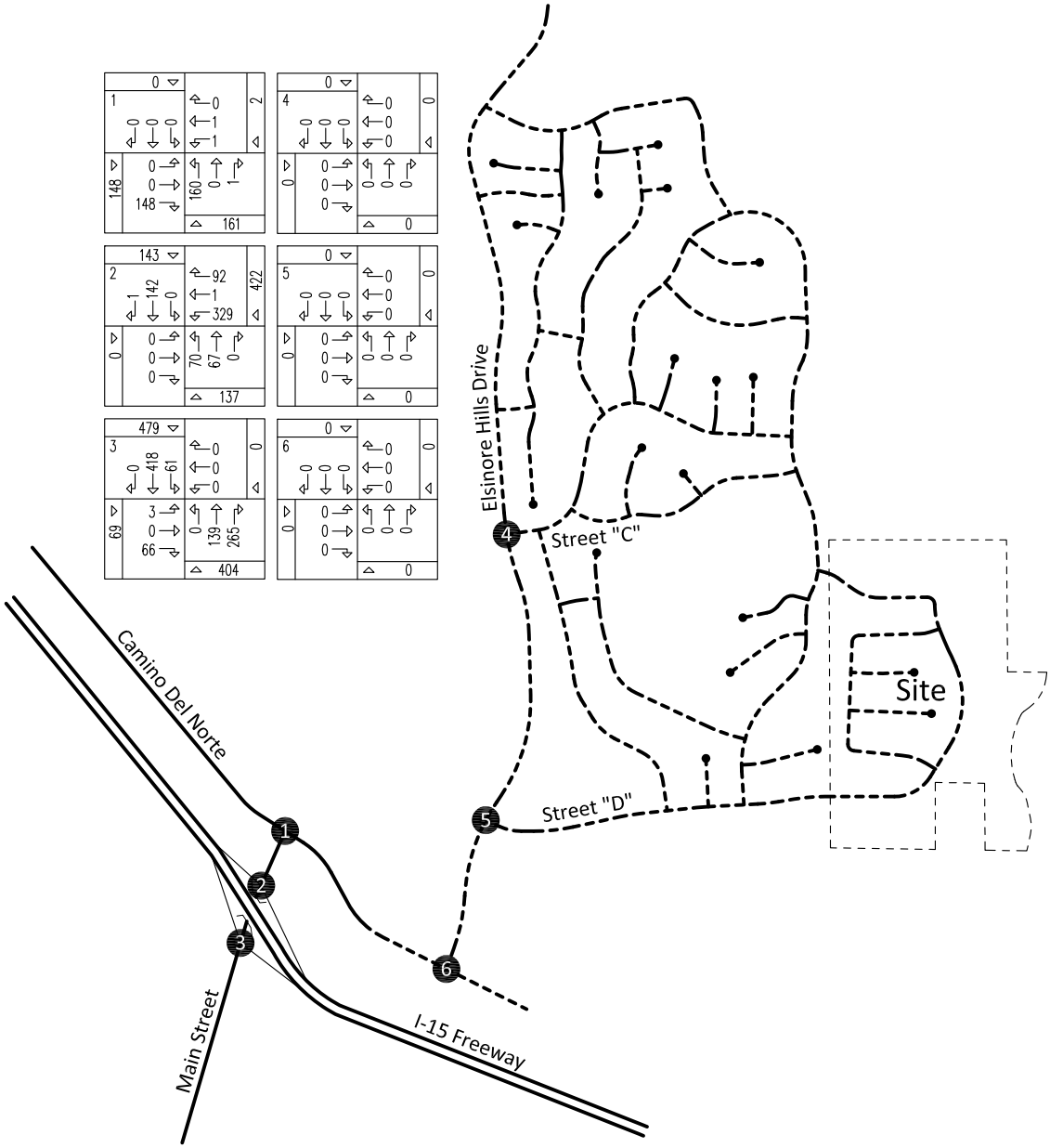
Figure 7
Existing Morning Peak Hour Intersection Turning Movement Volumes



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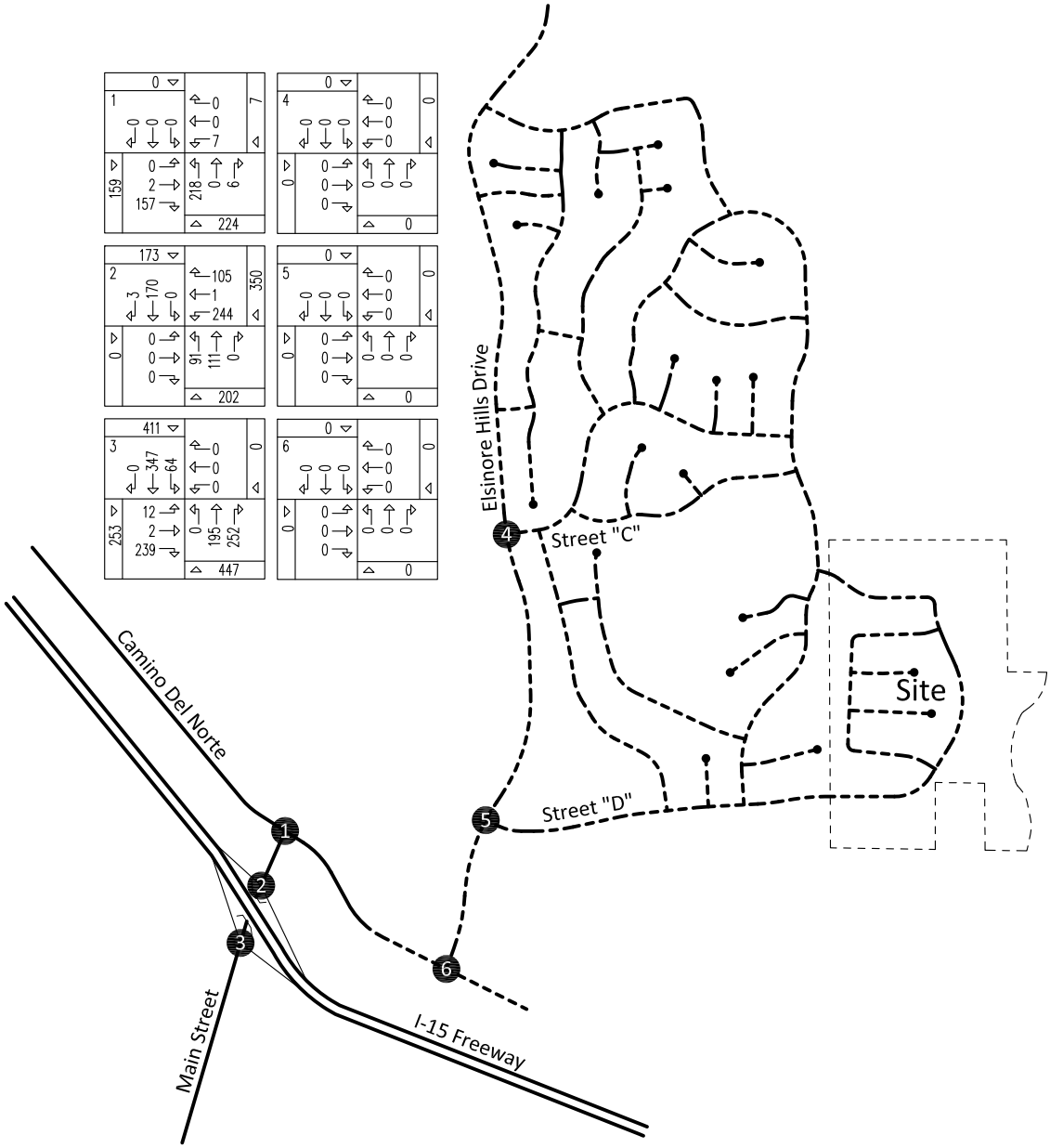
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 8
Existing Evening Peak Hour Intersection Turning Movement Volumes



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Intersection reference numbers are in upper left corner of turning movement boxes.

IV. Project Traffic

The approximately 67.7 acre project site is proposed to be developed with 147 single-family detached residential dwelling units.

A. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Table 2 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes. The trip generation rates are from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

The proposed development is projected to generate approximately 1,399 daily vehicle trips, 110 of which occur during the morning peak hour and 147 of which occur during the evening peak hour.

B. Trip Distribution

Figure 9 contains the directional distribution of the project trips for the proposed land use.

To determine the trip distribution for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site and other additional information on future development and traffic impacts in the area were reviewed.

C. Trip Assignment

Based on the identified trip generation and distribution, the project average daily traffic volumes have been calculated and shown on Figure 10. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 11 and 12, respectively.

D. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Table 2

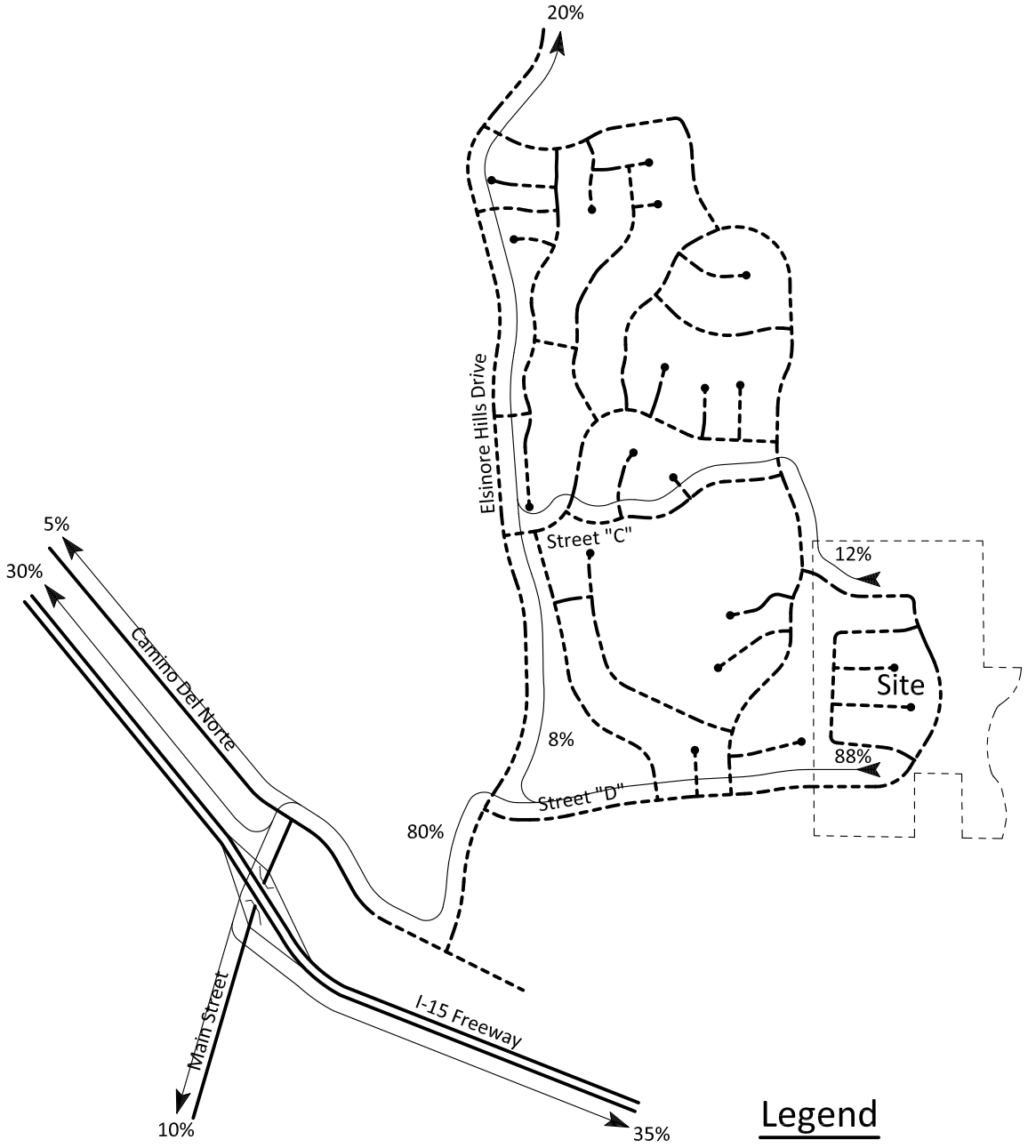
Project Trip Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Single-Family Detached Residential	-	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Trips Generated									
Single-Family Detached Residential	147	DU	28	82	110	93	54	147	1,399

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 210.

[2] DU = Dwelling Units

Figure 9
Project Trip Distribution



Legend

10% = Percent To/From Project

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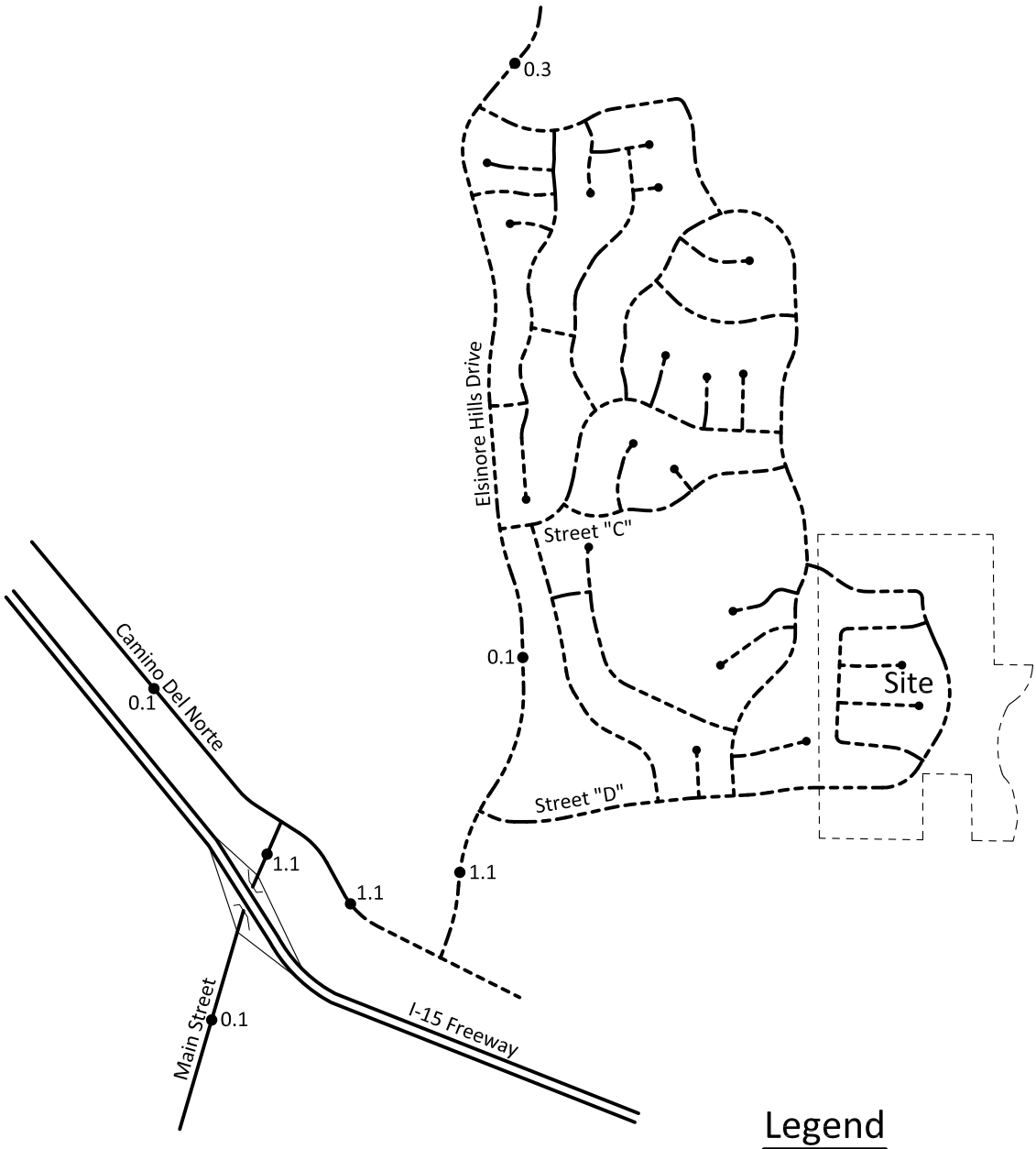
Figure 10
Project Average Daily Traffic Volumes



Legend

10.0 = Vehicles Per Day (1,000's)

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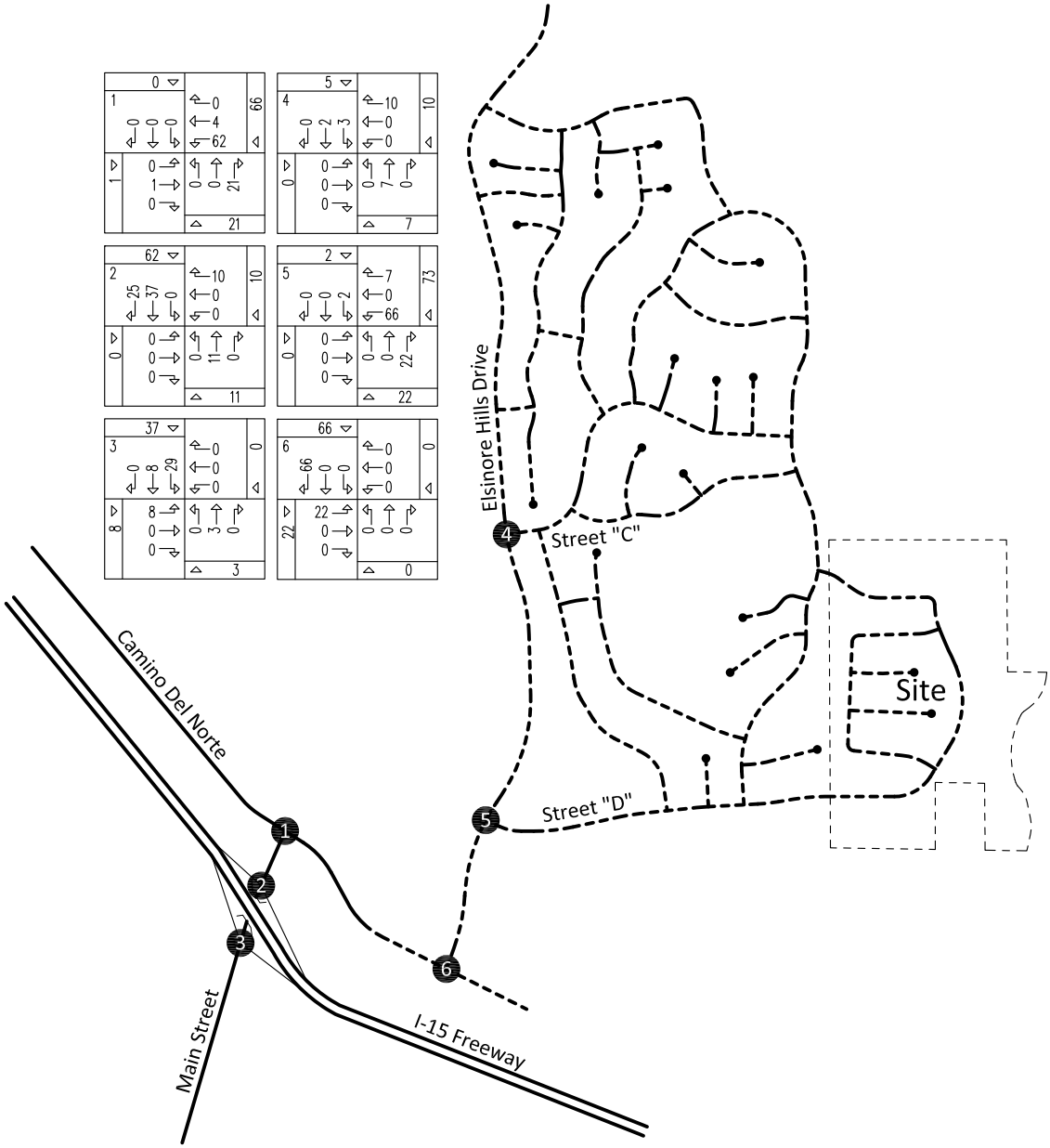
Figure 11
Project Morning Peak Hour Intersection Turning Movement Volumes



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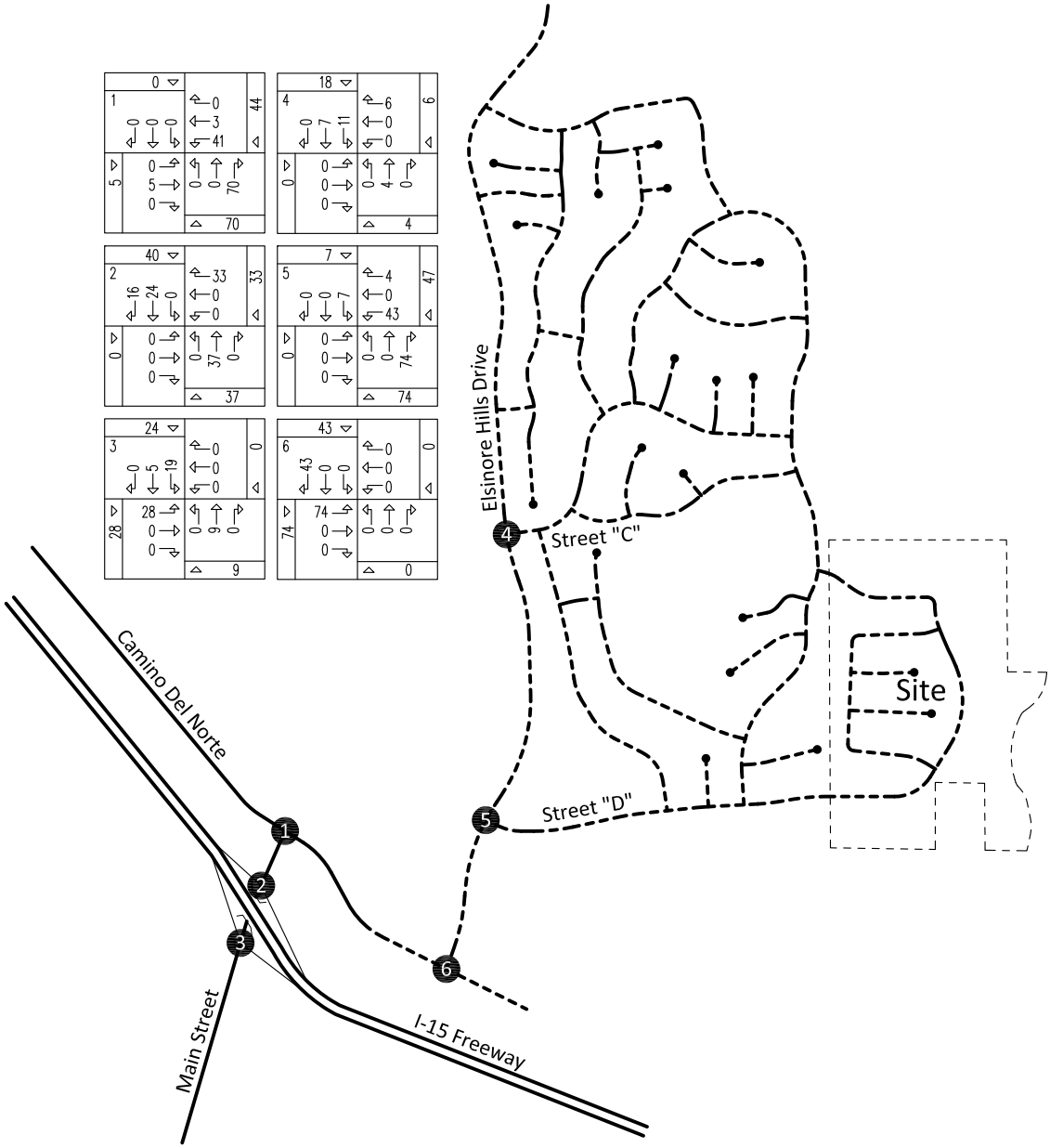
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 12
Project Evening Peak Hour Intersection Turning Movement Volumes



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Intersection reference numbers are in upper left corner of turning movement boxes.

V. Traffic Analysis

A. Development of Future Traffic Volumes

1. Method of Projection

To assess Existing Plus Project traffic conditions, existing traffic is combined with project traffic.

To assess Existing Plus Ambient Growth Plus Project traffic conditions, existing traffic is combined with areawide growth and project traffic.

To assess Opening Year (2017) Without Project traffic conditions, existing traffic is combined with areawide growth and other development traffic.

To assess Opening Year (2017 With Project traffic conditions (same as Existing Plus Ambient Growth Plus Project Plus Cumulative), existing traffic is combined with areawide growth, project traffic, and other development traffic.

2. Areawide Growth

The areawide growth has been been calculated based on a 2.0 percent annual growth rate of existing traffic volumes over a four (4) year period. The areawide growth rate has been based upon scoping discussions with City of Lake Elsinore traffic engineering staff. The Opening Year for analysis purposes in this report is 2017.

3. Other Development

Table 3 lists the proposed land uses for the other developments analyzed included in the Opening Year (2017) traffic conditions, as provided by the City of Lake Elsinore Planning Department staff.

Table 3 shows the daily and peak hour vehicle trips generated by the surrounding approved development in the study area (see Figure 13). The directional distributions of the other development trips as analyzed under Opening Year (2017) traffic conditions are included in Appendix E. Based on the identified other development trip distributions on arterial highways throughout the study area, other development average daily traffic volumes are shown on Figure 14. Other development morning and evening peak hour intersection turning movement volumes are shown on Figures 15 and 16, respectively.

4. Opening Year (2017) Roadway Conditions

The Opening Year (2017) traffic conditions assume that Elsinore Hills Road will be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year. The proposed Elsinore Hills

Road extension shall be constructed prior to development of the adjacent Spyglass Ranch and South Shore I projects to provide the two access points necessary for adequate emergency access. Similarly, the proposed Street "C" and Street "D" shall be constructed prior to the project opening year to provide two access points.

B. Average Daily Traffic Volumes

1. Existing Plus Project

Figure 17 shows the average daily traffic volumes that can be expected for Existing Plus Project traffic conditions.

2. Existing Plus Ambient Growth Plus Project

Figure 18 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project traffic conditions.

3. Opening Year (2017) Without Project

Figure 19 shows the average daily traffic volumes that can be expected for Opening Year (2017) Without Project traffic conditions.

4. Opening Year (2017) With Project

Figure 20 shows the average daily traffic volumes that can be expected for Opening Year (2017) With Project traffic conditions.

C. Levels of Service

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 4. Table 4 shows delay values based on the geometrics at the study area intersections without and with improvements. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 21 and 22, respectively.

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 4), except for the following study area intersection that is projected to operate at an unacceptable Level of Service during the morning peak hour:

Main Street (NS) at:
I-15 Freeway NB Ramps (EW) - #2

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with

improvements (see Table 4). Existing Plus Project delay worksheets are provided in Appendix C.

2. Existing Plus Ambient Growth Plus Project

The Existing Plus Ambient Growth Plus Project delay and Level of Service for the study area roadway network are shown in Table 5. Table 5 shows delay values based on the geometrics at the study area intersections without and with improvements. Existing Plus Ambient Growth Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 23 and 24, respectively.

For Existing Plus Ambient Growth Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 5), except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

Main Street (NS) at:
I-15 Freeway NB Ramps (EW) - #2

For Existing Plus Ambient Growth Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 5). Existing Plus Ambient Growth Plus Project delay worksheets are provided in Appendix C.

3. Opening Year (2017) Without Project

The Opening Year (2017) Without Project delay and Level of Service for the study area roadway network are shown in Table 6. Table 6 shows delay values based on the geometrics at the study area intersections without and with improvements. Opening Year (2017) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 25 and 26, respectively.

For Opening Year (2017) Without Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 6), except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Main Street (NS) at:
Camino Del Norte (EW) - #1
I-15 Freeway NB Ramps (EW) - #2
I-15 Freeway SB Ramps (EW) - #3

For Opening Year (2017) Without Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 6). Opening Year (2017) Without Project delay worksheets are provided in Appendix C.

4. Opening Year (2017) With Project

The Opening Year (2017) With Project delay and Level of Service for the study area roadway network are shown in Table 7. Table 7 shows delay values based on the geometrics at the study area intersections without and with improvements. Opening Year (2017) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 27 and 28, respectively.

For Opening Year (2017) With Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours (see Table 7), except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Main Street (NS) at:
- Camino Del Norte (EW) - #1
- I-15 Freeway NB Ramps (EW) - #2
- I-15 Freeway SB Ramps (EW) - #3

For Opening Year (2017) With Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements (see Table 7). Opening Year (2017) With Project delay worksheets are provided in Appendix C.

D. Traffic Signal Warrant Analysis

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices, dated January 2012.

Existing Plus Project: A traffic signal is projected to be warranted at the following study area intersection; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for Existing Plus Project traffic conditions (see Appendix D):

Main Street (NS) at:
- I-15 Freeway SB Ramps (EW) - #3

Existing Plus Ambient Growth Plus Project: A traffic signal is projected to be warranted at the following study area intersection; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for Existing Plus Project traffic conditions (see Appendix D):

Main Street (NS) at:
- I-15 Freeway SB Ramps (EW) - #3

Opening Year (2017) Without Project: Traffic signals are projected to be warranted at the following study area intersections for Opening Year (2017) Without Project traffic conditions (see Appendix D):

Main Street (NS) at:

Camino Del Norte (EW) - #1
I-15 Freeway NB Ramps (EW) - #2
I-15 Freeway SB Ramps (EW) - #3

Opening Year (2017) With Project: Traffic signals are projected to be warranted at the following study area intersections for Opening Year (2017) With Project traffic conditions (see Appendix D):

Main Street (NS) at:

Camino Del Norte (EW) - #1
I-15 Freeway NB Ramps (EW) - #2
I-15 Freeway SB Ramps (EW) - #3

It should be noted that the Elsinore Hills Road/Camino Del Norte intersection is also projected to warrant a traffic signal for Opening Year (2017) Without and With Project traffic conditions; however, the turning movements at this intersection are non-conflicting and installation of a traffic signal is not recommended until the addition of conflicting movements warrant a traffic signal.

Table 3

Other Development Trip Generation[1]

Trip Generation Rates									
			Peak Hour						
			Morning			Evening			
Land Use	Quantity	Units[2]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Single-Family Detached Residential	-	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Multi-Family Attached Residential	-	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81

Trips Generated										
				Peak Hour						
				Morning			Evening			
Other Development Project Name	Land Use	Quantity	Units[2]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Spyglass Ranch - TAZ 1	Multi-Family Attached Residential	79	DU	6	29	35	28	14	42	459
Spyglass Ranch - TAZ 2	Single-Family Detached Residential	202	DU	38	113	151	127	75	202	1,923
Spyglass Ranch - TAZ 3	Multi-Family Attached Residential	281	DU	20	104	124	98	48	146	1,633
Spyglass Ranch - TAZ 4	Single-Family Detached Residential	251	DU	48	141	189	158	93	251	2,390
	Multi-Family Attached Residential	62	DU	4	23	27	22	11	33	360
	Subtotal	-	-	52	164	216	180	104	284	2,750
South Shore I	Single-Family Detached Residential	490	DU	93	274	367	309	181	490	4,665
Total				209	684	893	742	422	1,164	11,430

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210 and 230.

[2] DU = Dwelling Units

Table 4

Existing Plus Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Main Street (NS) at:															
Camino Del Norte (EW) - #1	CSS	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	15.5-C	13.2-B
I-15 Freeway NB Ramps (EW) - #2															
- Without Improvements	CSS	1	1	0	0	0.5	0.5	0	0	0	0	1	0	66.4-F	34.9-D
- With Improvements[4]	CSS	1	1	0	0	**1.5**	0.5	0	0	0	0	1	0	33.3-D	24.2-C
I-15 Freeway SB Ramps (EW) - #3[5]															
- Without Improvements	CSS	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	14.1-B	15.3-C
- With Improvements	CSS	0	**1**	**1**	1	1	0	0.5	0.5	1	0	0	0	14.1-B	15.3-C
Elsinore Hills Drive (NS) at:															
Street "C" (EW) - #4	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	8.4-A	8.3-A
Street "D" (EW) - #5	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	8.9-A	9.0-A
Camino Del Norte (EW) - #6	**CSS**	0	0	0	**1**	0	**1**	**1**	**1**	0	0	0	0	9.3-A	9.4-A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop

[4] Two outbound lanes are required on the south leg of the intersection.

[5] A traffic signal is projected to be warranted; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for existing plus project traffic conditions.

Table 5

Existing Plus Ambient Growth Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Main Street (NS) at:															
Camino Del Norte (EW) - #1	CSS	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	16.3-C	13.7-B
I-15 Freeway NB Ramps (EW) - #2															
- Without Improvements	CSS	1	1	0	0	0.5	0.5	0	0	0	0	1	0	97.4-F	46.5-E
- With Improvements[4]	CSS	1	1	0	0	**1.5**	0.5	0	0	0	**1**	**0.5**	**0.5**	26.5-D	17.8-C
I-15 Freeway SB Ramps (EW) - #3[5]															
- Without Improvements	CSS	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	14.7-B	16.3-C
- With Improvements	CSS	0	**1**	**1**	1	1	0	0.5	0.5	1	0	0	0	14.7-B	16.3-C
Elsinore Hills Drive (NS) at:															
Street "C" (EW) - #4	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	8.4-A	8.3-A
Street "D" (EW) - #5	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	8.9-A	9.0-A
Camino Del Norte (EW) - #6	**CSS**	0	0	0	**1**	0	**1**	**1**	**1**	0	0	0	0	9.3-A	9.4-A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop

[4] Two outbound lanes are required on the south leg of the intersection.

[5] A traffic signal is projected to be warranted; however, constructing a northbound right turn lane would eliminate the need for a traffic signal and is more pragmatic for existing plus ambient growth plus project traffic conditions.

Table 6

Opening Year (2017) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Main Street (NS) at:															
Camino Del Norte (EW) - #1															
- Without Improvements	CSS	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	99.9-F[4]	77.1-F
- With Improvements	**TS**	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	16.8-B	18.3-B
I-15 Freeway NB Ramps (EW) - #2															
- Without Improvements	CSS	1	1	0	0	0.5	0.5	0	0	0	0	1	0	99.9-F	99.9-F
- With Improvements	**TS**	1	1	0	0	0.5	0.5	0	0	0	0	1	0	26.8-C	23.5-C
I-15 Freeway SB Ramps (EW) - #3															
- Without Improvements	CSS	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	99.9-F	99.9-F
- With Improvements	**TS**	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	5.1-A	12.1-B
Elsinore Hills Drive (NS) at:															
Street "C" (EW) - #4	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	10.4-B	11.2-B
Street "D" (EW) - #5	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	11.9-B	14.9-B
Camino Del Norte (EW) - #6	**CSS**	0	0	0	**1**	0	**1**	**1**	**1**	0	0	0	0	15.4-C	17.0-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 7

Opening Year (2017) With Project Intersection Delay and Level of Service

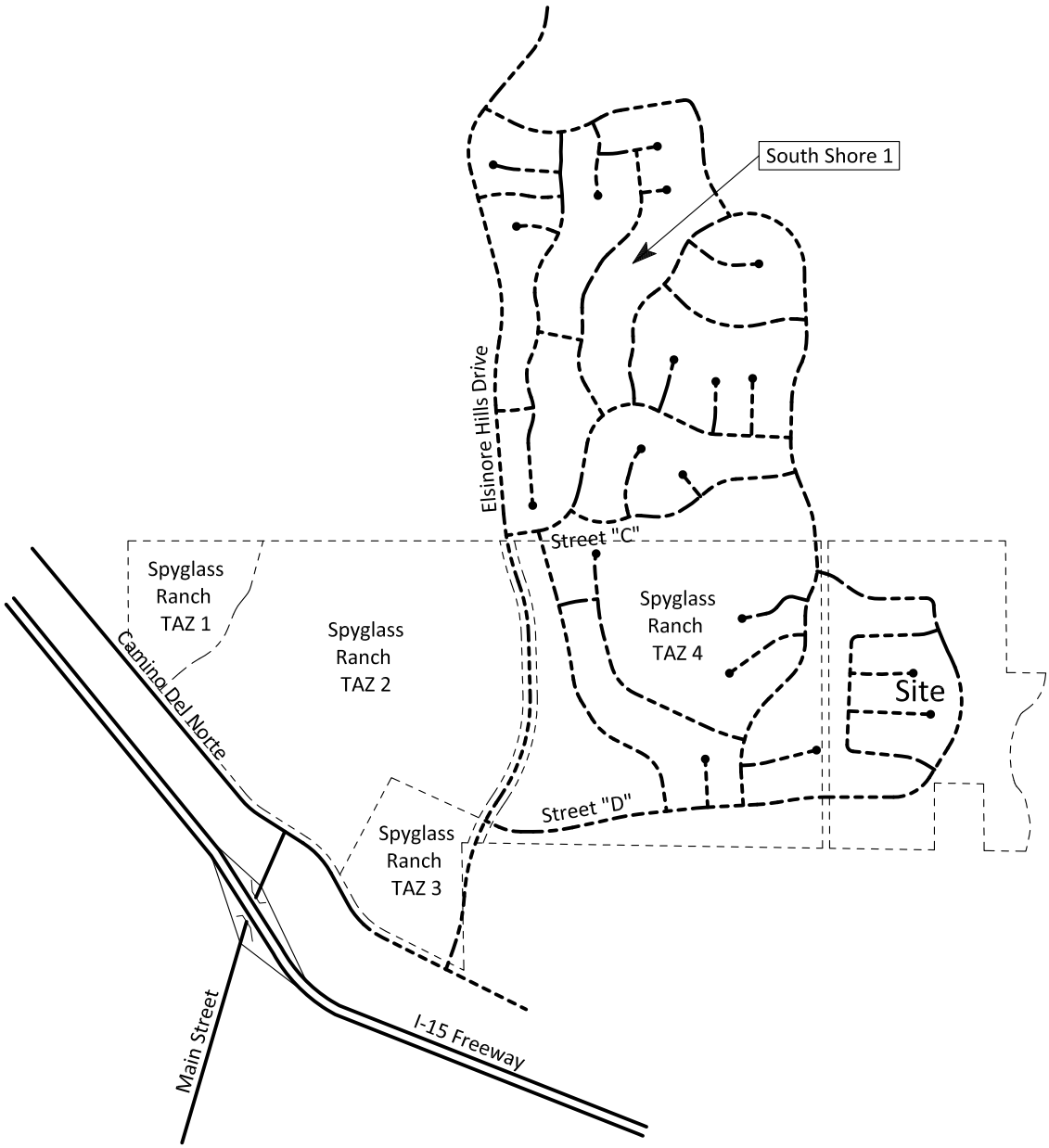
Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Main Street (NS) at:															
Camino Del Norte (EW) - #1															
- Without Improvements	CSS	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	1	0	1	0	0	0	0	0.5	0.5	0.5	0.5	0	21.5-C	25.3-C
I-15 Freeway NB Ramps (EW) - #2															
- Without Improvements	CSS	1	1	0	0	0.5	0.5	0	0	0	0	1	0	99.9-F	99.9-F
- With Improvements	**TS**	1	1	0	0	0.5	0.5	0	0	0	0	1	0	32.8-C	28.7-C
I-15 Freeway SB Ramps (EW) - #3															
- Without Improvements	CSS	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	99.9-F	99.9-F
- With Improvements	**TS**	0	0.5	0.5	1	1	0	0.5	0.5	1	0	0	0	5.5-A	12.5-B
Elsinore Hills Drive (NS) at:															
Street "C" (EW) - #4	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	10.6-B	11.6-B
Street "D" (EW) - #5	**CSS**	0	**1.5**	**0.5**	**1**	**2**	0	0	0	0	0	**1**	0	13.3-B	17.9-C
Camino Del Norte (EW) - #6	**CSS**	0	0	0	**1**	0	**1**	**1**	**1**	0	0	0	0	17.8-C	20.7-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop; TS = Traffic Signal

Figure 13
Other Development Location Map



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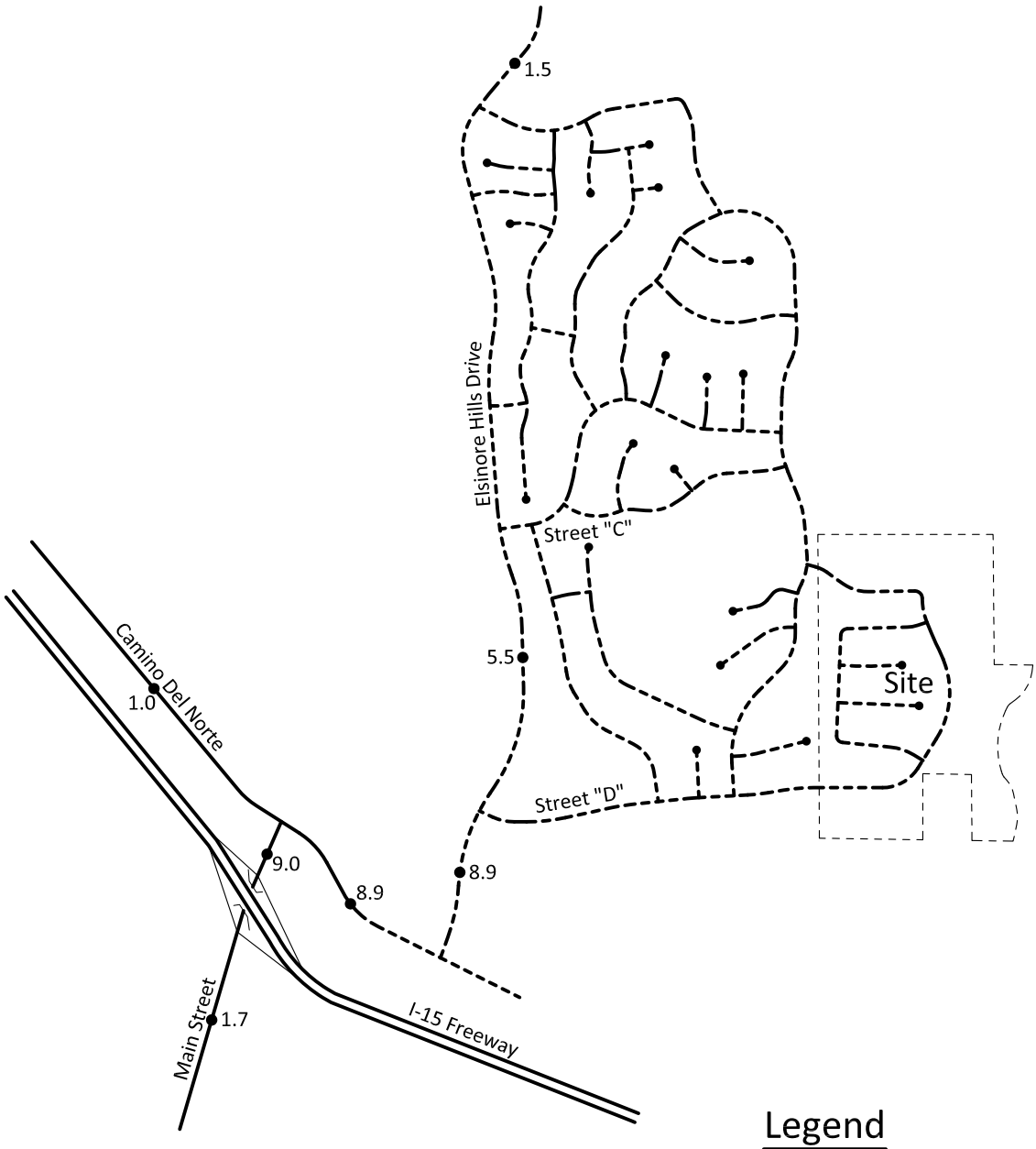
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 14
Other Development Average Daily Traffic Volumes



Legend

1.7 = Vehicles Per Day (1,000's)

N

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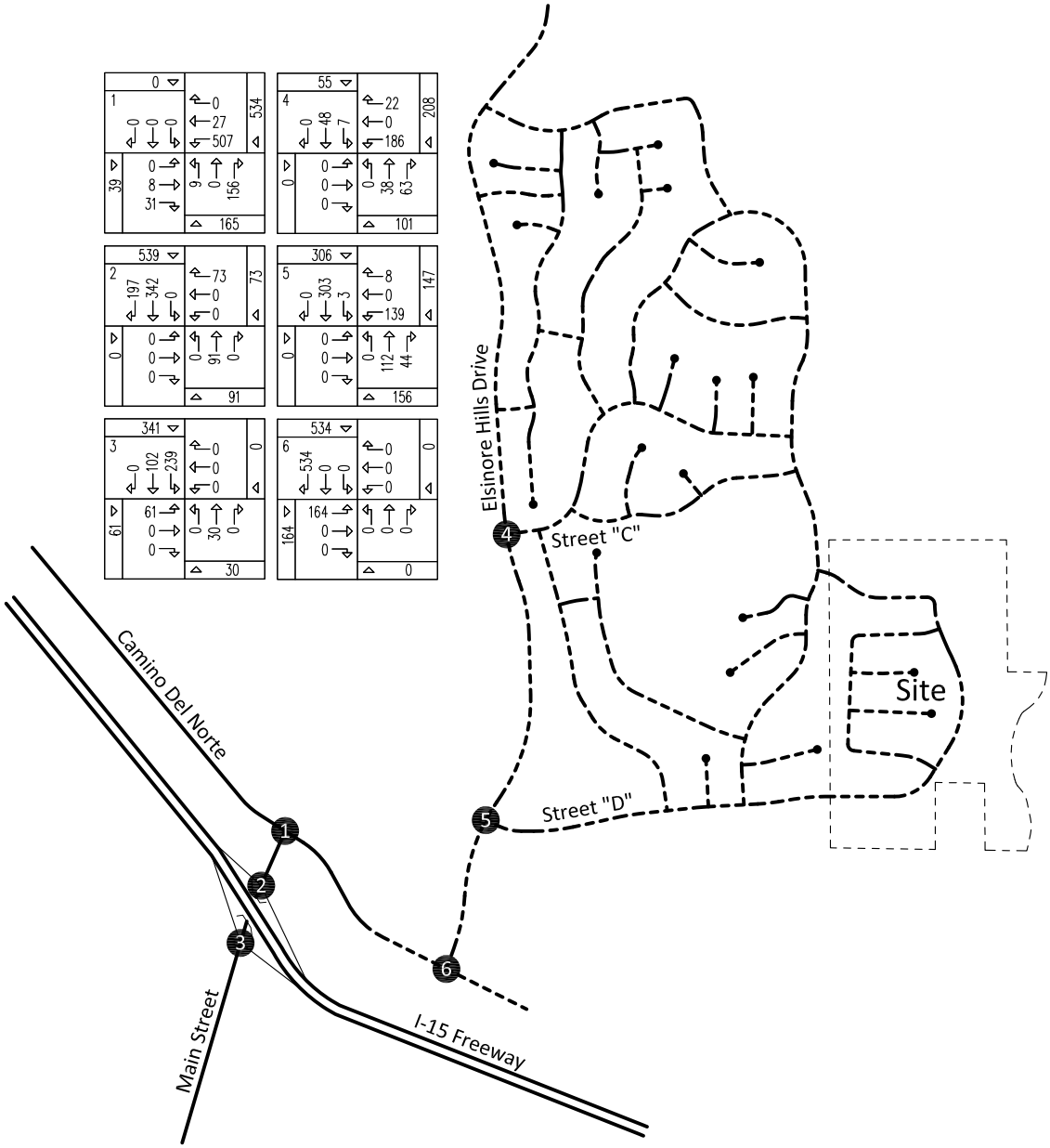
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 15
Other Development
Morning Peak Hour Intersection Turning Movement Volumes



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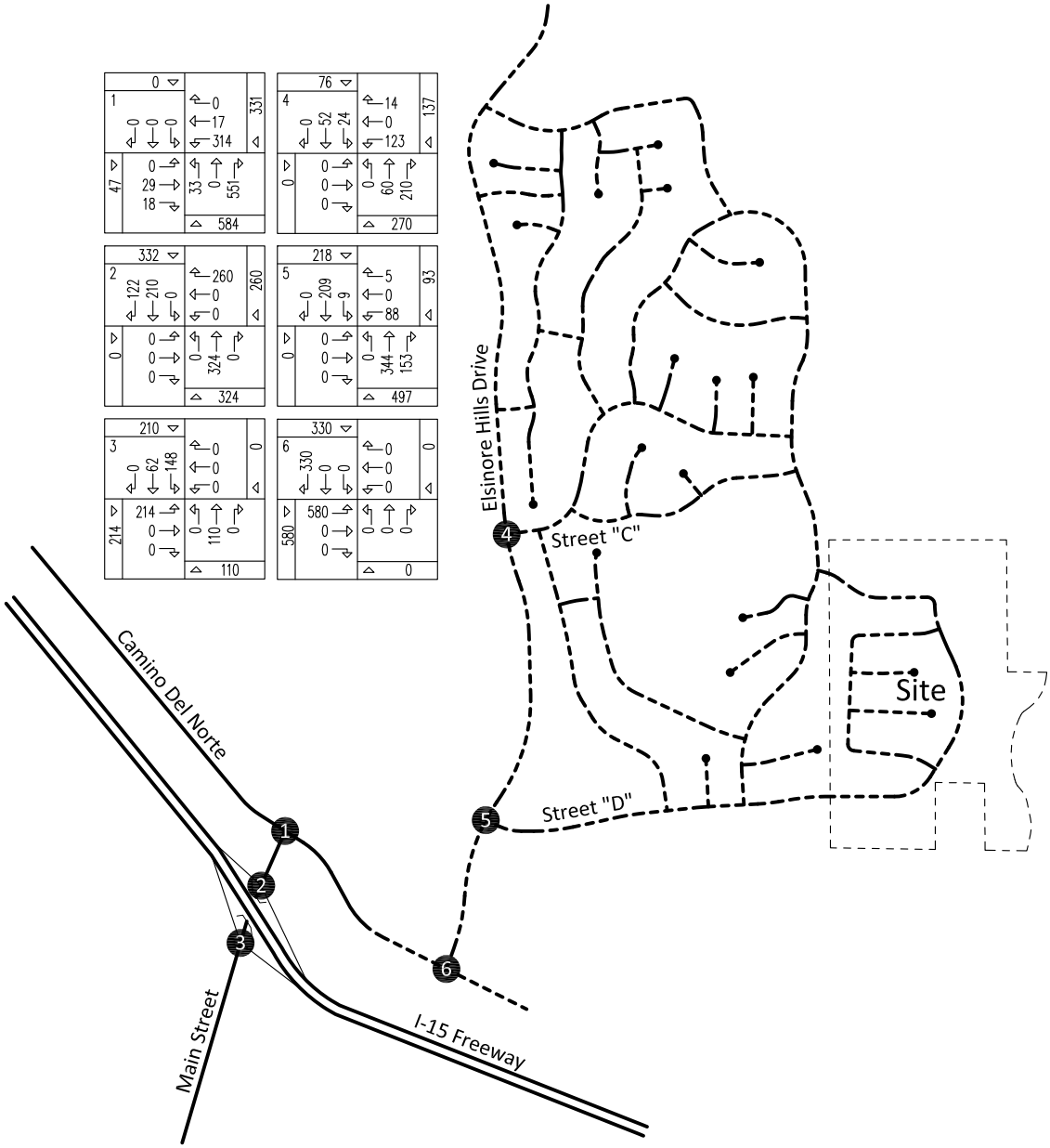
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 16
Other Development
Evening Peak Hour Intersection Turning Movement Volumes



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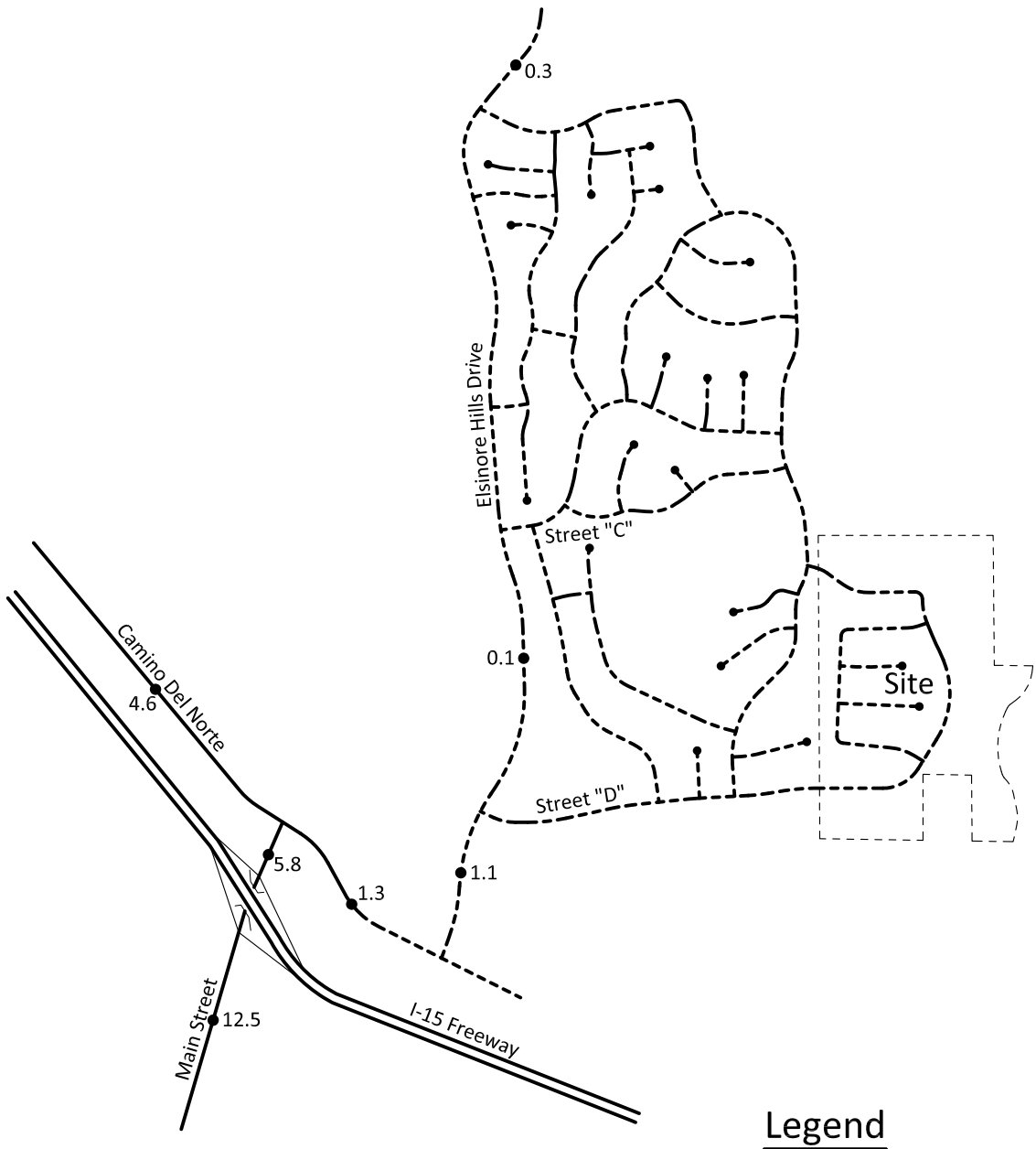
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 17
Existing Plus Project Average Daily Traffic Volumes



Legend

12.5 = Vehicles Per Day (1,000's)

N

NTS

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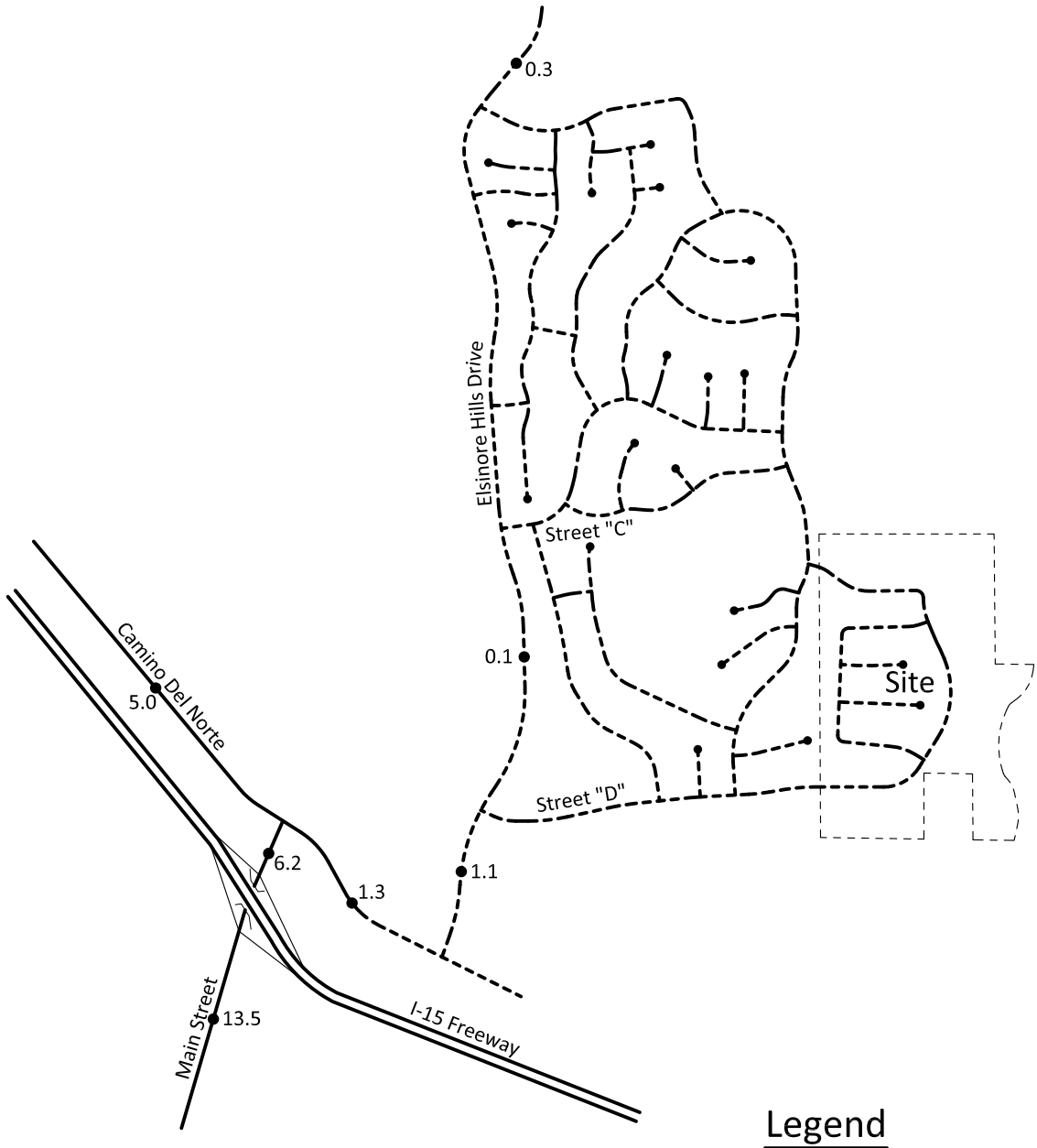
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 18
Existing Plus Ambient Growth Plus Project Average Daily Traffic Volumes



Legend

13.5 = Vehicles Per Day (1,000's)

N

NTS

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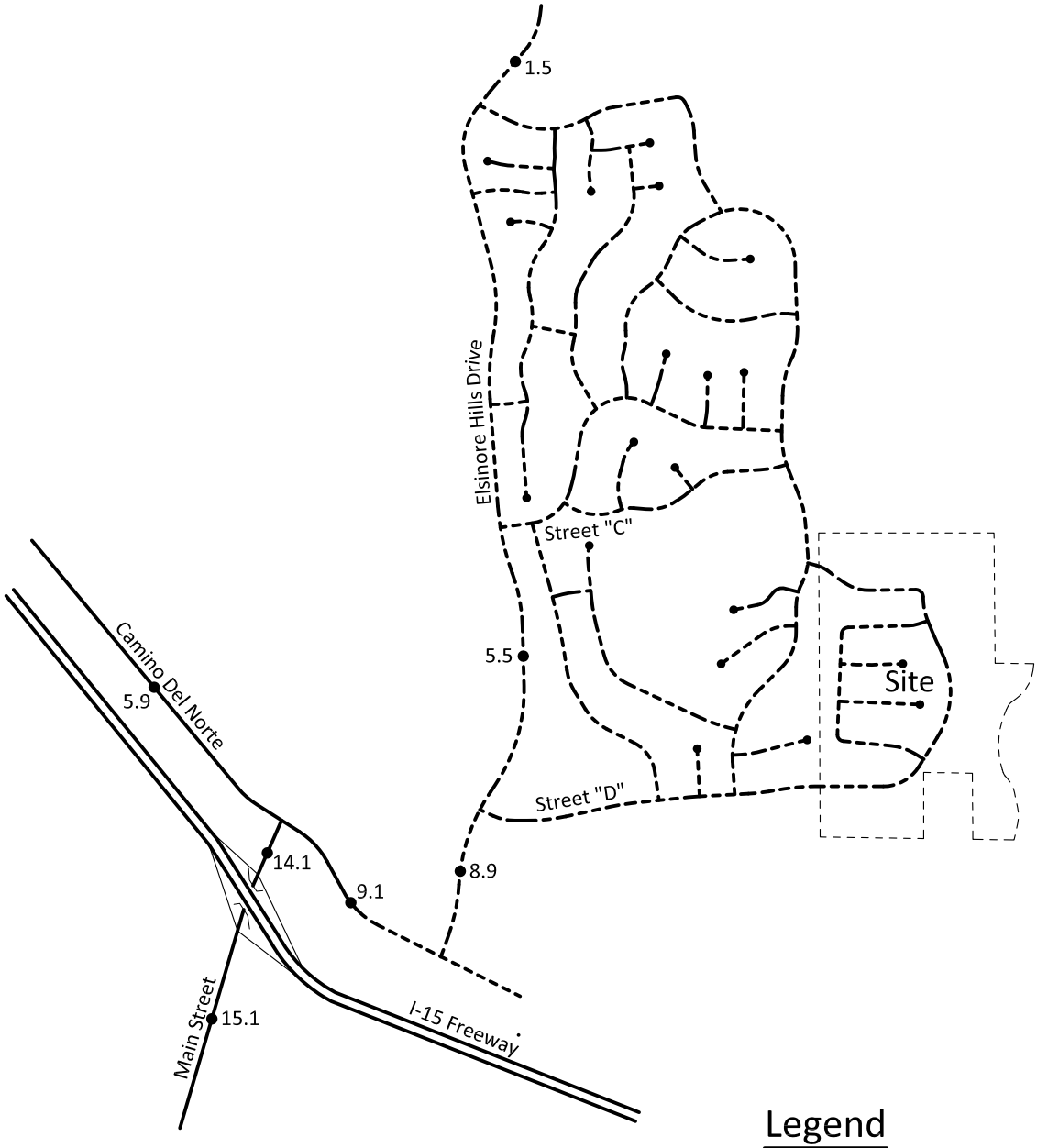
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 19
Opening Year (2017) Without Project Average Daily Traffic Volumes



Legend

15.1 = Vehicles Per Day (1,000's)

N

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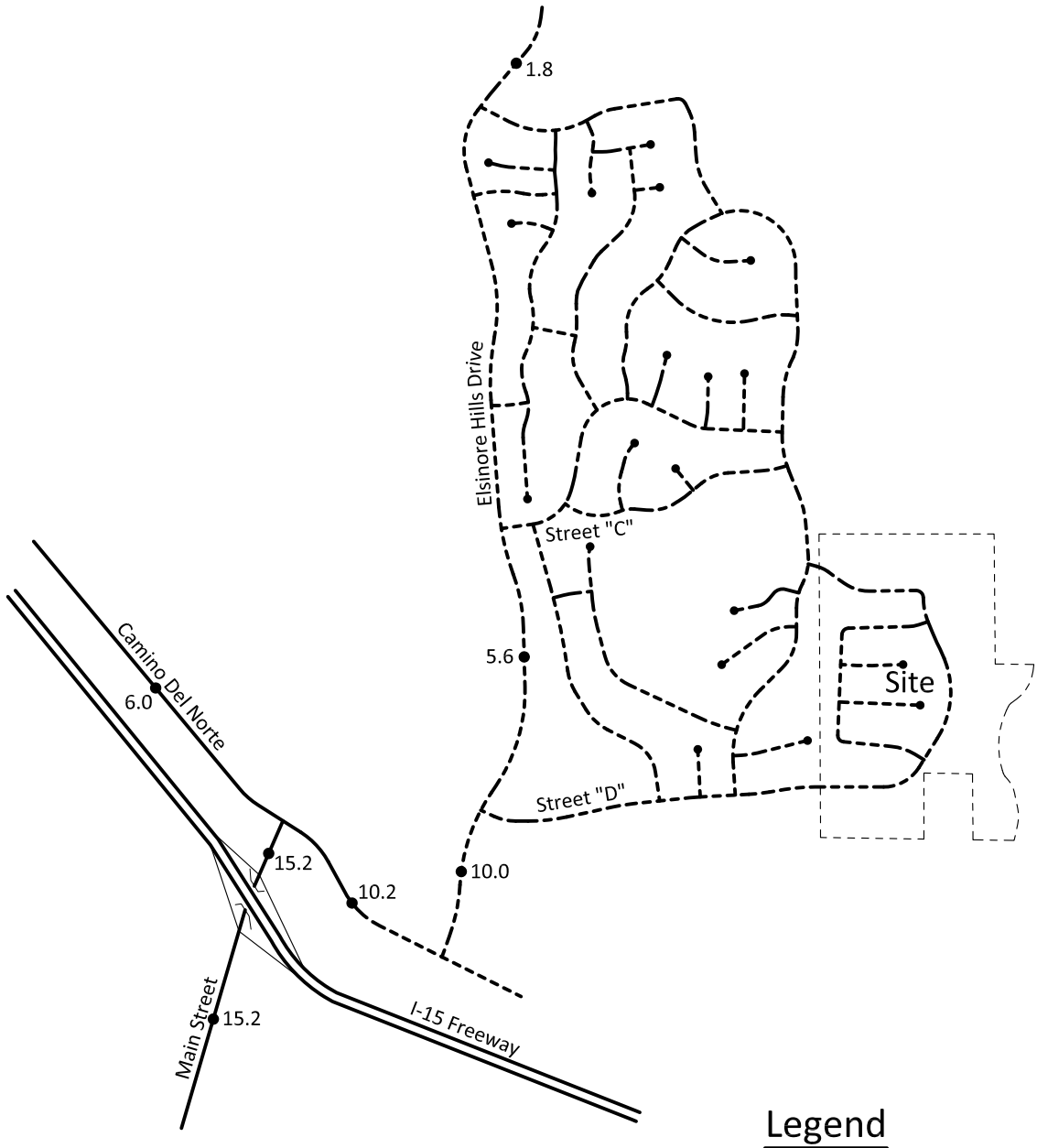
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 20
Opening Year (2017) With Project Average Daily Traffic Volumes



Legend

15.2 = Vehicles Per Day (1,000's)

N

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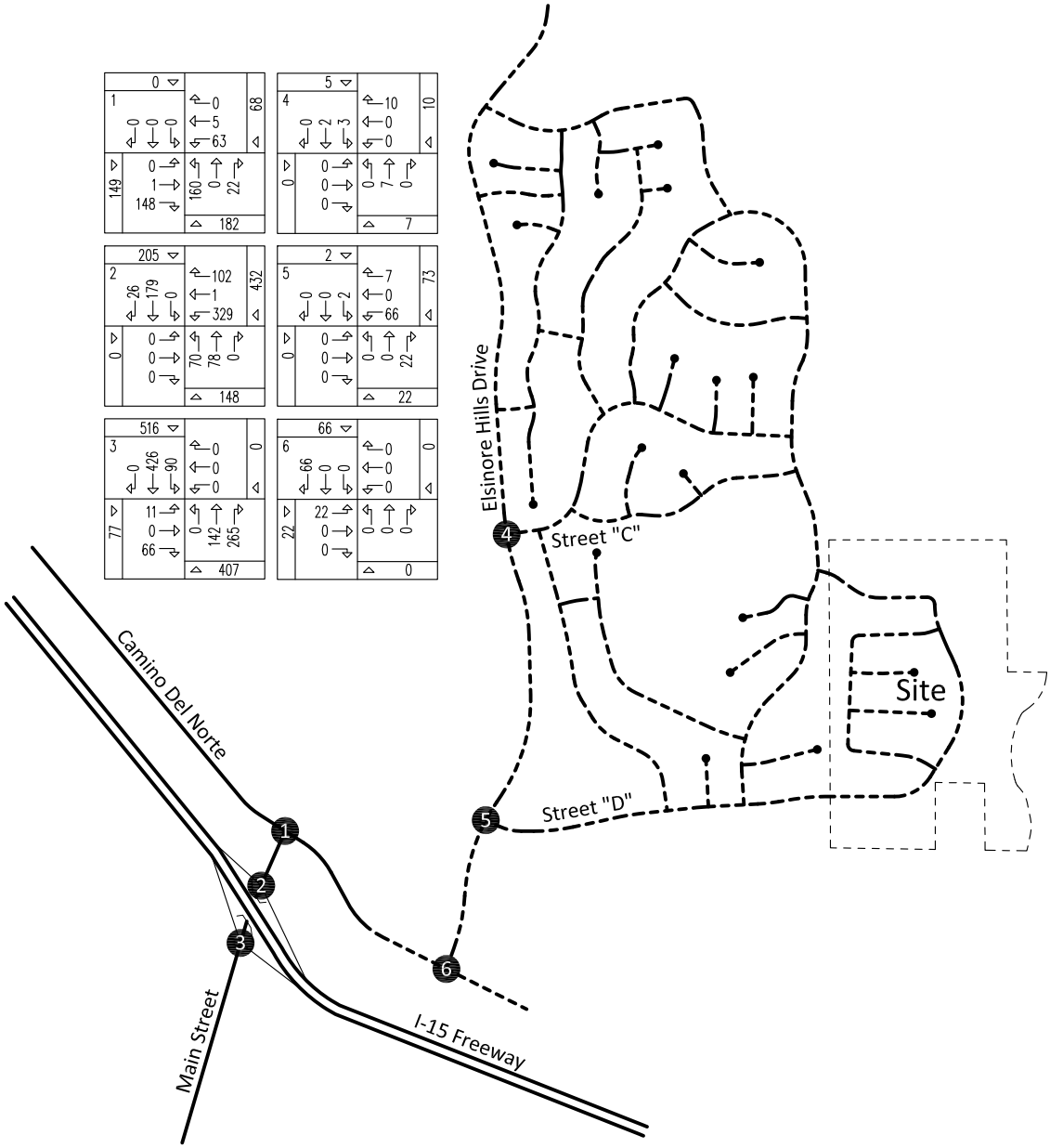
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes



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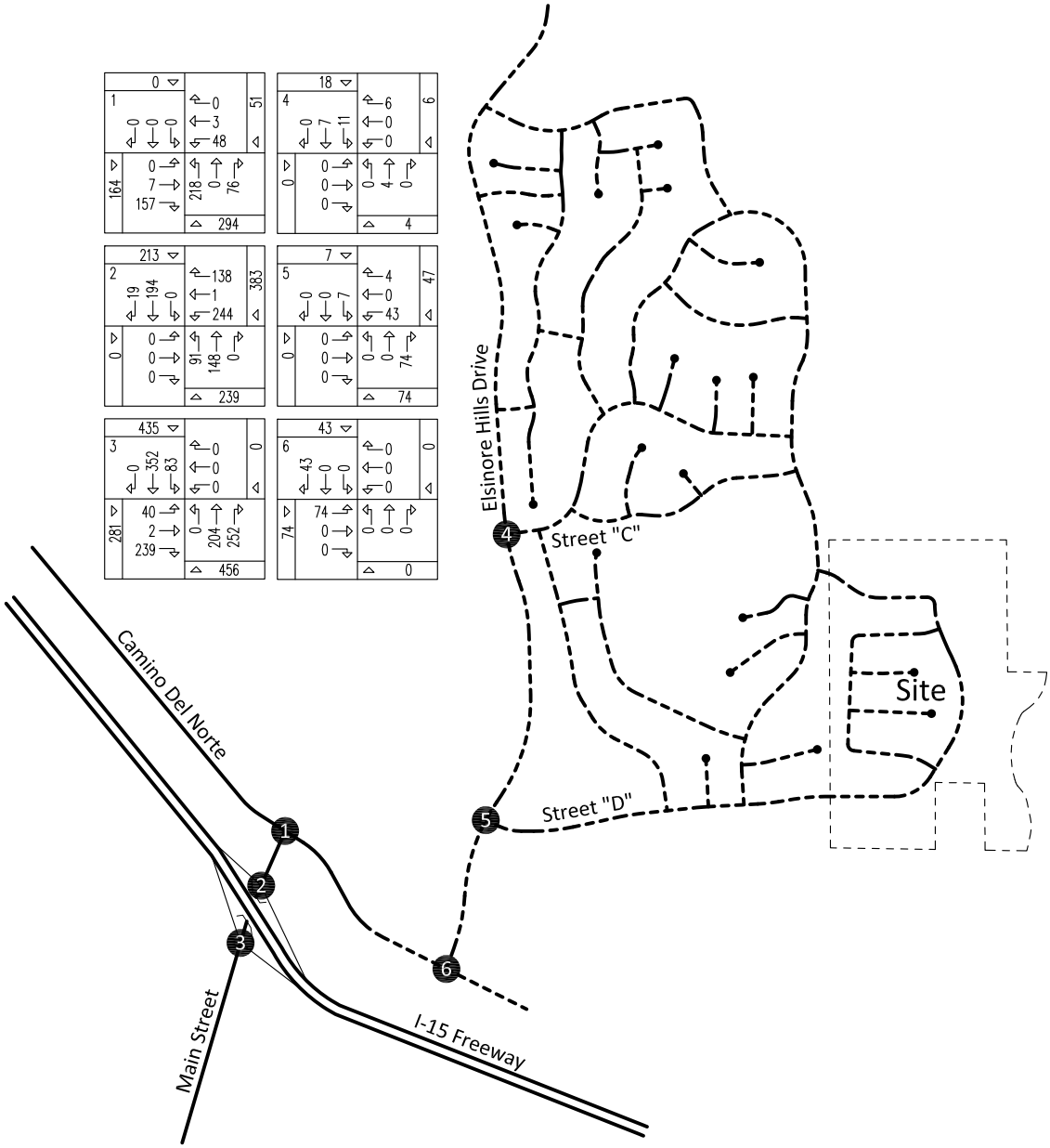
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 22
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes

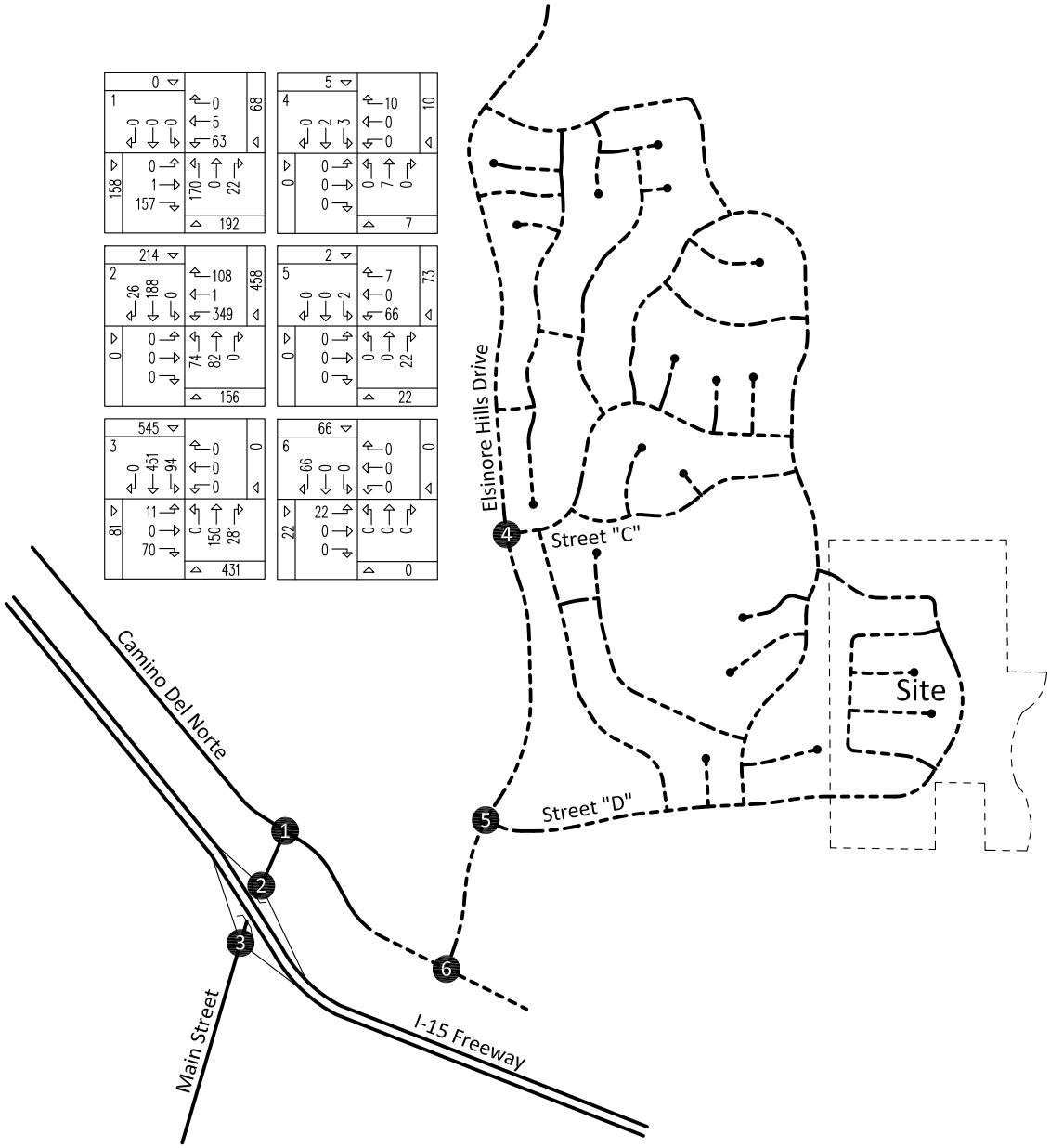


NTS

5384/22

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 23
Existing Plus Ambient Growth Plus Project
Morning Peak Hour Intersection Turning Movement Volumes

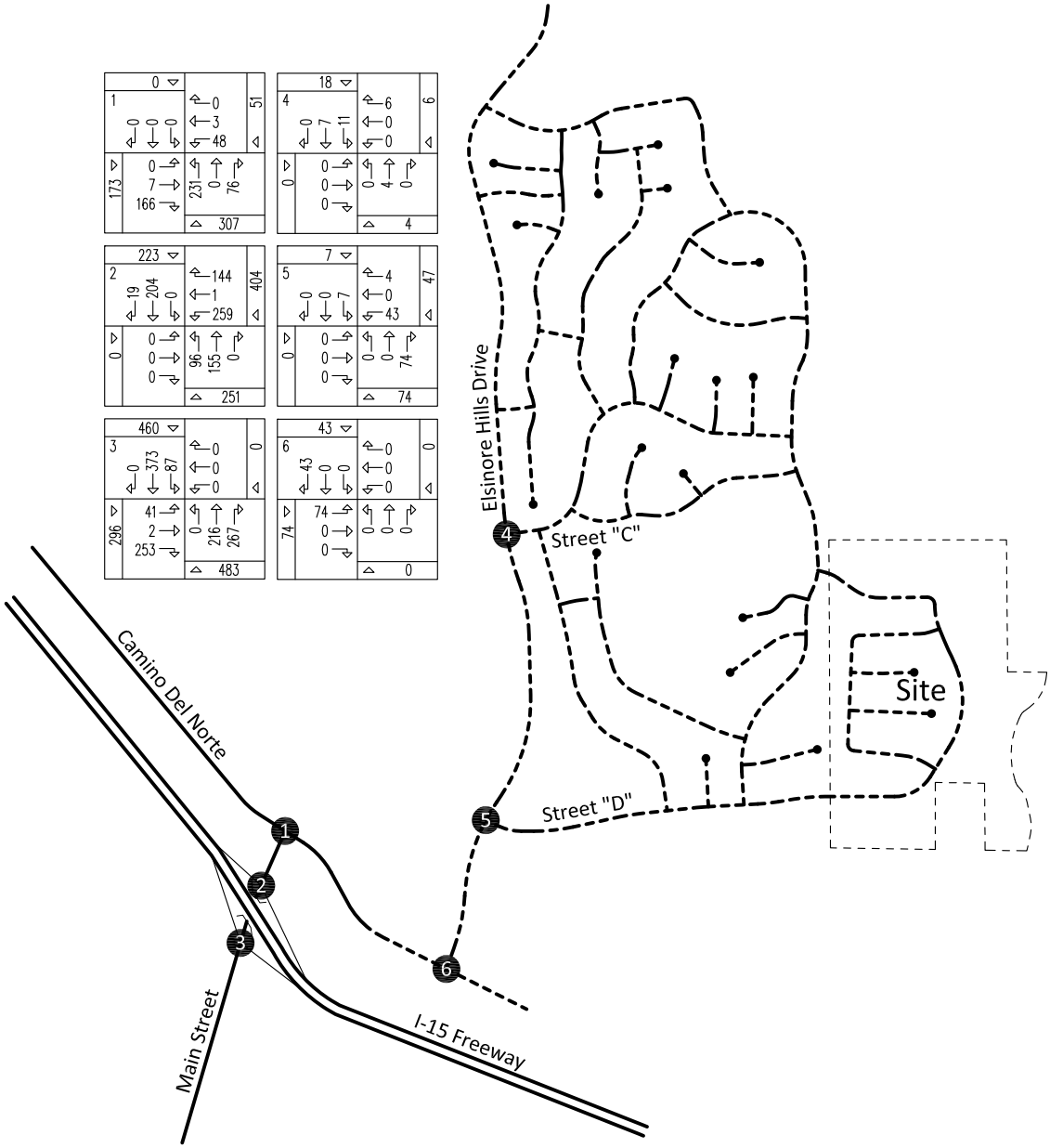


NTS

5384/23

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 24
Existing Plus Ambient Growth Plus Project
Evening Peak Hour Intersection Turning Movement Volumes

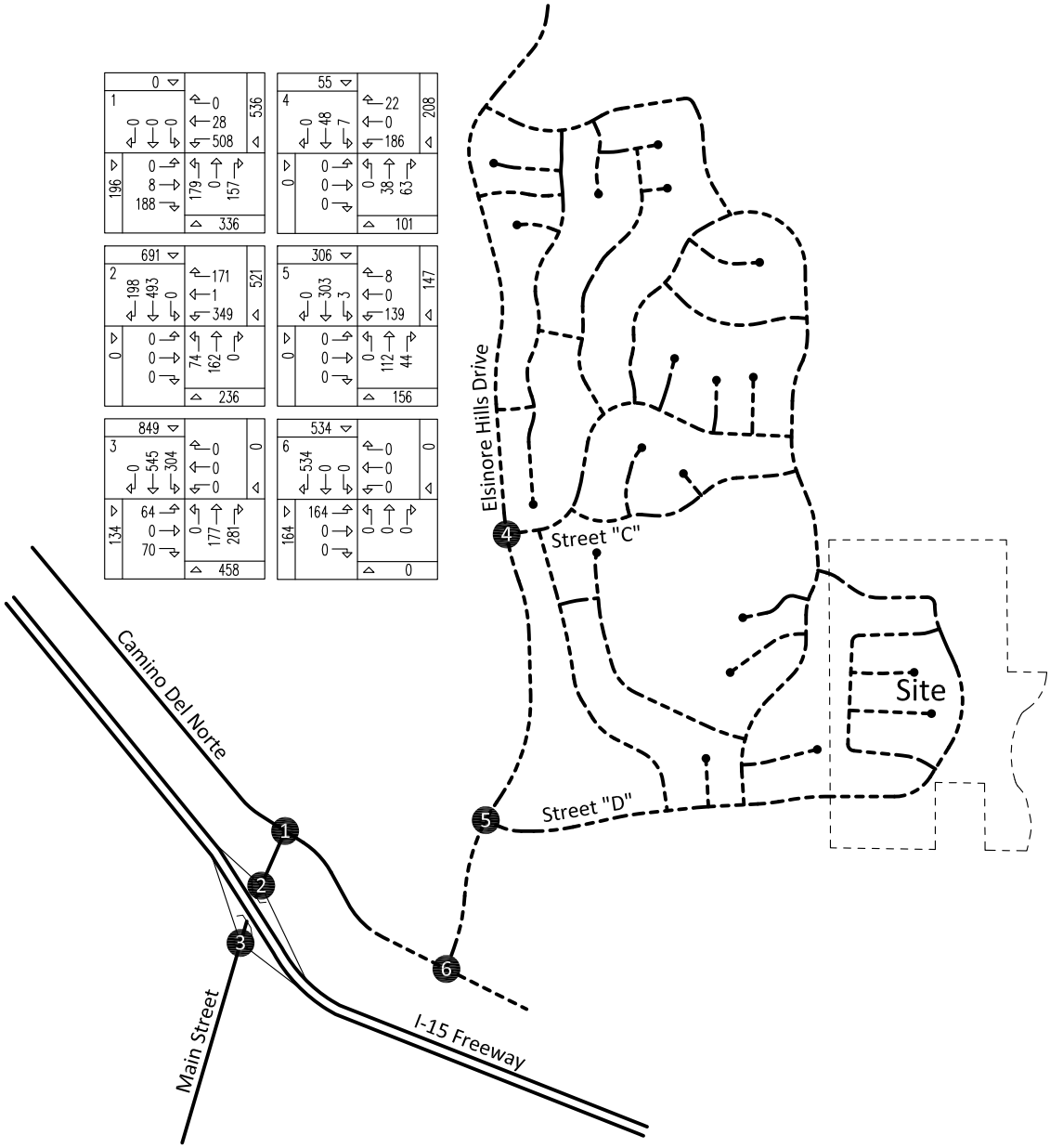


NTS

5384/24

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 25
Opening Year (2017) Without Project
Morning Peak Hour Intersection Turning Movement Volumes

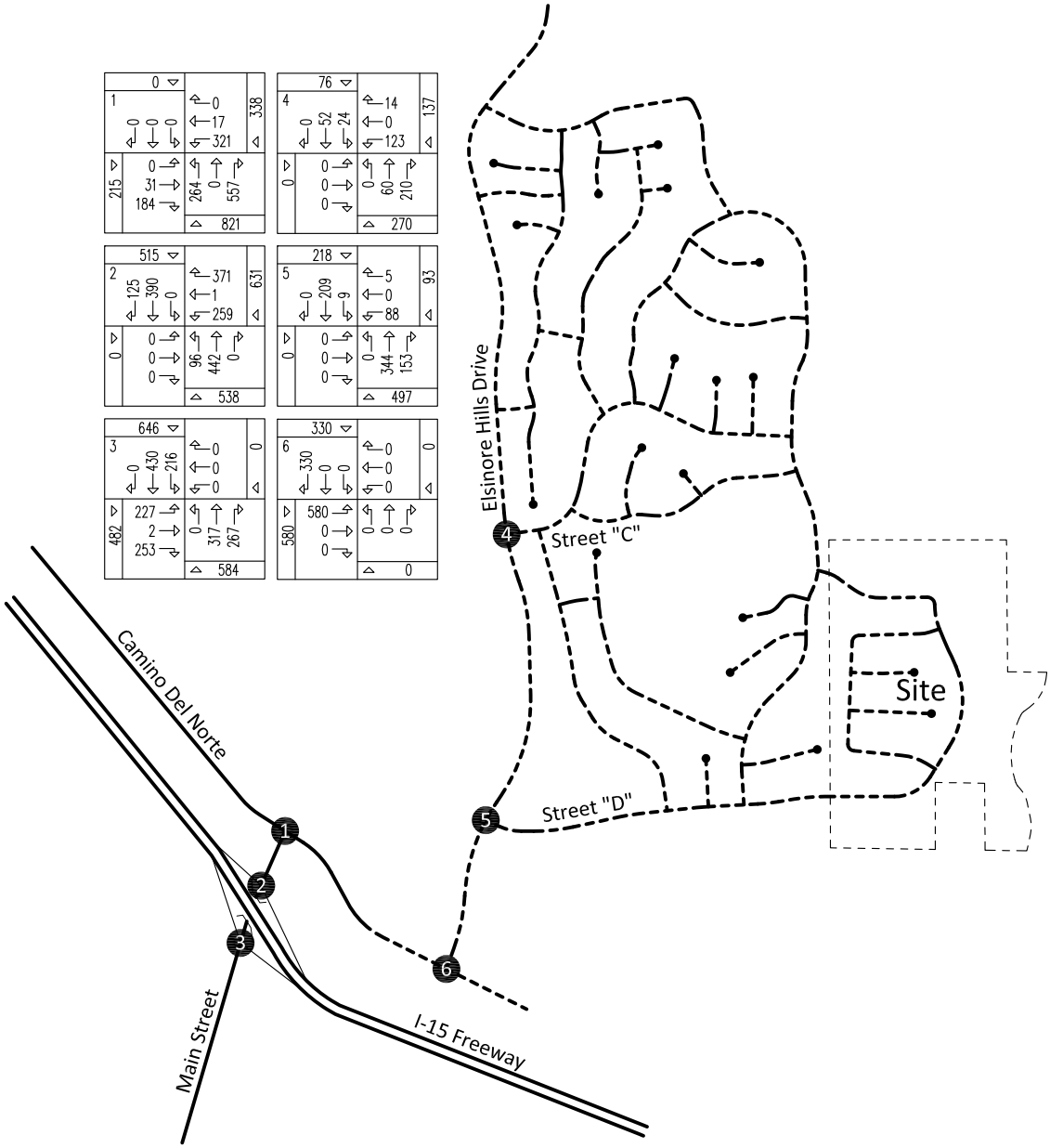


NTS

5384/25

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 26
Opening Year (2017) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

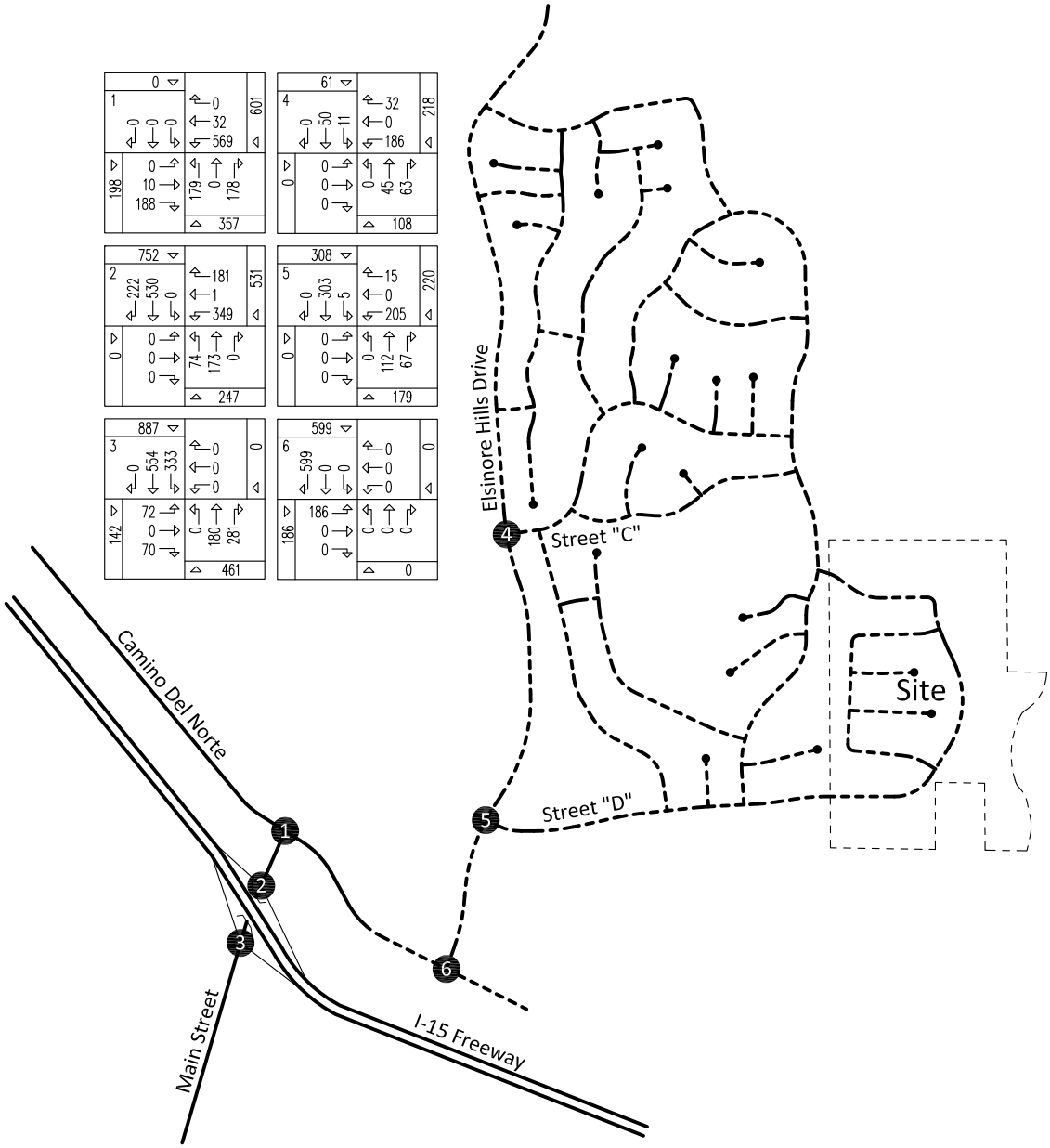


NTS

5384/26

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 27
Opening Year (2017) With Project
Morning Peak Hour Intersection Turning Movement Volumes

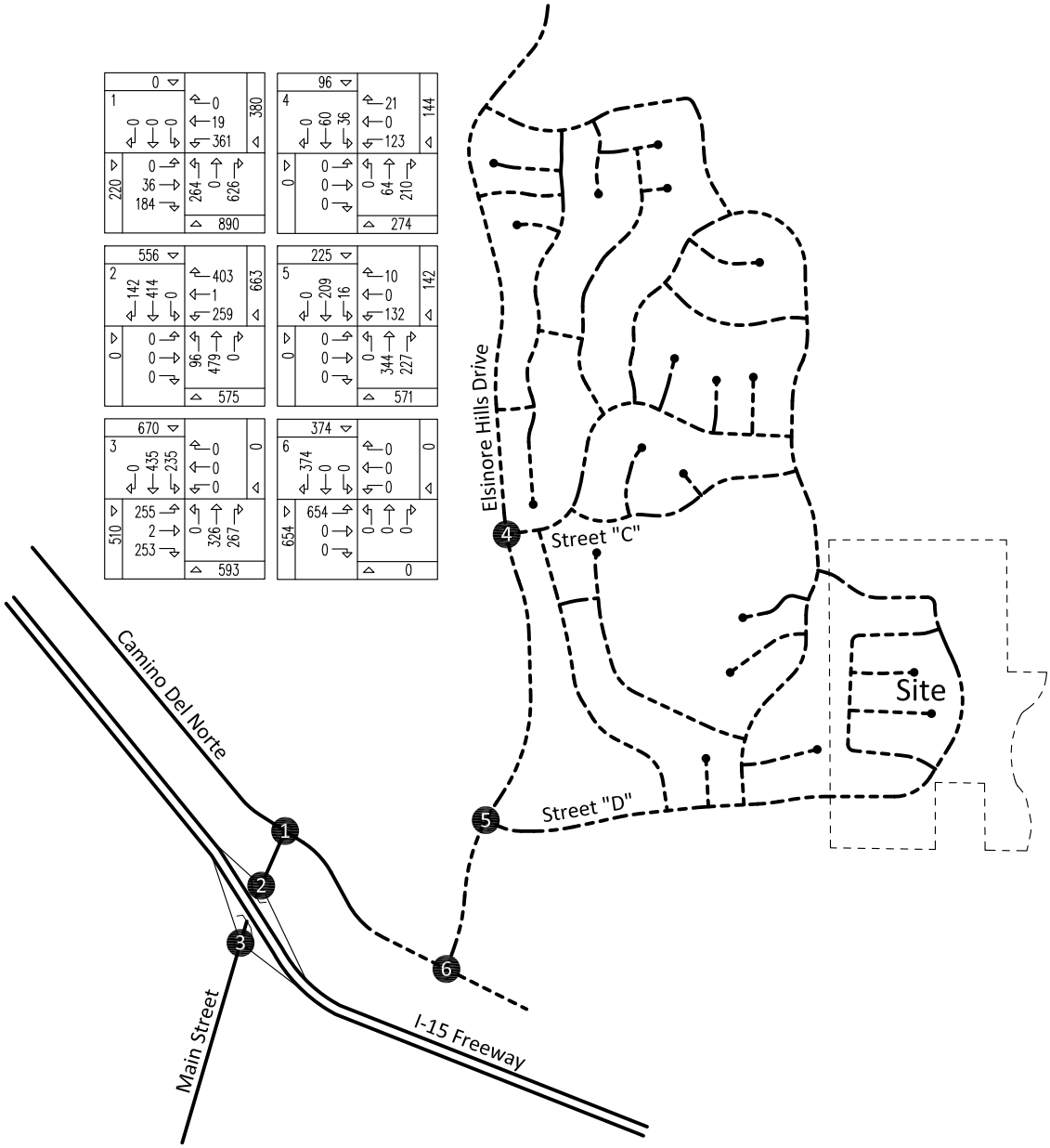


NTS

5384/27

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 28
Opening Year (2017) With Project
Evening Peak Hour Intersection Turning Movement Volumes



5384/28

Intersection reference numbers are in upper left corner of turning movement boxes.

VI. Recommendations

A. Site Access

The project site will have access to Elsinore Hills Road (proposed) via Street "C" and Street "D" through the adjacent Tentative Tract Map No. 35337 (Spyglass Ranch) project.

Good emergency access is dependent upon Street "C" and Street D" connections to Elsinore Hills Road and the proposed extension of Elsinore Hills Road from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year. With more than one access, good emergency access is assured because there will be two ways of reaching any point within the site.

B. Internal Circulation

To identify future internal circulation needs to the project, future traffic volumes for roadways internal to the project have been reviewed. A Local roadway classification (56 foot right-of-way) will be sufficient for the projected daily traffic volumes for internal roadways.

Through traffic is not expected to be an issue given the location of the project site. Collector roadways are not needed given the quantity of the land use and number of trips generated.

C. Roadway Improvements

1. On-Site

Site-specific circulation and access recommendations are depicted on Figure 29.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at the project accesses should be reviewed with respect to standard California Department of Transportation/City of Lake Elsinore sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

2. Off-Site

Elsinore Hills Road shall be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year to provide adequate emergency access.

Two access points to Elsinore Hills Road shall be constructed by the project opening year to provide adequate emergency access.

As is the case for any roadway design, the City of Lake Elsinore should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

The project shall participate in the phased construction of the off-site intersection improvements through payment of established City of Lake Elsinore fees, participation in the Western Riverside Transportation Uniform Mitigation Fees program, payment of the project's fair share traffic contribution (see Table 8), assessment district and/or community facilities district financing, and construction of off-site facilities under appropriate fee credit agreements.

3. Main Street/I-15 Freeway SB Ramps Improvements

A traffic signal is projected to be warranted at the Main Street/I-15 Freeway SB Ramps intersection for Existing Plus Project and Existing Plus Ambient Growth Plus Project traffic conditions. Rather than hold the project responsible for 100% of the cost to construct a traffic signal, a northbound right turn lane would mitigate the need to construct a traffic signal and is significantly less costly.

A traffic signal is projected to be warranted under cumulative traffic conditions (Opening Year) with or without the northbound right turn lane discussed in other sections of this report. Since the cumulative traffic conditions more closely reflect what is expected to occur in reality, the recommended improvements at the Main Street/I-15 Freeway SB Ramps intersection consist of installing a traffic signal only. Essentially, the northbound right turn lane is only discussed in previous sections to demonstrate that the project should contribute its fair share of the cost to install the traffic signal, but should not be held responsible for 100% of the cost.

4. Phasing

For the purposes of this traffic impact analysis, it is assumed that the project will be implemented in one phase and no additional phased improvements will be necessary. It is assumed that the adjacent Spyglass Ranch and South Shore I projects will be developed prior to the proposed project as necessary to provide adequate emergency access.

D. Construction Traffic

Compared to the project trip generation, construction of the proposed project is expected to generate significantly less trips. The traffic impacts of construction activity will be minor and temporary. To further lessen the impact of construction traffic, any temporary traffic controls used around the construction area should adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2012) and construction activities should adhere to applicable local ordinances.

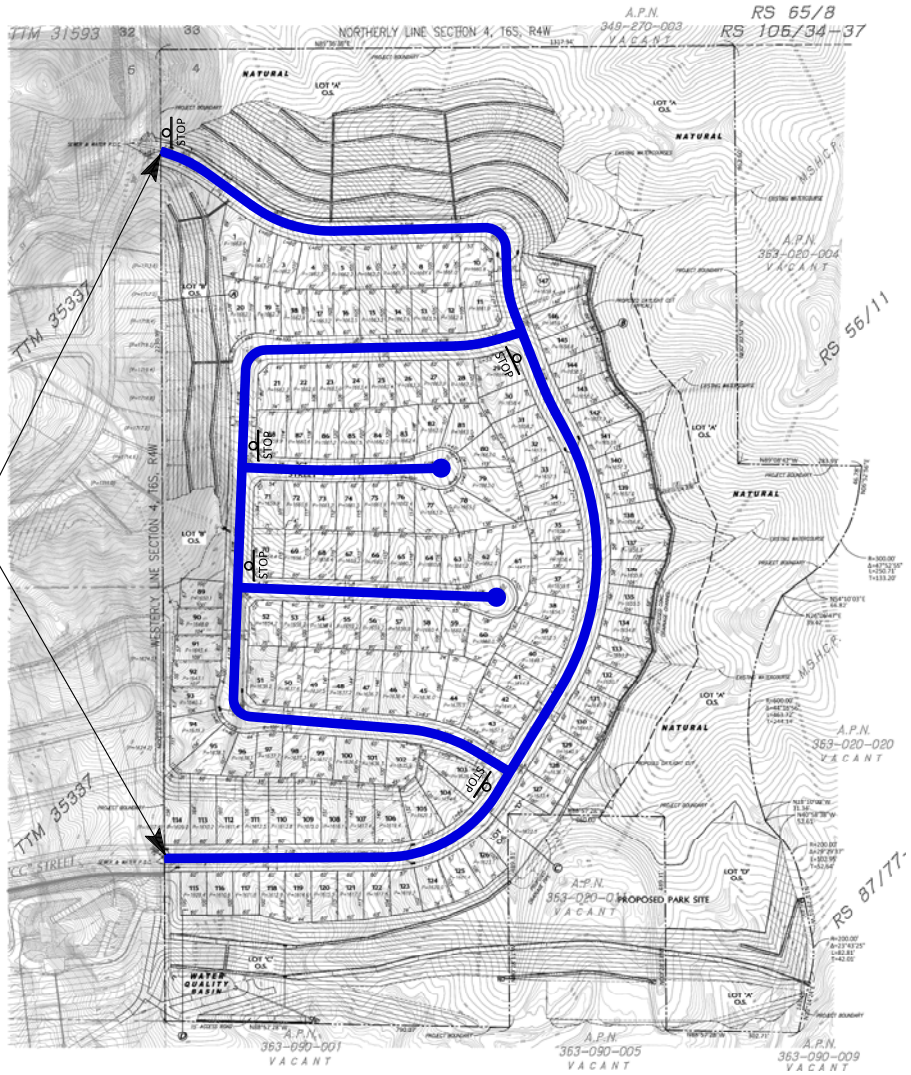
Table 8

Project Fair Share Traffic Contribution

Intersection	Peak Hour	Existing Traffic	Opening Year (2017) With Project Traffic	Project Traffic	Total New Traffic	Project Percent of New Traffic	
						Peak Hour	Average
Main Street (NS) at:							
Camino Del Norte (EW) - #1	Morning	311	1,156	88	845	10.4%	10.6%
	Evening	390	1,491	119	1,101	10.8%	
I-15 Freeway NB Ramps (EW) - #2	Morning	702	1,529	83	827	10.0%	10.2%
	Evening	725	1,794	110	1,069	10.3%	
I-15 Freeway SB Ramps (EW) - #3	Morning	952	1,490	48	538	8.9%	9.1%
	Evening	1,111	1,773	61	662	9.2%	

Figure 29
Circulation Recommendations

Two access points to Elsinore Hills Road shall be constructed by the project opening year to provide adequate emergency access.



Legend

STOP = Stop Sign

= Local Street

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at the project accesses should be reviewed with respect to standard California Department of Transportation/City of Lake Elsinore sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

Elsinore Hills Road shall be extended from its existing terminus, approximately 850 feet south of Rosetta Canyon Drive, to Camino Del Norte by the project opening year to provide adequate emergency access.

As is the case for any roadway design, the City of Lake Elsinore should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

The project shall participate in the phased construction of the off-site intersection improvements through payment of established City of Lake Elsinore fees, participation in the Western Riverside Transportation Uniform Mitigation Fees program, payment of the project's fair share traffic contribution (see Table 8), assessment district and/or community facilities district financing, and construction of off-site facilities under appropriate fee credit agreements.

N

NTS

5384/29

Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Explanation and Calculation of Intersection Delay

Appendix D – Traffic Signal Warrant Worksheets

Appendix E – Other Development Trip Distributions

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6089_001 **Day:** WEDNESDAY

City: City of Lake Elsinore **Date:** 5/22/2013

AM

NS/EW Streets:	Main St			Main St			Camino Del Norte/Minthorn St			Camino Del Norte/Minthorn St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	0	1	0	
7:00 AM	67		0					0	30	1	0		98
7:15 AM	31		1					0	57	0	1		90
7:30 AM	30		0					0	36	0	0		66
7:45 AM	32		0					0	25	0	0		57
8:00 AM	23		1					0	22	1	0		47
8:15 AM	31		0					0	17	1	0		49
8:30 AM	41		1					0	20	2	0		64
8:45 AM	41		0					1	24	1	0		67
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	296	0	3	0	0	0	0	1	231	6	1	0	538
APPROACH %'s :	99.00%	0.00%	1.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.43%	99.57%	85.71%	14.29%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	160	0	1	0	0	0	0	0	148	1	1	0	311
PEAK HR FACTOR :		0.601			0.000			0.649			0.500		0.793

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6089_001 **Day:** WEDNESDAY

City: City of Lake Elsinore **Date:** 5/22/2013

PM

NS/EW Streets:	Main St			Main St			Camino Del Norte/Minthorn St			Camino Del Norte/Minthorn St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	0	1	0	
4:00 PM	63		3					1	37	4			108
4:15 PM	51		1					0	37	1			90
4:30 PM	58		0					1	45	1			105
4:45 PM	46		2					0	38	1			87
5:00 PM	51		0					0	52	0			103
5:15 PM	55		0					0	35	0			90
5:30 PM	69		2					0	31	0			102
5:45 PM	42		0					1	29	3			75
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	435	0	8	0	0	0	0	3	304	10	0	0	760
APPROACH %'s :	98.19%	0.00%	1.81%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.98%	99.02%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	218	0	6	0	0	0	0	2	157	7	0	0	390
PEAK HR FACTOR :		0.848			0.000			0.864			0.438		0.903

CONTROL : 1-Way Stop (NB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Main St and Camino Del Norte/Minthorn St , City of Lake Elsinore

Date: 5/22/2013

Day: Wednesday

Project #: CA13_6089_001

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Main St)

Lanes	0	0	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (Camino Del Norte/Minthorn St)

	AM	NOON	PM
	161	0	218
0	0	0	0
1	0	0	2
0	148	0	157
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
1	0	0	1
1	0	7	0
1	0	8	
AM	NOON	PM	

CONTROL

1-Way Stop (NB)

Northbound Approach

AM	149	160	0	1	AM
NOON	0	0	0	0	NOON
PM	164	218	0	6	PM
		1	0	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg	AM	NOON	PM
	161	0	218
	148	0	159

East Leg	AM	NOON	PM
	2	0	7
	1	0	8

	South Leg	
AM	149	161
NOON	0	0
PM	164	224

Total Volume Per Leg

	North Leg
AM	0
NOON	0
PM	0

West Leg	AM	NOON	PM
	309	0	377

East Leg	AM	NOON	PM
	3	0	15

	South Leg
AM	310
NOON	0
PM	388

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6089_002 **Day:** WEDNESDAY

City: City of Lake Elsinore **Date:** 5/22/2013

AM

NS/EW Streets:	Main St			Main St			I-15 Freeway NB Ramps			I-15 Freeway NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	0	0	0	1	0	
7:00 AM	20	30			29	1				69	0	39	188
7:15 AM	26	14			55	0				102	0	17	214
7:30 AM	13	12			36	0				81	0	16	158
7:45 AM	11	11			22	0				77	1	20	142
8:00 AM	16	11			24	0				60	1	14	126
8:15 AM	18	20			17	1				59	0	10	125
8:30 AM	18	17			22	0				43	0	25	125
8:45 AM	22	18			25	0				59	0	23	147
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	144	133	0	0	230	2	0	0	0	550	2	164	1225
APPROACH %'s :	51.99%	48.01%	0.00%	0.00%	99.14%	0.86%	#DIV/0!	#DIV/0!	#DIV/0!	76.82%	0.28%	22.91%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	70	67	0	0	142	1	0	0	0	329	1	92	702
PEAK HR FACTOR :		0.685			0.650			0.000			0.887		0.820

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6089_002 **Day:** WEDNESDAY

City: City of Lake Elsinore **Date:** 5/22/2013

PM

NS/EW Streets:	Main St			Main St			I-15 Freeway NB Ramps			I-15 Freeway NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	0	0	0	1	0	
4:00 PM	22	35			39	0				69	1	30	196
4:15 PM	12	27			39	0				58	0	25	161
4:30 PM	21	28			48	0				60	0	31	188
4:45 PM	19	25			35	1				53	0	24	157
5:00 PM	29	27			52	1				60	0	24	193
5:15 PM	22	31			35	1				71	1	26	187
5:30 PM	17	39			33	0				62	1	32	184
5:45 PM	17	24			30	1				55	2	17	146
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	159	236	0	0	311	4	0	0	0	488	5	209	1412
APPROACH %'s :	40.25%	59.75%	0.00%	0.00%	98.73%	1.27%	#DIV/0!	#DIV/0!	#DIV/0!	69.52%	0.71%	29.77%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	91	111	0	0	170	3	0	0	0	244	1	105	725
PEAK HR FACTOR :		0.902			0.816			0.000			0.893		0.939

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Main St and I-15 Freeway NB Ramps , City of Lake Elsinore

Date: 5/22/2013

Day: Wednesday

Project #: CA13_6089_002

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Main St)

Lanes	0	1	0		
AM	1	142	0	159	AM
NOON	0	0	0	0	NOON
PM	3	170	0	216	PM

Eastbound Approach (I-15 Freeway NB Ramps)

Lanes	AM	NOON	PM
	72	0	95
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
92	0	105	0
1	0	1	1
329	0	244	0
0	0	0	

CONTROL: 1-Way Stop (WB)

Northbound Approach

AM	471	70	67	0	AM
NOON	0	0	0	0	NOON
PM	414	91	111	0	PM
		1	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	143	159	AM
	0	0	NOON
	173	216	PM

West Leg			East Leg		
AM	NOON	PM			
72	0	95	422	0	350
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	471	137
NOON	0	0
PM	414	202

Total Volume Per Leg

	North Leg
	302 AM
	0 NOON
	389 PM

West Leg			East Leg		
AM	NOON	PM			
72	0	95	422	0	350
			AM	NOON	PM

	South Leg
AM	608
NOON	0
PM	616

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6089_003 **Day:** WEDNESDAY

City: City of Lake Elsinore **Date:** 5/22/2013

AM

NS/EW Streets:	Main St			Main St			I-15 Freeway SB Ramps			I-15 Freeway SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	2	0	0	0	0	
7:00 AM		51	62	12	88		0		15				228
7:15 AM		42	68	26	128		0		17				281
7:30 AM		25	81	10	106		2		15				239
7:45 AM		21	54	13	96		1		19				204
8:00 AM		29	44	7	73		0		15				168
8:15 AM		37	45	5	66		1		8				162
8:30 AM		32	41	8	55		1		23				160
8:45 AM		39	46	14	71		0		23				193
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	276	441	95	683	0	5	0	135	0	0	0	1635
APPROACH %'s :	0.00%	38.49%	61.51%	12.21%	87.79%	0.00%	3.57%	0.00%	96.43%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	139	265	61	418	0	3	0	66	0	0	0	952
PEAK HR FACTOR :		0.894			0.778			0.863			0.000		0.847

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6089_003 **Day:** WEDNESDAY

City: City of Lake Elsinore **Date:** 5/22/2013

PM

NS/EW Streets:	Main St			Main St			I-15 Freeway SB Ramps			I-15 Freeway SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	2	0	0	0	0	
4:00 PM		58	91	12	102		0	0	43				306
4:15 PM		35	62	11	82		2	2	39				233
4:30 PM		47	92	16	83		2	0	51				291
4:45 PM		41	55	17	77		5	1	66				262
5:00 PM		56	63	22	91		1	0	63				296
5:15 PM		51	42	9	96		4	1	59				262
5:30 PM		57	58	12	87		1	0	69				284
5:45 PM		39	34	13	70		0	0	49				205
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	384	497	112	688	0	15	4	439	0	0	0	2139
APPROACH %'s :	0.00%	43.59%	56.41%	14.00%	86.00%	0.00%	3.28%	0.87%	95.85%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	195	252	64	347	0	12	2	239	0	0	0	1111
PEAK HR FACTOR :		0.804			0.909			0.878			0.000		0.938

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Main St and I-15 Freeway SB Ramps , City of Lake Elsinore

Date: 5/22/2013

Day: Wednesday

Project #: CA13_6089_003

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Main St)

Lanes	0	1	1		
AM	0	418	61	142	AM
NOON	0	0	0	0	NOON
PM	0	347	64	207	PM

Eastbound Approach (I-15 Freeway SB Ramps)

Lanes	AM	NOON	PM
	0	0	0
0	3	0	12
2	0	0	2
0	66	0	239

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	0	0
326	0	318	

CONTROL: 1-Way Stop (EB)

Northbound Approach

AM	484	0	139	265	AM
NOON	0	0	0	0	NOON
PM	586	0	195	252	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	479 / 142	0 / 0 / 0	484 / 404	0 / 0 / 0
NOON	0 / 0	326 / 0 / 318	0 / 0	69 / 0 / 253
PM	411 / 207		586 / 447	

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	621	326 / 0 / 318	888	69 / 0 / 253
NOON	0		0	
PM	618		1033	

APPENDIX C

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)

9. Right turns

10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is

realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Tentative Tract Map No. 36567
Existing
Morning Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[9.8]

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	0	0	1	0	1	0	0	0
Volume Module:																				
Base Vol:	160		0		1	0		0		0	0		0		148	1		1		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:	160		0		1	0		0		0	0		0		148	1		1		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:	0.60		0.60		0.60	1.00		1.00		1.00	0.65		0.65		0.65	0.50		0.50		0.50
PHF Volume:	266		0		2	0		0		0	0		0		228	2		2		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	266		0		2	0		0		0	0		0		228	2		2		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	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:	6	xxxx			0	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	228	xxxx			xxxxx
Potent Cap.:	1021	xxxx			900	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1352	xxxx			xxxxx
Move Cap.:	1019	xxxx			900	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1352	xxxx			xxxxx
Volume/Cap:	0.26	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.00	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx			0.0	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx
Control Del:	9.8	xxxx			9.0	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.7	xxxx			xxxxx
LOS by Move:	A	*			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	0.0	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.7	xxxx			xxxxx
Shared LOS:	*	*			*	*	*			*	*	*			*	A	*			*
ApproachDel:			9.8					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			A					*					*					*		

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

Tentative Tract Map No. 36567
Existing
Evening Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.8]

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	0	1	0	1	0	0	0	0
Volume Module:																				
Base Vol:	218		0		6	0		0		0	0		2		157	7		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	218		0		6	0		0		0	0		2		157	7		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.85	0.85		0.85		1.00	1.00		1.00		0.86	0.86		0.86		0.44	0.44		0.44	
PHF Volume:	257		0		7	0		0		0	0		2		182	16		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	257		0		7	0		0		0	0		2		182	16		0		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2		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:	125	xxxx		93		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		184	xxxx		xxxxx	
Potent Cap.:	875	xxxx		969		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1403	xxxx		xxxxx	
Move Cap.:	867	xxxx		969		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1403	xxxx		xxxxx	
Volume/Cap:	0.30	xxxx		0.01		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		0.01	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	1.2	xxxx		0.0		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	10.9	xxxx		8.7		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.6	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:		10.8					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		B					*					*					*			

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

Tentative Tract Map No. 36567
Existing
Morning Peak Hour

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

****

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

****

Average Delay (sec/veh): 22.5 Worst Case Level Of Service: E[40.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 0 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
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:	70	67	0	0	142	1	0	0	0	329	1	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.65	0.65	0.65	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	102	98	0	0	218	2	0	0	0	371	1	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	98	0	0	218	2	0	0	0	371	1	104
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	220	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	521	522	98
Potent Cap.:	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	462	964
Move Cap.:	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	427	964
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	0.00	0.11
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	548	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	40.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			40.7		
ApproachLOS:	*			*			*			E		

****

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

****

Tentative Tract Map No. 36567
Existing
Evening Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 12.7 Worst Case Level Of Service: C[24.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	91 111	0		0 170	3		0 0	0		244	1	105
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:	91 111	0		0 170	3		0 0	0		244	1	105
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.90 0.90	0.90		0.82 0.82	0.82		1.00 1.00	1.00		0.89 0.89	0.89	
PHF Volume:	101 123	0		0 208	4		0 0	0		273	1	118
Reduct Vol:	0 0	0		0 0	0		0 0	0		0	0	0
FinalVolume:	101 123	0		0 208	4		0 0	0		273	1	118
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	212 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		535	537	123
Potent Cap.:	1370 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		510	453	933
Move Cap.:	1370 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		481	420	933
Volume/Cap:	0.07 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.57	0.00	0.13
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
Control Del:	7.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
LOS by Move:	A *	*	*	*	*	*	*	*		*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	562	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	5.5	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	24.8	xxxxx
Shared LOS:	* *	*	*	*	*	*	*	*		*	C	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx					24.8		
ApproachLOS:	*		*		*					C		

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

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 16.7 Worst Case Level Of Service: D[33.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
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:	70	67	0	0	142	1	0	0	0	329	1	92
Added Vol:	0	11	0	0	37	25	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	78	0	0	179	26	0	0	0	329	1	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.65	0.65	0.65	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	102	114	0	0	275	40	0	0	0	371	1	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	114	0	0	275	40	0	0	0	371	1	115
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	315	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	456	634	114
Potent Cap.:	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	399	944
Move Cap.:	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	531	367	944
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.70	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	591	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	33.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			33.3		
ApproachLOS:	*			*			*			D		

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

Tentative Tract Map No. 36567
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 11.7 Worst Case Level Of Service: C[24.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
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:	91	111	0	0	170	3	0	0	0	244	1	105
Added Vol:	0	37	0	0	24	16	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	148	0	0	194	19	0	0	0	244	1	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.82	0.82	0.82	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	101	164	0	0	238	23	0	0	0	273	1	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	101	164	0	0	238	23	0	0	0	273	1	155
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	261	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	627	164
Potent Cap.:	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	403	886
Move Cap.:	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	513	372	886
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	0.00	0.17
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	604	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.2		
ApproachLOS:	*			*			*			C		

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

Tentative Tract Map No. 36567
Existing
Morning Peak Hour

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

****

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	265	61	418	0	3	0	66	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	155	296	78	537	0	3	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	155	296	78	537	0	3	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	452	xxxx	xxxxx	998	1146	537	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx	273	201	548	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx	258	187	548	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.01	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

Tentative Tract Map No. 36567
Existing
Evening Peak Hour

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[14.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	195		252		64	347		0		12		2	239		0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	0	195		252		64	347		0		12		2	239		0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	0.80	0.80		0.80		0.91	0.91		0.91		0.88		0.88	0.88		1.00		1.00		1.00
PHF Volume:	0	243		313		70	382		0		14		2	272		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	243		313		70	382		0		14		2	272		0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		6.4		6.5	6.2		xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0	3.3		xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		556	xxxx		xxxxx		922		1079	382		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		1025	xxxx		xxxxx		302		220	670		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		1025	xxxx		xxxxx		287		205	670		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.07	xxxx		xxxx		0.05		0.01	0.41		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxx		xxxx	2.0		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.8	xxxx		xxxxx		xxxxx		xxxx	14.0		xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*	B		*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		271		xxxx	xxxxx		xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.2		xxxx	xxxxx		xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		19.1		xxxx	xxxxx		xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		C		*	*		*		*		*
ApproachDel:	xxxxxx					xxxxxx					14.3					xxxxxx				
ApproachLOS:	*					*					B					*				

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

Existing Plus Project

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour

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

****

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: C[15.5]

****

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	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	160		0		1	0		0		0	0		0		148	1		1		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:	160		0		1	0		0		0	0		0		148	1		1		0
Added Vol:	0		0		21	0		0		0	0		1		0	62		4		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	160		0		22	0		0		0	0		1		148	63		5		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:	0.60	0.60		0.60		1.00	1.00		1.00		0.65	0.65		0.65		0.50	0.50		0.50	
PHF Volume:	266		0		37	0		0		0	0		2		228	126		10		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	266		0		37	0		0		0	0		2		228	126		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	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:	378	xxxx		116	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						230	xxxx	xxxxx		
Potent Cap.:	628	xxxx		942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1350	xxxx	xxxxx		
Move Cap.:	580	xxxx		942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1350	xxxx	xxxxx		
Volume/Cap:	0.46	xxxx		0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.09	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	2.4	xxxx		0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.3	xxxx	xxxxx		
Control Del:	16.4	xxxx		9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						7.9	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			0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*	*			*	*	*			A	*	*		
ApproachDel:		15.5					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		C					*					*					*			

****

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

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Tentative Tract Map No. 36567
Existing Plus Project
Evening Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[13.2]

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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	218	0	6	0	0	0	0	2	157	7	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	0	6	0	0	0	0	2	157	7	0	0
Added Vol:	0	0	70	0	0	0	0	5	0	41	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	0	76	0	0	0	0	7	157	48	3	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:	0.85	0.85	0.85	1.00	1.00	1.00	0.86	0.86	0.86	0.44	0.44	0.44
PHF Volume:	257	0	90	0	0	0	0	8	182	110	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	257	0	90	0	0	0	0	8	182	110	7	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	325	xxxx	99	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	190	xxxx	xxxxx
Potent Cap.:	673	xxxx	962	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx
Move Cap.:	630	xxxx	962	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx
Volume/Cap:	0.41	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.0	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	14.6	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	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	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 32.6 Worst Case Level Of Service: F[66.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 0 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
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:	70	67	0	0	142	1	0	0	0	329	1	92
Added Vol:	0	11	0	0	37	25	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	78	0	0	179	26	0	0	0	329	1	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.65	0.65	0.65	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	102	114	0	0	275	40	0	0	0	371	1	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	114	0	0	275	40	0	0	0	371	1	115
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	315	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	614	634	114
Potent Cap.:	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	459	399	944
Move Cap.:	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	430	367	944
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.86	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	493	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	66.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			66.4		
ApproachLOS:	*			*			*			F		

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

Tentative Tract Map No. 36567
Existing Plus Project
Evening Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 16.5 Worst Case Level Of Service: D[34.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
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:	91	111	0	0	170	3	0	0	0	244	1	105
Added Vol:	0	37	0	0	24	16	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	148	0	0	194	19	0	0	0	244	1	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.82	0.82	0.82	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	101	164	0	0	238	23	0	0	0	273	1	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	101	164	0	0	238	23	0	0	0	273	1	155
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	261	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	627	164
Potent Cap.:	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	458	403	886
Move Cap.:	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	372	886
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	0.00	0.17
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	528	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			34.9		
ApproachLOS:	*			*			*			D		

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

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour

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

****

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	265	61	418	0	3	0	66	0	0	0
Added Vol:	0	3	0	29	8	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	142	265	90	426	0	11	0	66	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	159	296	116	548	0	13	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	159	296	116	548	0	13	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	455	xxxx	xxxxx	1086	1234	548	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx	242	178	540	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx	222	160	540	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.06	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.1			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

Tentative Tract Map No. 36567
Existing Plus Project
Evening Peak Hour

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

****

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

****

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[15.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	195	252	64	347	0	12	2	239	0	0	0
Added Vol:	0	9	0	19	5	0	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	204	252	83	352	0	40	2	239	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	254	313	91	387	0	46	2	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	254	313	91	387	0	46	2	272	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	567	xxxx	xxxxx	980	1137	387	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	279	203	665	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	260	185	665	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.18	0.01	0.41	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.3			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 1	0	0 1	0 0 0	0	0
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	265	61	418	0	3	0	66	0	0	0
Added Vol:	0	3	0	29	8	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	142	265	90	426	0	11	0	66	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	159	296	116	548	0	13	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	159	296	116	548	0	13	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	455	xxxx	xxxxx	1086	1234	548	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx	242	178	540	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx	222	160	540	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.06	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Tentative Tract Map No. 36567
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

****

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[15.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	195	252	64	347	0	12	2	239	0	0	0
Added Vol:	0	9	0	19	5	0	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	204	252	83	352	0	40	2	239	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	254	313	91	387	0	46	2	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	254	313	91	387	0	46	2	272	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	567	xxxx	xxxxx	980	1137	387	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	279	203	665	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	260	185	665	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.18	0.01	0.41	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.3			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

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Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour

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

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[8.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	7	0	3	2	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	0	3	2	0	0	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	7	0	3	2	0	0	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	7	0	3	2	0	0	0	0	0	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4
Potent Cap.:	xxxx	xxxx	xxxxx	1626	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1085
Move Cap.:	xxxx	xxxx	xxxxx	1626	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1085
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			xxxxxx			xxxxxx			8.4		
ApproachLOS:	*			*			*			A		

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

Tentative Tract Map No. 36567
Existing Plus Project
Evening Peak Hour

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

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	4	0	11	7	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	0	11	7	0	0	0	0	0	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	4	0	12	7	0	0	0	0	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	4	0	12	7	0	0	0	0	0	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2
Potent Cap.:	xxxx	xxxx	xxxxx	1631	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Move Cap.:	xxxx	xxxx	xxxxx	1631	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			xxxxxx			xxxxxx			8.3		
ApproachLOS:	*			*			*			A		

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

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour

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

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	22	2	0	0	0	0	0	66	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	22	2	0	0	0	0	0	66	0	7
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	23	2	0	0	0	0	0	69	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	2	0	0	0	0	0	69	0	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	23	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	16	12
Potent Cap.:	xxxx	xxxx	xxxxx	1605	xxxx	xxxxx	xxxx	xxxx	xxxxx	1006	882	1073
Move Cap.:	xxxx	xxxx	xxxxx	1605	xxxx	xxxxx	xxxx	xxxx	xxxxx	1005	881	1073
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1011	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

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Existing Plus Project
Evening Peak Hour

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

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	74	7	0	0	0	0	0	43	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	74	7	0	0	0	0	0	43	0	4
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	78	7	0	0	0	0	0	45	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	78	7	0	0	0	0	0	45	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	78	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	54	39
Potent Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	841	1031
Move Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	950	837	1031
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	957	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

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

Tentative Tract Map No. 36567
Existing Plus Project
Morning Peak Hour

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

Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.3]

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	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	66	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	66	22	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	0	69	23	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	69	23	0	0	0	0	0
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	46	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	969	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	950	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.08	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			9.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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

Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

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	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	43	74	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	43	74	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	0	45	78	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	45	78	0	0	0	0	0	0	0	0	0
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			156	xxxx			0	0	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			840	xxxx			900	900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			785	xxxx			900	900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx			0.05	0.09	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.2	0.3	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			9.2	9.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*			A	A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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					9.2					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

Existing Plus Ambient Growth Plus Project

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Existing Plus Ambient Growth Plus Project
Morning Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: C[16.3]

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	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	160		0		1	0		0		0	0		0		148	1		1		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	170		0		1	0		0		0	0		0		157	1		1		0
Added Vol:	0		0		21	0		0		0	0		1		0	62		4		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	170		0		22	0		0		0	0		1		157	63		5		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:	0.60	0.60		0.60		1.00	1.00		1.00		0.65	0.65		0.65		0.50	0.50		0.50	
PHF Volume:	282		0		37	0		0		0	0		2		242	126		10		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	282		0		37	0		0		0	0		2		242	126		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2		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:	385	xxxx		122		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					243	xxxx	xxxxx		
Potent Cap.:	622	xxxx		934		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1335	xxxx	xxxxx		
Move Cap.:	574	xxxx		934		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1335	xxxx	xxxxx		
Volume/Cap:	0.49	xxxx		0.04		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.09	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	2.7	xxxx		0.1		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.3	xxxx	xxxxx		
Control Del:	17.2	xxxx		9.0		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					0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					8.0	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*	*	*	*	*					A	*	*		
ApproachDel:		16.3					xxxxxx				xxxxxx						xxxxxx			
ApproachLOS:		C					*				*						*			

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

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Existing Plus Ambient Growth Plus Project
Evening Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[13.7]

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	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	218		0		6	0		0		0	0		2		157	7		0		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	231		0		6	0		0		0	0		2		166	7		0		0
Added Vol:	0		0		70	0		0		0	0		5		0	41		3		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	231		0		76	0		0		0	0		7		166	48		3		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:	0.85	0.85		0.85		1.00	1.00		1.00		0.86	0.86		0.86		0.44	0.44		0.44	
PHF Volume:	273		0		90	0		0		0	0		8		193	111		7		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	273		0		90	0		0		0	0		8		193	111		7		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2		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:	332	xxxx		105		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					201	xxxx	xxxxx		
Potent Cap.:	667	xxxx		956		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1383	xxxx	xxxxx		
Move Cap.:	623	xxxx		956		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1383	xxxx	xxxxx		
Volume/Cap:	0.44	xxxx		0.09		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.08	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	2.2	xxxx		0.3		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.3	xxxx	xxxxx		
Control Del:	15.2	xxxx		9.2		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.8	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					0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.8	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*	*	*	*	*					A	*	*		
ApproachDel:		13.7					xxxxxx				xxxxxx						xxxxxx			
ApproachLOS:		B					*				*						*			

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Morning Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 47.6 Worst Case Level Of Service: F[97.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	74	71	0	0	151	1	0	0	0	349	1	98
Added Vol:	0	11	0	0	37	25	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	82	0	0	188	26	0	0	0	349	1	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:	0.69	0.69	0.69	0.65	0.65	0.65	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	108	120	0	0	288	40	0	0	0	393	1	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	120	0	0	288	40	0	0	0	393	1	121
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	329	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	645	665	120
Potent Cap.:	1242	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	383	937
Move Cap.:	1242	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	350	937
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.96	0.00	0.13
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	473	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	97.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			97.4		
ApproachLOS:	*			*			*			F		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Evening Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 21.8 Worst Case Level Of Service: E[46.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	96	118	0	0	180	3	0	0	0	259	1	111
Added Vol:	0	37	0	0	24	16	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	155	0	0	204	19	0	0	0	259	1	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.82	0.82	0.82	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	107	171	0	0	250	24	0	0	0	290	1	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	107	171	0	0	250	24	0	0	0	290	1	162
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	274	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	659	171
Potent Cap.:	1301	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	386	877
Move Cap.:	1301	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	354	877
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.70	0.00	0.18
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	507	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	46.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			46.5		
ApproachLOS:	*			*			*			E		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Morning Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: D[26.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	74	71	0	0	151	1	0	0	0	349	1	98
Added Vol:	0	11	0	0	37	25	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	82	0	0	188	26	0	0	0	349	1	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:	0.69	0.69	0.69	0.65	0.65	0.65	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	108	120	0	0	288	40	0	0	0	393	1	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	120	0	0	288	40	0	0	0	393	1	121
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	329	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	665	120
Potent Cap.:	1242	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	548	383	937
Move Cap.:	1242	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	511	350	937
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	0.00	0.13
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.8	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.7	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	*
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	922
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.5		
ApproachLOS:	*			*			*			D		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Evening Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: C[17.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	1	1 0	0	0	0	0 0	1	0	0	1 0
Volume Module:																
Base Vol:	91	111		0	0	170		3	0		0	0	244		1	105
Growth Adj:	1.06	1.06		1.06	1.06	1.06		1.06	1.06		1.06	1.06	1.06		1.06	1.06
Initial Bse:	96	118		0	0	180		3	0		0	0	259		1	111
Added Vol:	0	37		0	0	24		16	0		0	0	0		0	33
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	96	155		0	0	204		19	0		0	0	259		1	144
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90	0.82	0.82		0.82	1.00		1.00	1.00	0.89		0.89	0.89
PHF Volume:	107	171		0	0	250		24	0		0	0	290		1	162
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	107	171		0	0	250		24	0		0	0	290		1	162
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.4		6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	274	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				510		659	171
Potent Cap.:	1301	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				527		386	877
Move Cap.:	1301	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				493		354	877
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.59		0.00	0.18
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				3.7		xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				22.1		xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*				C		*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	868	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	0.7	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	10.1	
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	B	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						17.8			
ApproachLOS:	*			*			*						C			

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Morning Peak Hour

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	147	281	65	443	0	3	0	70	0	0	0
Added Vol:	0	3	0	29	8	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	150	281	94	451	0	11	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	168	314	120	580	0	13	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	168	314	120	580	0	13	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	482	xxxx	xxxxx	1146	1303	580	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx	222	162	518	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx	204	144	518	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.06	0.00	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	13.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Evening Peak Hour

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	207	267	68	368	0	13	2	253	0	0	0
Added Vol:	0	9	0	19	5	0	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	267	87	373	0	41	2	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	268	332	96	410	0	46	2	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	268	332	96	410	0	46	2	289	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	601	xxxx	xxxxx	1036	1202	410	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	259	186	646	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	240	168	646	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.19	0.01	0.45	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	2.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Morning Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 1	0	0 1	0 0 0	0	0
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	147	281	65	443	0	3	0	70	0	0	0
Added Vol:	0	3	0	29	8	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	150	281	94	451	0	11	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	168	314	120	580	0	13	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	168	314	120	580	0	13	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	482	xxxx	xxxxx	1146	1303	580	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx	222	162	518	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1091	xxxx	xxxxx	204	144	518	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.06	0.00	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	13.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Evening Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	207	267	68	368	0	13	2	253	0	0	0
Added Vol:	0	9	0	19	5	0	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	267	87	373	0	41	2	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	268	332	96	410	0	46	2	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	268	332	96	410	0	46	2	289	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	601	xxxx	xxxxx	1036	1202	410	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	259	186	646	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	240	168	646	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.19	0.01	0.45	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	2.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Morning Peak Hour

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

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[8.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			1 0 2 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	7	0	3	2	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	0	3	2	0	0	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	7	0	3	2	0	0	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	7	0	3	2	0	0	0	0	0	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4
Potent Cap.:	xxxx	xxxx	xxxxx	1626	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1085
Move Cap.:	xxxx	xxxx	xxxxx	1626	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1085
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			xxxxxx			xxxxxx			8.4		
ApproachLOS:	*			*			*			A		

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

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Existing Plus Ambient Growth Plus Project
Evening Peak Hour

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

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			1 0 2 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	4	0	11	7	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	0	11	7	0	0	0	0	0	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	4	0	12	7	0	0	0	0	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	4	0	12	7	0	0	0	0	0	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2
Potent Cap.:	xxxx	xxxx	xxxxx	1631	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Move Cap.:	xxxx	xxxx	xxxxx	1631	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			xxxxxx			xxxxxx			8.3		
ApproachLOS:	*			*			*			A		

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

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Existing Plus Ambient Growth Plus Project
Morning Peak Hour

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

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	22	2	0	0	0	0	0	66	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	22	2	0	0	0	0	0	66	0	7
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	23	2	0	0	0	0	0	69	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	2	0	0	0	0	0	69	0	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	23	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	16	12
Potent Cap.:	xxxx	xxxx	xxxxx	1605	xxxx	xxxxx	xxxx	xxxx	xxxxx	1006	882	1073
Move Cap.:	xxxx	xxxx	xxxxx	1605	xxxx	xxxxx	xxxx	xxxx	xxxxx	1005	881	1073
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1011	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

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Existing Plus Ambient Growth Plus Project
Evening Peak Hour

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

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	74	7	0	0	0	0	0	43	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	74	7	0	0	0	0	0	43	0	4
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	78	7	0	0	0	0	0	45	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	78	7	0	0	0	0	0	45	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	78	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	54	39
Potent Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	841	1031
Move Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	950	837	1031
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	957	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

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

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Morning Peak Hour

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

Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.3]

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	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	66	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	66	22	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	0	69	23	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	69	23	0	0	0	0	0
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	46	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	969	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	950	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.08	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			9.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Tentative Tract Map No. 36567
Existing Plus Ambient Growth Plus Project
Evening Peak Hour

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

****

Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

****

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	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	43	74	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	43	74	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	0	45	78	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	45	78	0	0	0	0	0	0	0	0	0
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		156	xxxx		0			0	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		840	xxxx		900			900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		785	xxxx		900			900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx		0.05			0.09	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		0.2			0.3	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		9.2			9.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*		A			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx			xxxx	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					9.2					xxxxxx					xxxxxx				
ApproachLOS:		*				A						*					*			

****

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

****

Opening Year (2017) Without Project

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 120.0 Worst Case Level Of Service: F[367.0]

****

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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	160	0	1	0	0	0	0	0	148	1	1	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	170	0	1	0	0	0	0	0	157	1	1	0
Added Vol:	9	0	156	0	0	0	0	8	31	507	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	157	0	0	0	0	8	188	508	28	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	203	0	178	0	0	0	0	9	214	577	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	203	0	178	0	0	0	0	9	214	577	32	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	1302	xxxx	116	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	xxxx	xxxxx
Potent Cap.:	179	xxxx	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Move Cap.:	89	xxxx	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Volume/Cap:	2.27	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	18.3	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Control Del:	681.3	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	F	*	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	2.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	367.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 48.1 Worst Case Level Of Service: F[77.1]

****

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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	218	0	6	0	0	0	0	2	157	7	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	231	0	6	0	0	0	0	2	166	7	0	0
Added Vol:	33	0	551	0	0	0	0	29	18	314	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	557	0	0	0	0	31	184	321	17	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	300	0	633	0	0	0	0	35	210	365	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	300	0	633	0	0	0	0	35	210	365	19	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	890	xxxx	140	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	245	xxxx	xxxxx
Potent Cap.:	316	xxxx	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx
Move Cap.:	232	xxxx	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx
Volume/Cap:	1.30	xxxx	0.69	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	15.7	xxxx	5.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	203.3	xxxx	17.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	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	1.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		77.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

****

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour - With Improvements

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	160	0	1	0	0	0	0	0	148	1	1	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	170	0	1	0	0	0	0	0	157	1	1	0
Added Vol:	9	0	156	0	0	0	0	8	31	507	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	157	0	0	0	0	8	188	508	28	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	203	0	178	0	0	0	0	9	214	577	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	178	0	0	0	0	9	214	577	32	0
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:	203	0	178	0	0	0	0	9	214	577	32	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.87	0.87	0.59	0.59	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.04	0.96	0.95	0.05	0.00
Final Sat.:	1805	0	1615	0	0	0	0	68	1587	1055	58	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.13	0.13	0.55	0.55	0.00
Crit Moves:	****										****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.72	0.72	0.72	0.72	0.00
Volume/Cap:	0.76	0.00	0.75	0.00	0.00	0.00	0.00	0.19	0.19	0.76	0.76	0.00
Delay/Veh:	36.6	0.0	36.8	0.0	0.0	0.0	0.0	2.8	2.8	9.5	9.5	0.0
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:	36.6	0.0	36.8	0.0	0.0	0.0	0.0	2.8	2.8	9.5	9.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	5	0	0	0	0	1	1	9	9	0

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

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour - With Improvements

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	218	0	6	0	0	0	0	2	157	7	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	231	0	6	0	0	0	0	2	166	7	0	0
Added Vol:	33	0	551	0	0	0	0	29	18	314	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	557	0	0	0	0	31	184	321	17	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	300	0	633	0	0	0	0	35	210	365	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	633	0	0	0	0	35	210	365	19	0
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:	300	0	633	0	0	0	0	35	210	365	19	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	0.66	0.66	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.14	0.86	0.95	0.05	0.00
Final Sat.:	1805	0	1615	0	0	0	0	243	1437	1189	63	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.39	0.00	0.00	0.00	0.00	0.15	0.15	0.31	0.31	0.00
Crit Moves:			****								****	
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.38	0.00
Volume/Cap:	0.34	0.00	0.81	0.00	0.00	0.00	0.00	0.38	0.38	0.81	0.81	0.00
Delay/Veh:	9.7	0.0	19.2	0.0	0.0	0.0	0.0	13.9	13.9	26.4	26.4	0.0
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:	9.7	0.0	19.2	0.0	0.0	0.0	0.0	13.9	13.9	26.4	26.4	0.0
LOS by Move:	A	A	B	A	A	A	A	B	B	C	C	A
HCM2kAvgQ:	4	0	12	0	0	0	0	4	4	9	9	0

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

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

****

Average Delay (sec/veh): 154.6 Worst Case Level Of Service: F[428.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 0 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	74	71	0	0	151	1	0	0	0	349	1	98
Added Vol:	0	91	0	0	342	197	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	162	0	0	493	198	0	0	0	349	1	171
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	184	0	0	560	225	0	0	0	396	1	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	84	184	0	0	560	225	0	0	0	396	1	194
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	785	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1025	1138	184
Potent Cap.:	843	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	203	863
Move Cap.:	843	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	183	863
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.63	0.01	0.22
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	317	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	429	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			428.6		
ApproachLOS:	*			*			*			F		

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

****

Average Delay (sec/veh): 246.5 Worst Case Level Of Service: F[656.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	96	118	0	0	180	3	0	0	0	259	1	111
Added Vol:	0	324	0	0	210	122	0	0	0	0	0	260
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	442	0	0	390	125	0	0	0	259	1	371
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	110	502	0	0	443	142	0	0	0	294	1	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	110	502	0	0	443	142	0	0	0	294	1	422
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	586	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1236	1307	502
Potent Cap.:	999	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	196	161	573
Move Cap.:	999	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	144	573
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.63	0.01	0.74
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	302	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	56.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	657	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			656.8		
ApproachLOS:	*			*			*			F		

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED Level Of Service: C

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	74	71	0	0	151	1	0	0	0	349	1	98
Added Vol:	0	91	0	0	342	197	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	162	0	0	493	198	0	0	0	349	1	171
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	184	0	0	560	225	0	0	0	396	1	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	184	0	0	560	225	0	0	0	396	1	194
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:	84	184	0	0	560	225	0	0	0	396	1	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	1.00	0.00	0.00	0.71	0.29	0.00	0.00	0.00	0.67	0.01	0.32
Final Sat.:	1260	1900	0	0	1302	524	0	0	0	1108	3	542
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.40	0.40	0.40
Volume/Cap:	0.14	0.20	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.90	0.90	0.90
Delay/Veh:	9.6	9.9	0.0	0.0	27.5	27.5	0.0	0.0	0.0	33.5	33.5	33.5
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:	9.6	9.9	0.0	0.0	27.5	27.5	0.0	0.0	0.0	33.5	33.5	33.5
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	1	2	0	0	19	19	0	0	0	15	15	15

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	96	118	0	0	180	3	0	0	0	259	1	111
Added Vol:	0	324	0	0	210	122	0	0	0	0	0	260
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	442	0	0	390	125	0	0	0	259	1	371
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	110	502	0	0	443	142	0	0	0	294	1	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	502	0	0	443	142	0	0	0	294	1	422
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:	110	502	0	0	443	142	0	0	0	294	1	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	1.00	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	0.00	0.00	0.00	0.41	0.01	0.58
Final Sat.:	1476	1900	0	0	1391	446	0	0	0	678	3	973
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.43	0.43	0.43
Crit Moves:					****						****	
Green/Cycle:	0.37	0.37	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.20	0.72	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.87	0.87	0.87
Delay/Veh:	13.2	20.0	0.0	0.0	29.2	29.2	0.0	0.0	0.0	23.0	23.0	23.0
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:	13.2	20.0	0.0	0.0	29.2	29.2	0.0	0.0	0.0	23.0	23.0	23.0
LOS by Move:	B	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	2	10	0	0	14	14	0	0	0	15	15	15

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

****

Average Delay (sec/veh): 16.0 Worst Case Level Of Service: F[154.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	147	281	65	443	0	3	0	70	0	0	0
Added Vol:	0	30	0	239	102	0	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	177	281	304	545	0	64	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	198	314	390	701	0	74	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	198	314	390	701	0	74	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	513	xxxx	xxxxx	1837	1994	701	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1063	xxxx	xxxxx	84	61	442	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1063	xxxx	xxxxx	60	39	442	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	1.24	0.00	0.18	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	307.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			154.9			xxxxxx		
ApproachLOS:	*			*			F			*		

****

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

****

Average Delay (sec/veh): 101.9 Worst Case Level Of Service: F[363.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	207	267	68	368	0	13	2	253	0	0	0
Added Vol:	0	110	0	148	62	0	214	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	317	267	216	430	0	227	2	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	394	332	237	473	0	258	2	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	394	332	237	473	0	258	2	289	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	726	xxxx	xxxxx	1508	1674	473	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	134	97	595	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	107	71	595	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	2.42	0.03	0.48	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	2.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	16.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	106	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	747.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			363.7			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: OPTIMIZED Level Of Service: A

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	147	281	65	443	0	3	0	70	0	0	0
Added Vol:	0	30	0	239	102	0	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	177	281	304	545	0	64	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	198	314	390	701	0	74	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	314	390	701	0	74	0	81	0	0	0
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	198	314	390	701	0	74	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.48	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	0.39	0.61	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	674	1068	920	1900	0	1809	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.42	0.37	0.00	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:				****					****			
Green/Cycle:	0.00	0.78	0.78	0.78	0.78	0.00	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.38	0.55	0.48	0.00	0.45	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	2.3	2.3	3.5	2.6	0.0	27.7	0.0	30.3	0.0	0.0	0.0
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:	0.0	2.3	2.3	3.5	2.6	0.0	27.7	0.0	30.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	3	4	5	0	2	0	2	0	0	0

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	207	267	68	368	0	13	2	253	0	0	0
Added Vol:	0	110	0	148	62	0	214	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	317	267	216	430	0	227	2	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	394	332	237	473	0	258	2	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	394	332	237	473	0	258	2	289	0	0	0
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	394	332	237	473	0	258	2	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.53	1.00	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	0.54	0.46	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	967	815	999	1900	0	1751	16	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.24	0.25	0.00	0.15	0.15	0.18	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.60	0.60	0.60	0.60	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.39	0.41	0.00	0.56	0.56	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	9.7	6.6	6.6	0.0	20.6	20.6	24.1	0.0	0.0	0.0
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:	0.0	9.7	9.7	6.6	6.6	0.0	20.6	20.6	24.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	10	3	5	0	5	5	6	0	0	0

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

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

****

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	38	63	7	48	0	0	0	0	186	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	38	63	7	48	0	0	0	0	186	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	40	66	7	51	0	0	0	0	196	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	40	66	7	51	0	0	0	0	196	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	106	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	138	53
Potent Cap.:	xxxx	xxxx	xxxxx	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx	877	756	1009
Move Cap.:	xxxx	xxxx	xxxxx	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx	874	753	1009
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	886	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[11.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	60	210	24	52	0	0	0	0	123	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	210	24	52	0	0	0	0	123	0	14
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	63	221	25	55	0	0	0	0	129	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	63	221	25	55	0	0	0	0	129	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	279	142
Potent Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	721	633	886
Move Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	620	886
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	725	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2		
ApproachLOS:	*			*			*			B		

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[11.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	112	44	3	303	0	0	0	0	139	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	112	44	3	303	0	0	0	0	139	0	8
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	118	46	3	319	0	0	0	0	146	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	118	46	3	319	0	0	0	0	146	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	164	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	466	82
Potent Cap.:	xxxx	xxxx	xxxxx	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	666	497	968
Move Cap.:	xxxx	xxxx	xxxxx	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	665	496	968
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	677	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[14.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	344	153	9	209	0	0	0	0	88	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	153	9	209	0	0	0	0	88	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	362	161	9	220	0	0	0	0	93	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	362	161	9	220	0	0	0	0	93	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	572	682	262
Potent Cap.:	xxxx	xxxx	xxxxx	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	375	743
Move Cap.:	xxxx	xxxx	xxxxx	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	372	743
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	462	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.9		
ApproachLOS:	*			*			*			B		

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

Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Morning Peak Hour

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

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Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 14.1 Worst Case Level Of Service: C[15.4]

****

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	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	534	164	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	534	164	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	0	562	173	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	562	173	0	0	0	0	0	0	0	0	0
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			345	xxxx			0	0	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			655	xxxx			900	900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			559	xxxx			900	900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx			0.62	0.19	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			4.5	0.7	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			15.4	9.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*			C	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					15.4					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

****

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

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Tentative Tract Map No. 36567
Opening Year (2017) Without Project
Evening Peak Hour

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

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Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 15.0 Worst Case Level Of Service: C[17.0]

****

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	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	330	580	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	330	580	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	0	347	611	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	347	611	0	0	0	0	0
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	1221	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	200	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	91	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.39	0.68	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.8	5.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	17.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Opening Year (2017) With Project

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 207.2 Worst Case Level Of Service: F[655.2]

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	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	160		0		1	0		0		0	0		0		148	1		1		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	170		0		1	0		0		0	0		0		157	1		1		0
Added Vol:	9		0		177	0		0		0	0		10		31	568		31		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	179		0		178	0		0		0	0		10		188	569		32		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:	0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88	
PHF Volume:	203		0		202	0		0		0	0		11		214	647		36		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	203		0		202	0		0		0	0		11		214	647		36		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	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:	1448	xxxx			118	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		225	xxxx		xxxxx	
Potent Cap.:	146	xxxx			939	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1356	xxxx		xxxxx	
Move Cap.:	57	xxxx			939	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1356	xxxx		xxxxx	
Volume/Cap:	3.55	xxxx			0.22	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		0.48	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	21.7	xxxx			0.8	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		2.7	xxxx		xxxxx	
Control Del:	1299	xxxx			9.9	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		10.1	xxxx		xxxxx	
LOS by Move:	F	*			A	*	*		*		*	*		*		B	*		*	
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		2.7	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		10.1	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		B	*		*	
ApproachDel:		655.2					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		F					*					*					*			

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 69.8 Worst Case Level Of Service: F[113.2]

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	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	218		0		6	0		0		0	0		2		157	7		0		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	231		0		6	0		0		0	0		2		166	7		0		0
Added Vol:	33		0		620	0		0		0	0		34		18	354		19		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	264		0		626	0		0		0	0		36		184	361		19		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:	0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88	
PHF Volume:	300		0		712	0		0		0	0		41		210	411		22		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	300		0		712	0		0		0	0		41		210	411		22		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2		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:	989	xxxx		146		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		251	xxxx		xxxxx	
Potent Cap.:	276	xxxx		907		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1327	xxxx		xxxxx	
Move Cap.:	190	xxxx		907		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1327	xxxx		xxxxx	
Volume/Cap:	1.58	xxxx		0.79		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		0.31	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	19.6	xxxx		8.2		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1.3	xxxx		xxxxx	
Control Del:	330.1	xxxx		21.8		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.9	xxxx		xxxxx	
LOS by Move:	F	*		C		*	*		*		*	*		*		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		1.3	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.9	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		A	*		*	
ApproachDel:		113.2					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		F					*					*					*			

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour - With Improvements

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	160	0	1	0	0	0	0	0	148	1	1	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	170	0	1	0	0	0	0	0	157	1	1	0
Added Vol:	9	0	177	0	0	0	0	10	31	568	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	178	0	0	0	0	10	188	569	32	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	203	0	202	0	0	0	0	11	214	647	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	202	0	0	0	0	11	214	647	36	0
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:	203	0	202	0	0	0	0	11	214	647	36	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.87	0.87	0.59	0.59	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.05	0.95	0.95	0.05	0.00
Final Sat.:	1805	0	1615	0	0	0	0	84	1573	1052	59	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.00
Crit Moves:			****								****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.76	0.00	0.84	0.00	0.00	0.00	0.00	0.19	0.19	0.84	0.84	0.00
Delay/Veh:	38.3	0.0	49.9	0.0	0.0	0.0	0.0	2.8	2.8	14.3	14.3	0.0
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:	38.3	0.0	49.9	0.0	0.0	0.0	0.0	2.8	2.8	14.3	14.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	B	B	A
HCM2kAvgQ:	6	0	7	0	0	0	0	2	2	13	13	0

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour - With Improvements

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

Intersection #1 Main Street (NS) at Camino Del Norte (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	218	0	6	0	0	0	0	2	157	7	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	231	0	6	0	0	0	0	2	166	7	0	0
Added Vol:	33	0	620	0	0	0	0	34	18	354	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	626	0	0	0	0	36	184	361	19	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	300	0	712	0	0	0	0	41	210	411	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	712	0	0	0	0	41	210	411	22	0
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:	300	0	712	0	0	0	0	41	210	411	22	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	0.66	0.66	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.84	0.95	0.05	0.00
Final Sat.:	1805	0	1615	0	0	0	0	276	1409	1191	63	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.44	0.00	0.00	0.00	0.00	0.15	0.15	0.34	0.34	0.00
Crit Moves:			****								****	
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.38	0.00
Volume/Cap:	0.34	0.00	0.90	0.00	0.00	0.00	0.00	0.39	0.39	0.90	0.90	0.00
Delay/Veh:	10.3	0.0	27.7	0.0	0.0	0.0	0.0	14.8	14.8	37.8	37.8	0.0
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:	10.3	0.0	27.7	0.0	0.0	0.0	0.0	14.8	14.8	37.8	37.8	0.0
LOS by Move:	B	A	C	A	A	A	A	B	B	D	D	A
HCM2kAvgQ:	4	0	17	0	0	0	0	4	4	12	12	0

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 178.6 Worst Case Level Of Service: F[513.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 0 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	74	71	0	0	151	1	0	0	0	349	1	98
Added Vol:	0	102	0	0	379	221	0	0	0	0	0	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	173	0	0	530	222	0	0	0	349	1	181
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	197	0	0	602	252	0	0	0	396	1	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	84	197	0	0	602	252	0	0	0	396	1	205
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	854	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1093	1219	197
Potent Cap.:	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	182	850
Move Cap.:	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	220	162	850
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.80	0.01	0.24
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
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	294	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	43.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	514	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			513.6		
ApproachLOS:	*			*			*			F		

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Average Delay (sec/veh): 294.3 Worst Case Level Of Service: F[795.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	96	118	0	0	180	3	0	0	0	259	1	111
Added Vol:	0	361	0	0	234	139	0	0	0	0	0	292
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	479	0	0	414	142	0	0	0	259	1	403
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	110	544	0	0	471	162	0	0	0	294	1	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	110	544	0	0	471	162	0	0	0	294	1	458
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	632	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1315	1395	544
Potent Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	143	543
Move Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	126	543
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.83	0.01	0.84
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	63.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	795	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			795.2		
ApproachLOS:	*			*			*			F		

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour - With Improvements

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

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: OPTIMIZED Level Of Service: C

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	70	67	0	0	142	1	0	0	0	329	1	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	74	71	0	0	151	1	0	0	0	349	1	98
Added Vol:	0	102	0	0	379	221	0	0	0	0	0	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	173	0	0	530	222	0	0	0	349	1	181
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	197	0	0	602	252	0	0	0	396	1	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	197	0	0	602	252	0	0	0	396	1	205
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:	84	197	0	0	602	252	0	0	0	396	1	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	1.00	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	1.00	0.00	0.00	0.70	0.30	0.00	0.00	0.00	0.65	0.01	0.34
Final Sat.:	1207	1900	0	0	1285	539	0	0	0	1086	3	562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:					****					****		
Green/Cycle:	0.51	0.51	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.39	0.39	0.39
Volume/Cap:	0.14	0.20	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.93	0.93	0.93
Delay/Veh:	10.6	11.0	0.0	0.0	33.2	33.2	0.0	0.0	0.0	42.4	42.4	42.4
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:	10.6	11.0	0.0	0.0	33.2	33.2	0.0	0.0	0.0	42.4	42.4	42.4
LOS by Move:	B	B	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	1	3	0	0	25	25	0	0	0	19	19	19

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #2 Main Street (NS) at I-15 Freeway NB Ramps (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	111	0	0	170	3	0	0	0	244	1	105
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	96	118	0	0	180	3	0	0	0	259	1	111
Added Vol:	0	361	0	0	234	139	0	0	0	0	0	292
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	479	0	0	414	142	0	0	0	259	1	403
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	110	544	0	0	471	162	0	0	0	294	1	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	544	0	0	471	162	0	0	0	294	1	458
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:	110	544	0	0	471	162	0	0	0	294	1	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	1.00	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	1.00	0.00	0.00	0.74	0.26	0.00	0.00	0.00	0.39	0.01	0.60
Final Sat.:	1476	1900	0	0	1365	469	0	0	0	644	3	1005
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.46	0.46	0.46
Crit Moves:					****							****
Green/Cycle:	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.20	0.76	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.91	0.91	0.91
Delay/Veh:	13.8	22.3	0.0	0.0	35.8	35.8	0.0	0.0	0.0	29.4	29.4	29.4
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:	13.8	22.3	0.0	0.0	35.8	35.8	0.0	0.0	0.0	29.4	29.4	29.4
LOS by Move:	B	C	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	2	11	0	0	17	17	0	0	0	19	19	19

****

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

****

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 25.8 Worst Case Level Of Service: F[257.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	139		265		61	418		0		3		0		66	0		0		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06	1.06		1.06		1.06
Initial Bse:	0	147		281		65	443		0		3		0		70	0		0		0
Added Vol:	0	33		0		268	111		0		69		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	180		281		333	554		0		72		0		70	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.89	0.89		0.89		0.78	0.78		0.78		0.86		0.86		0.86	1.00		1.00		1.00
PHF Volume:	0	202		314		428	712		0		84		0		81	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	202		314		428	712		0		84		0		81	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		6.4		6.5		6.2	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		516	xxxx		xxxxx		1926		2083		712	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		1060	xxxx		xxxxx		74		54		436	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		1060	xxxx		xxxxx		51		32		436	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.40	xxxx		xxxx		1.65		0.00		0.19	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		2.0	xxxx		xxxxx		xxxx		xxxx		0.7	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		10.7	xxxx		xxxxx		xxxxx		xxxx		15.1	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		B	*		*		*		*		C	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		51		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		492.5		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		F		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					257.6					xxxxxx				
ApproachLOS:	*					*					F					*				

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Average Delay (sec/veh): 150.3 Worst Case Level Of Service: F[526.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	195		252		64	347		0		12		2	239		0		0		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06	1.06		1.06		1.06		1.06
Initial Bse:	0	207		267		68	368		0		13		2	253		0		0		0
Added Vol:	0	119		0		167	67		0		242		0	0		0		0		0
PasserByVol:	0	0		0		0	0		0		0		0	0		0		0		0
Initial Fut:	0	326		267		235	435		0		255		2	253		0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	0.80	0.80		0.80		0.91	0.91		0.91		0.88		0.88	0.88		1.00		1.00		1.00
PHF Volume:	0	405		332		258	478		0		290		2	289		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	405		332		258	478		0		290		2	289		0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		6.4		6.5	6.2		xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0	3.3		xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		737	xxxx		xxxxx		1566		1732	478		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		878	xxxx		xxxxx		124		89	591		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		878	xxxx		xxxxx		96		63	591		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.29	xxxx		xxxx		3.04		0.04	0.49		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		1.2	xxxx		xxxxx		xxxx		xxxx	2.7		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		10.8	xxxx		xxxxx		xxxxx		xxxx	16.8		xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		B	*		*		*		*	C		*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		95		xxxx	xxxxx		xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		28.5		xxxx	xxxxx		xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		1030		xxxx	xxxxx		xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		F		*	*		*		*		*
ApproachDel:	xxxxxx					xxxxxx					526.7					xxxxxx				
ApproachLOS:	*					*					F					*				

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: OPTIMIZED Level Of Service: A

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	139	265	61	418	0	3	0	66	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	147	281	65	443	0	3	0	70	0	0	0
Added Vol:	0	33	0	268	111	0	69	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	180	281	333	554	0	72	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.78	0.78	0.78	0.86	0.86	0.86	1.00	1.00	1.00
PHF Volume:	0	202	314	428	712	0	84	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	202	314	428	712	0	84	0	81	0	0	0
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	202	314	428	712	0	84	0	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.48	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	0.39	0.61	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	682	1062	914	1900	0	1809	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.47	0.37	0.00	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:				****					****			
Green/Cycle:	0.00	0.78	0.78	0.78	0.78	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.38	0.60	0.48	0.00	0.55	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	2.2	2.2	4.1	2.5	0.0	30.7	0.0	33.6	0.0	0.0	0.0
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:	0.0	2.2	2.2	4.1	2.5	0.0	30.7	0.0	33.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	3	4	5	0	2	0	3	0	0	0

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour - With Improvements

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

Intersection #3 Main Street (NS) at I-15 Freeway SB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	195	252	64	347	0	12	2	239	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	207	267	68	368	0	13	2	253	0	0	0
Added Vol:	0	119	0	167	67	0	242	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	326	267	235	435	0	255	2	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	405	332	258	478	0	290	2	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	332	258	478	0	290	2	289	0	0	0
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	405	332	258	478	0	290	2	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.52	1.00	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	980	804	994	1900	0	1743	15	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.26	0.25	0.00	0.17	0.17	0.18	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.61	0.61	0.61	0.61	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.43	0.42	0.00	0.64	0.64	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	9.8	6.8	6.5	0.0	22.6	22.6	24.5	0.0	0.0	0.0
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:	0.0	9.8	9.8	6.8	6.5	0.0	22.6	22.6	24.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	10	3	5	0	6	6	6	0	0	0

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[10.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	45	63	11	50	0	0	0	0	186	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	45	63	11	50	0	0	0	0	186	0	32
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	47	66	12	53	0	0	0	0	196	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	47	66	12	53	0	0	0	0	196	0	34
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	114	xxxx	xxxxx	xxxx	xxxx	xxxxx	130	156	57
Potent Cap.:	xxxx	xxxx	xxxxx	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	857	739	1004
Move Cap.:	xxxx	xxxx	xxxxx	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	734	1004
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	871	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6		
ApproachLOS:	*			*			*			B		

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #4 Elsinore Hills Drive (NS) at Street "C" (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[11.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	64	210	36	60	0	0	0	0	123	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	64	210	36	60	0	0	0	0	123	0	21
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	67	221	38	63	0	0	0	0	129	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	67	221	38	63	0	0	0	0	129	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	288	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	317	144
Potent Cap.:	xxxx	xxxx	xxxxx	1285	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	603	883
Move Cap.:	xxxx	xxxx	xxxxx	1285	xxxx	xxxxx	xxxx	xxxx	xxxxx	672	585	883
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	696	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.6		
ApproachLOS:	*			*			*			B		

****

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour

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

****

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

****

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[13.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	112	67	5	303	0	0	0	0	205	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	112	67	5	303	0	0	0	0	205	0	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	118	71	5	319	0	0	0	0	216	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	118	71	5	319	0	0	0	0	216	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	483	94
Potent Cap.:	xxxx	xxxx	xxxxx	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx	651	486	951
Move Cap.:	xxxx	xxxx	xxxxx	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx	649	485	951
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	663	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

****

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #5 Elsinore Hills Drive (NS) at Street "D" (EW)

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	344	227	16	209	0	0	0	0	132	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	227	16	209	0	0	0	0	132	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	362	239	17	220	0	0	0	0	139	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	362	239	17	220	0	0	0	0	139	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	601	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	735	301
Potent Cap.:	xxxx	xxxx	xxxxx	986	xxxx	xxxxx	xxxx	xxxx	xxxxx	421	349	702
Move Cap.:	xxxx	xxxx	xxxxx	986	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	343	702
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	428	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.9		
ApproachLOS:	*			*			*			C		

****

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

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Tentative Tract Map No. 36567
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

Average Delay (sec/veh): 16.0 Worst Case Level Of Service: C[17.8]

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	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	599	186	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	599	186	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	0	631	196	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	631	196	0	0	0	0	0
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	392	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	617	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	513	xxxx	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.70	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	6.0	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.8	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	B	*	*	*	*	*
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			17.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Tentative Tract Map No. 36567
Opening Year (2017) With Project
Evening Peak Hour

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

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Intersection #6 Elsinore Hills Drive (NS) at Camino Del Norte (EW)

****

Average Delay (sec/veh): 17.6 Worst Case Level Of Service: C[20.7]

****

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	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	374	654	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	374	654	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	0	0	394	688	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	394	688	0	0	0	0	0	0	0	0	0
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			1377	xxxx			0	0	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			161	xxxx			900	900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			60	xxxx			900	900	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx			0.44	0.76	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			2.3	7.6	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			12.1	20.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*			B	C	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd 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.

****

APPENDIX D

Traffic Signal Warrant Worksheets

Main Street (NS) at Camino Del Norte (EW) - #1

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing AM

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **161**

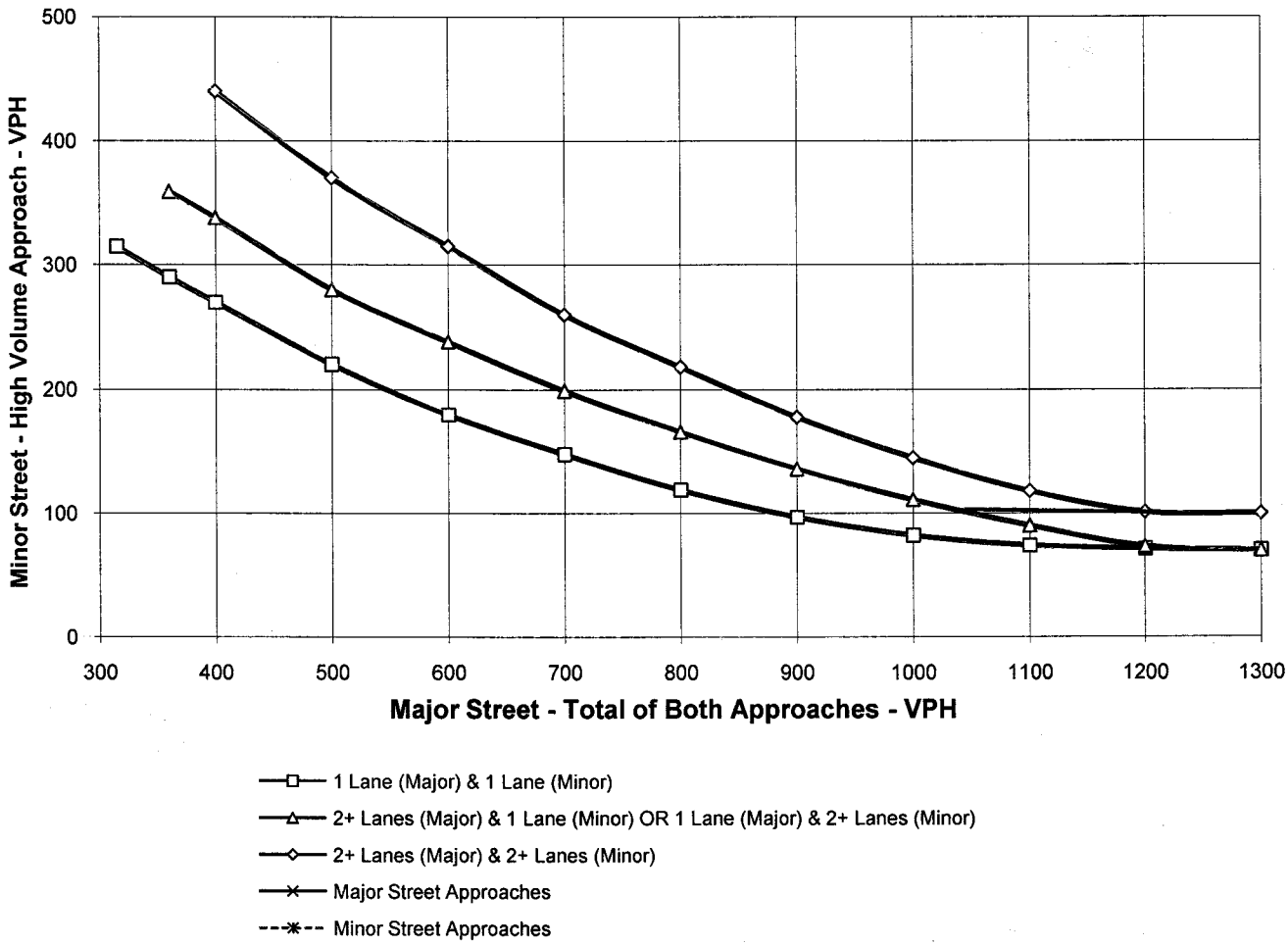
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte**

High Volume Approach (VPH) = **148**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing PM

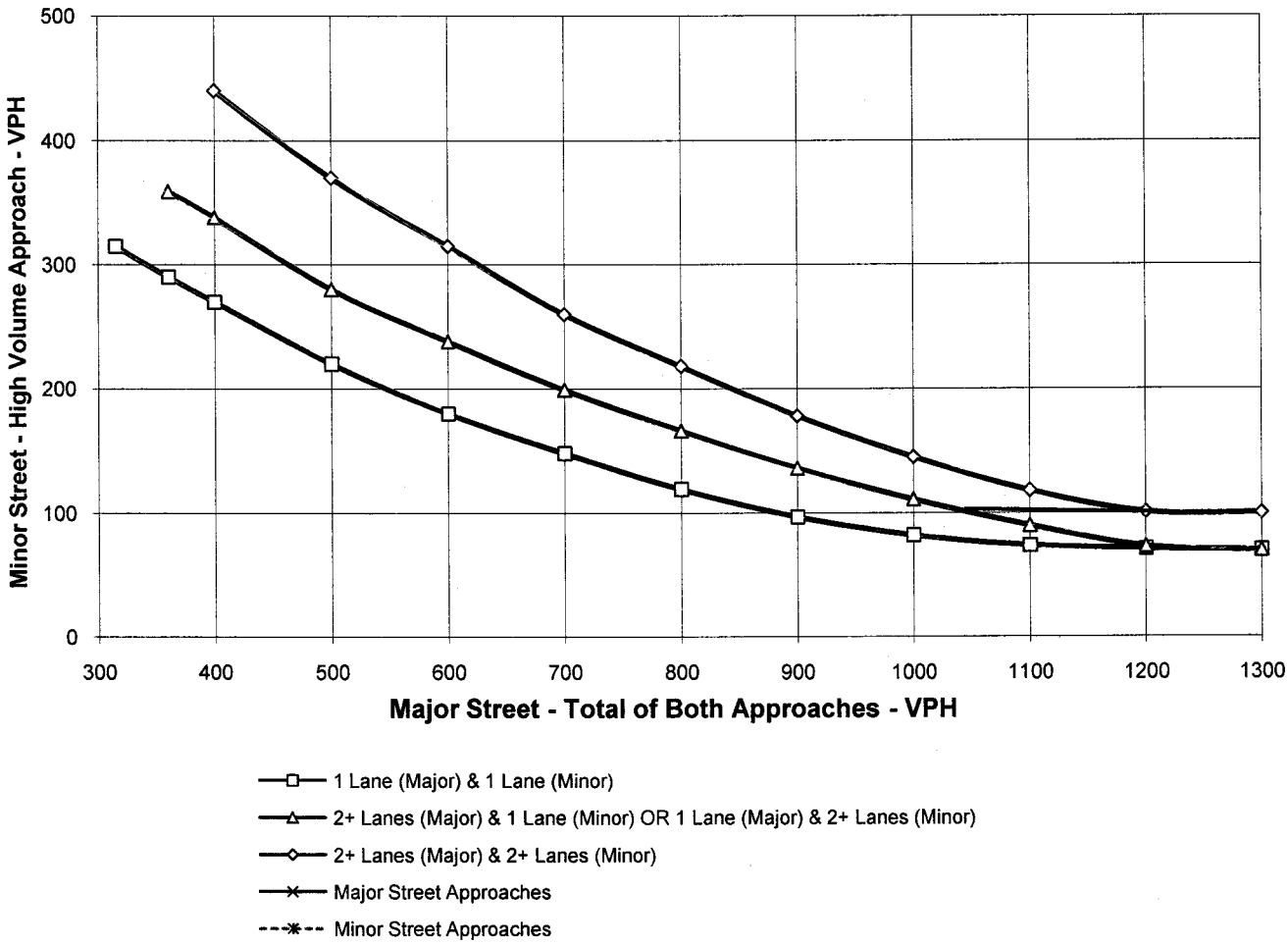
Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **224**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte**

High Volume Approach (VPH) = **159**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project AM

Major Street Name = **Camino Del Norte**

Total of Both Approaches (VPH) = **217**

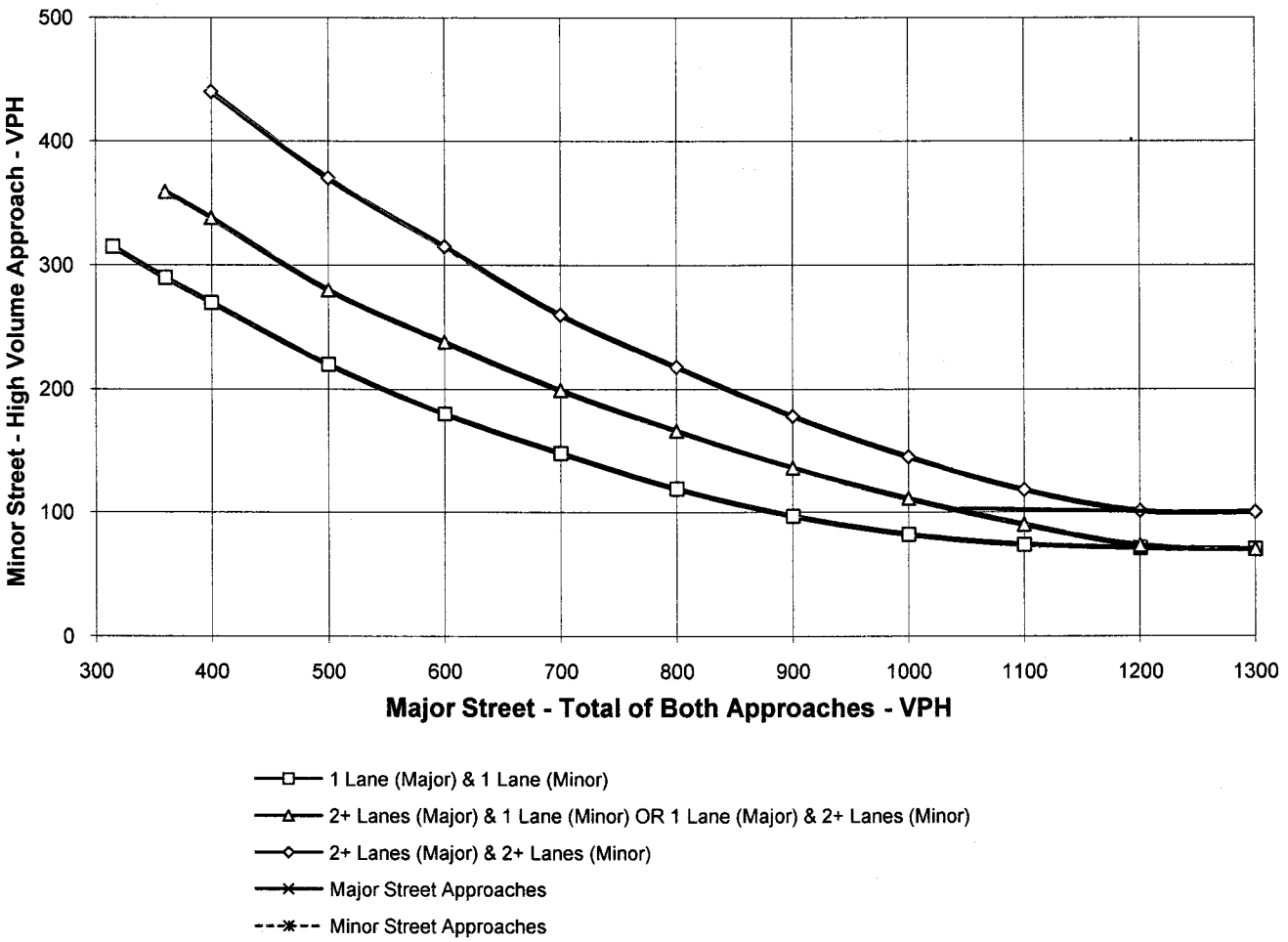
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Main Street**

High Volume Approach (VPH) = **182**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project PM

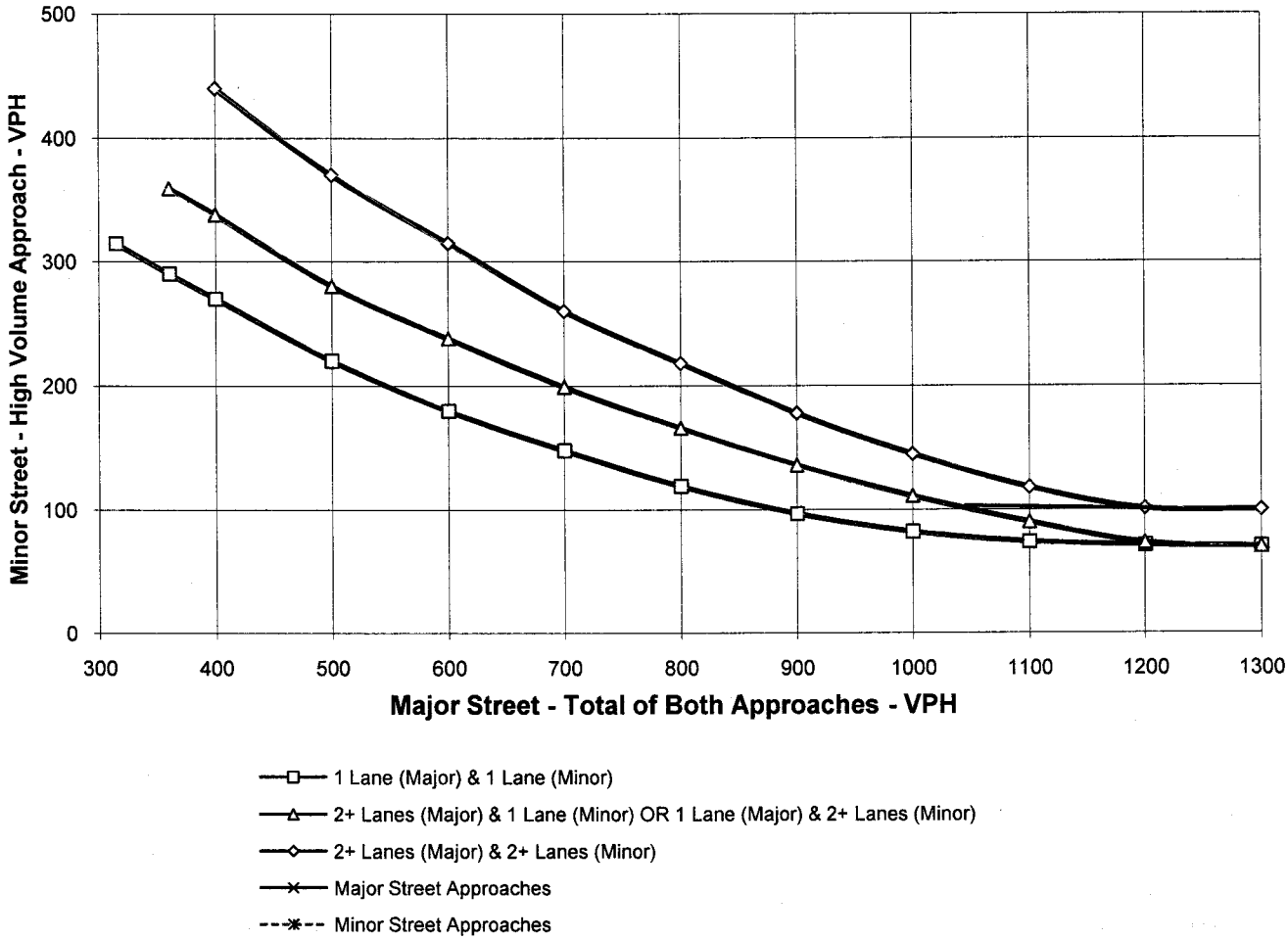
Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **294**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte**

High Volume Approach (VPH) = **164**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Ambient Growth Plus Project AM

Major Street Name = **Camino Del Norte**

Total of Both Approaches (VPH) = **226**

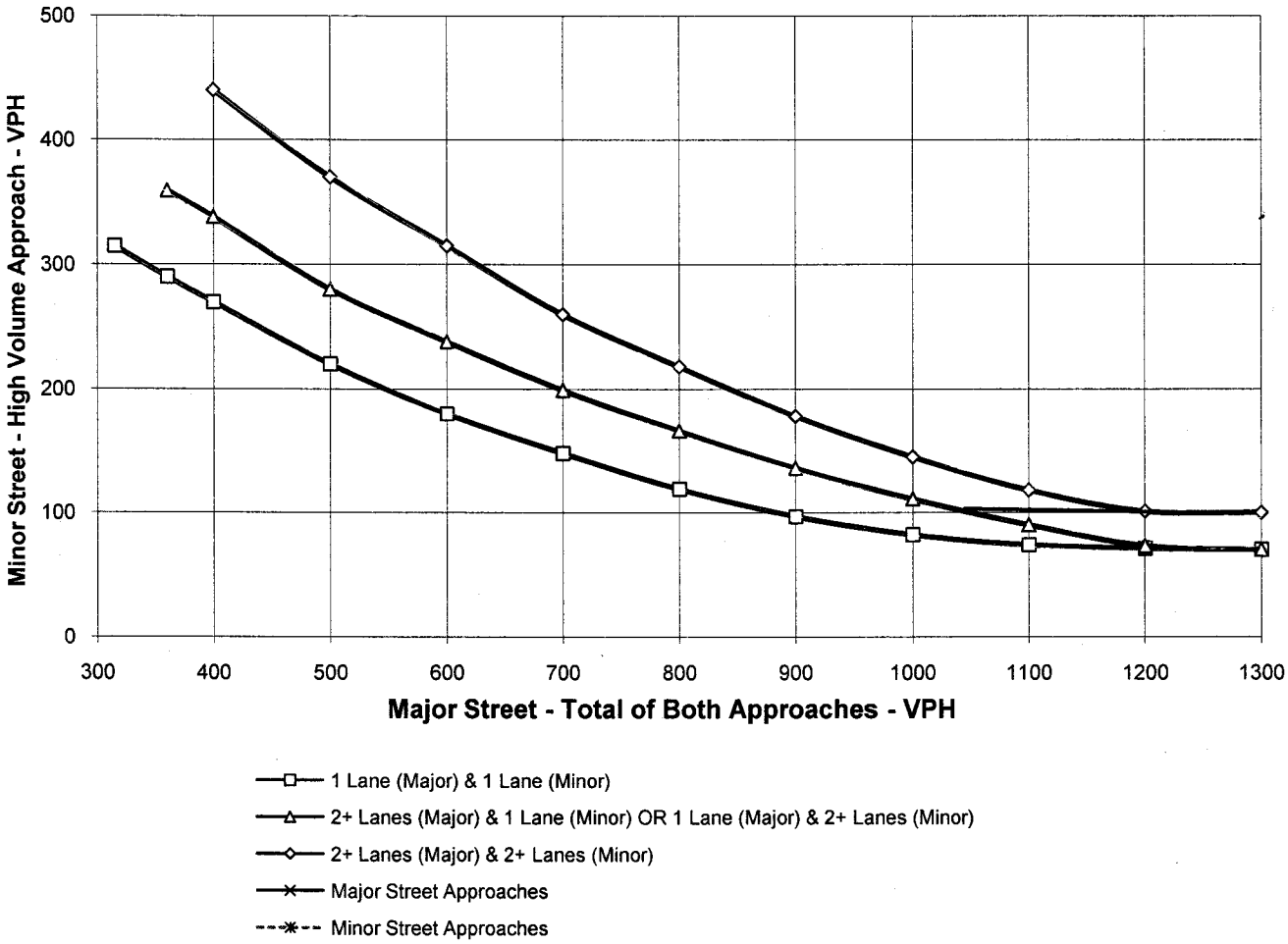
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Main Street**

High Volume Approach (VPH) = **192**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Ambient Growth Plus Project PM

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **307**

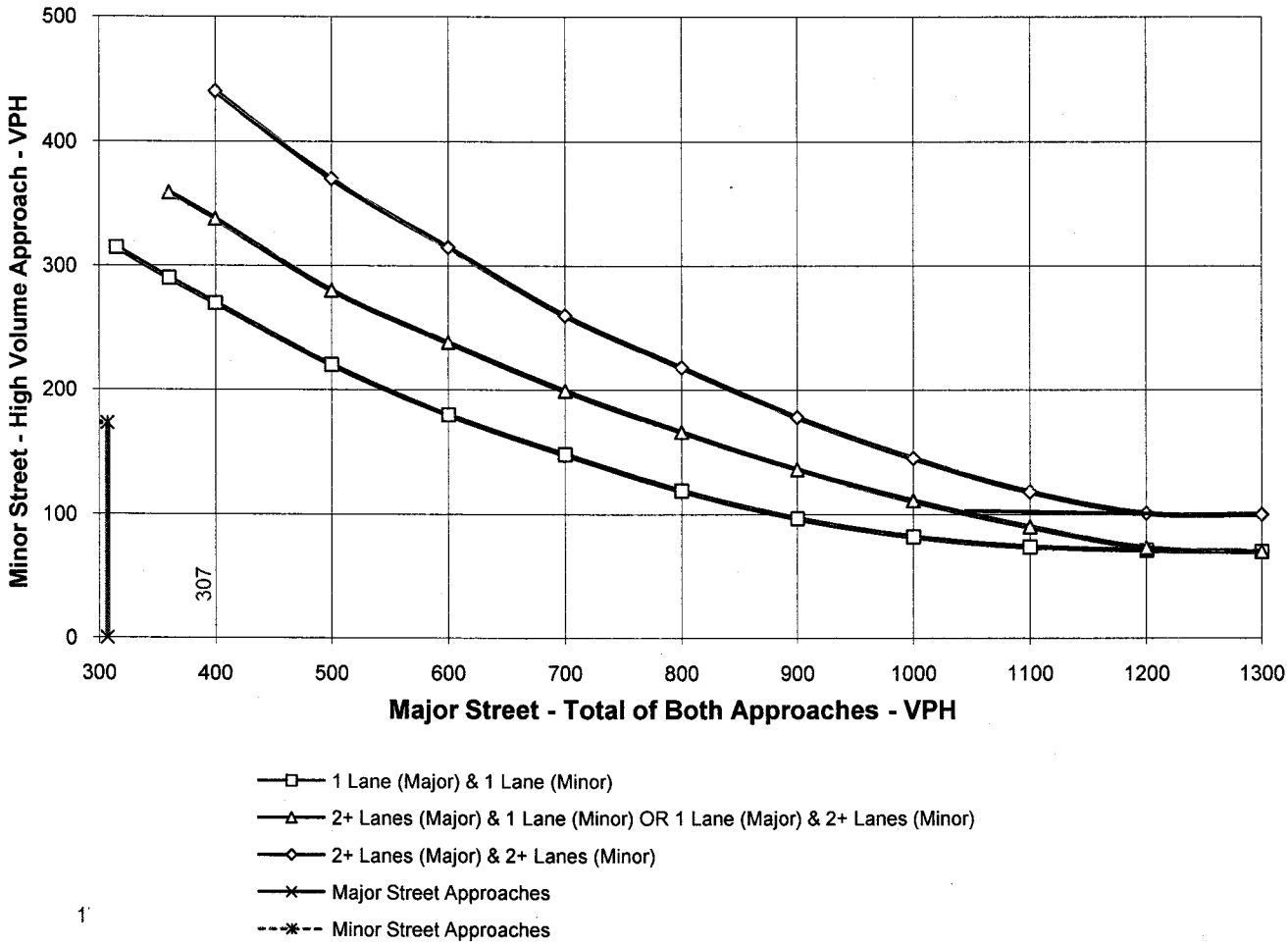
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte**

High Volume Approach (VPH) = **173**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) Without Project AM

Major Street Name = **Camino Del Norte**

Total of Both Approaches (VPH) = **732**

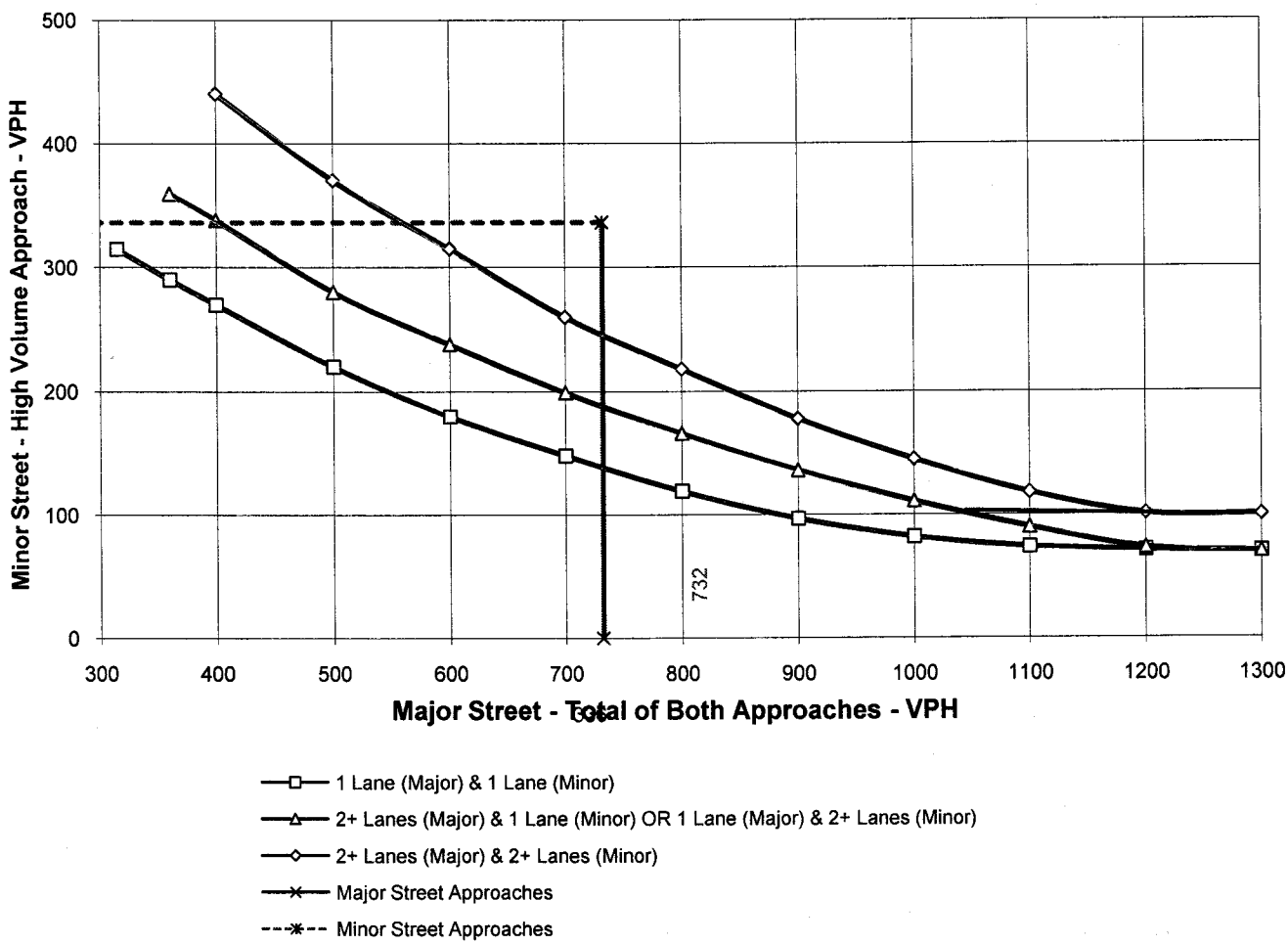
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Main Street**

High Volume Approach (VPH) = **336**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) Without Project PM

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **821**

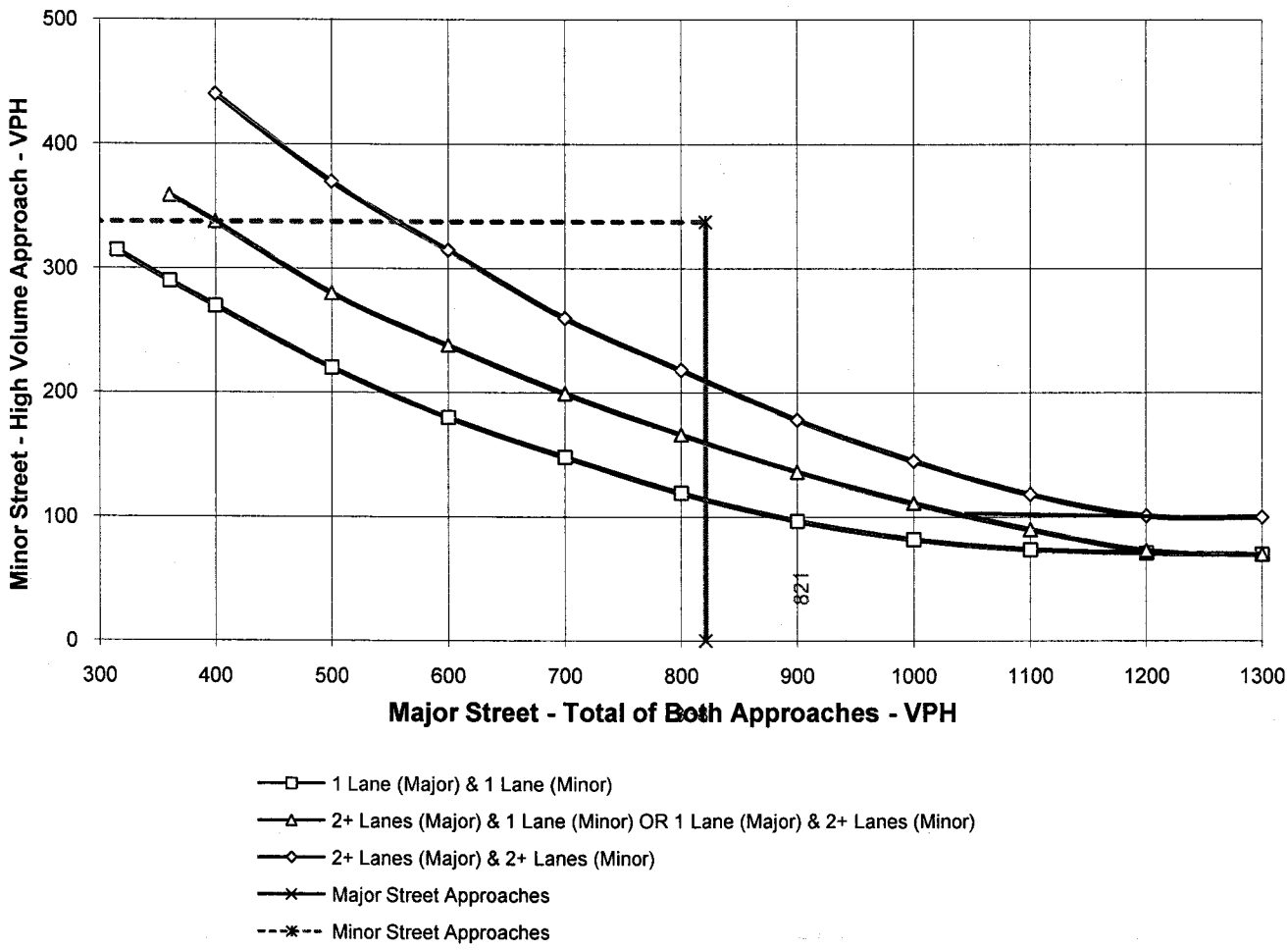
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte**

High Volume Approach (VPH) = **338**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) With Project AM

Major Street Name = **Camino Del Norte**

Total of Both Approaches (VPH) = **799**

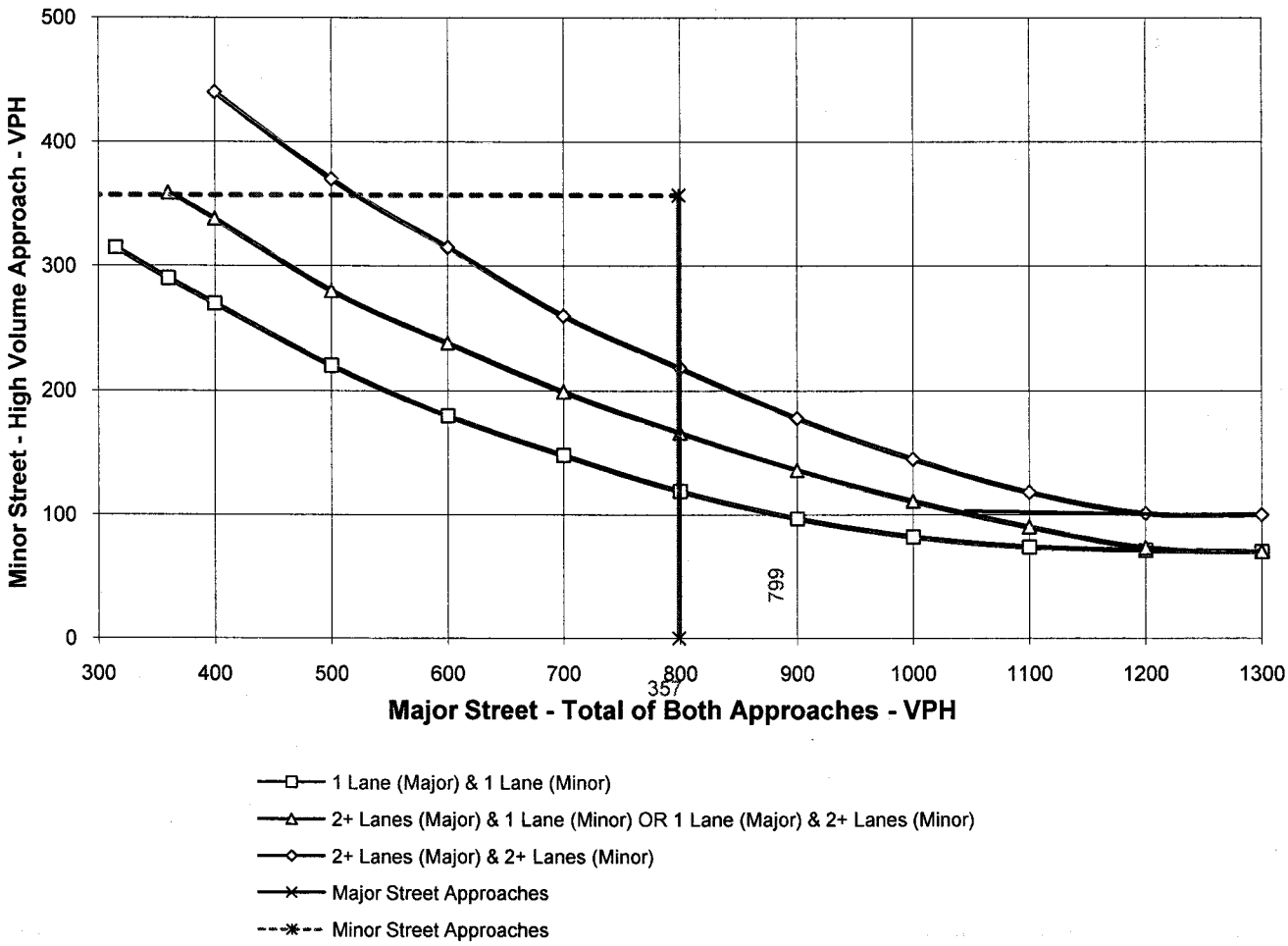
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Main Street**

High Volume Approach (VPH) = **357**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) With Project PM

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **890**

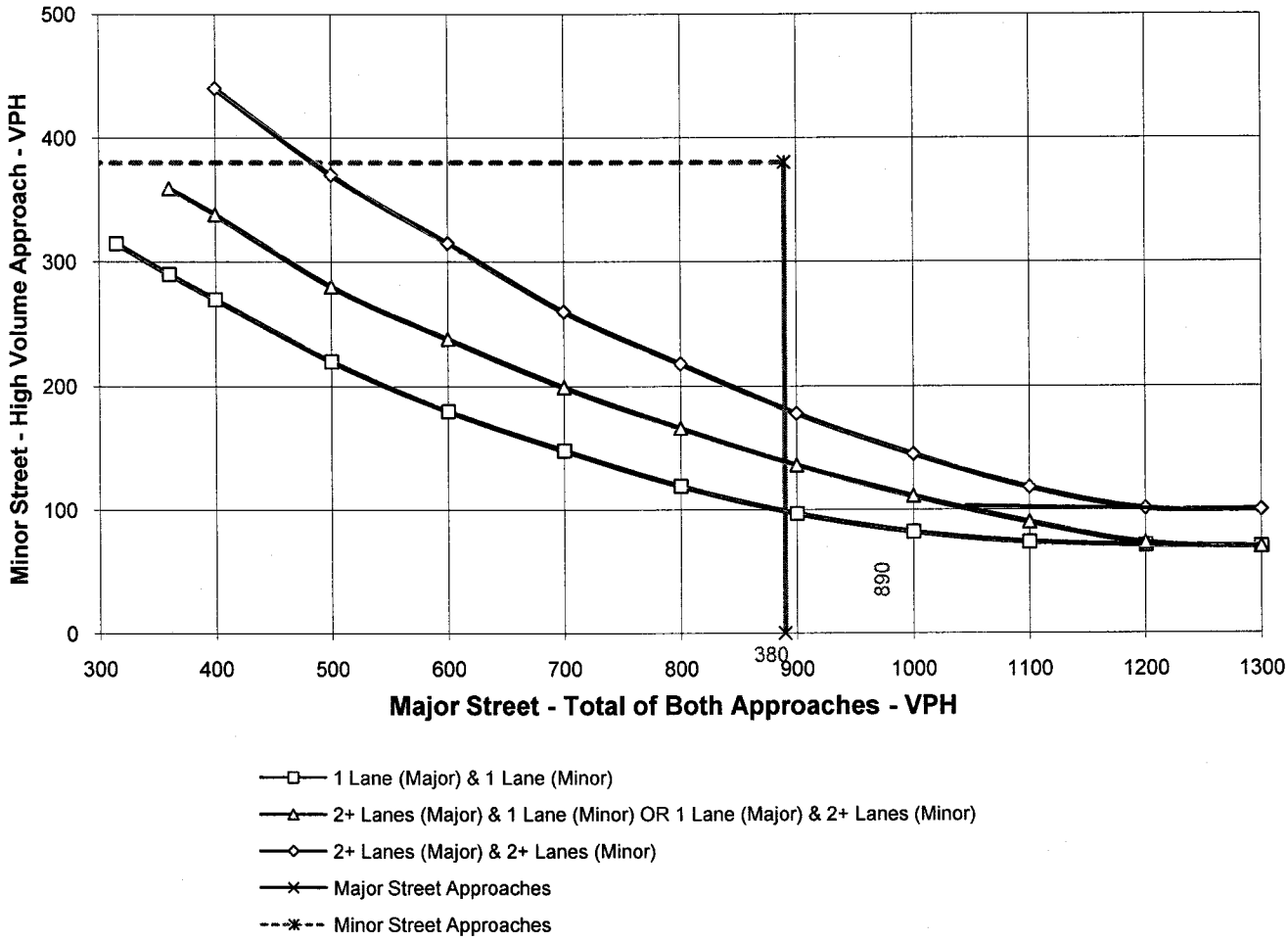
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte**

High Volume Approach (VPH) = **380**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Main Street (NS) at I-15 Freeway NB Ramps (EW) - #2

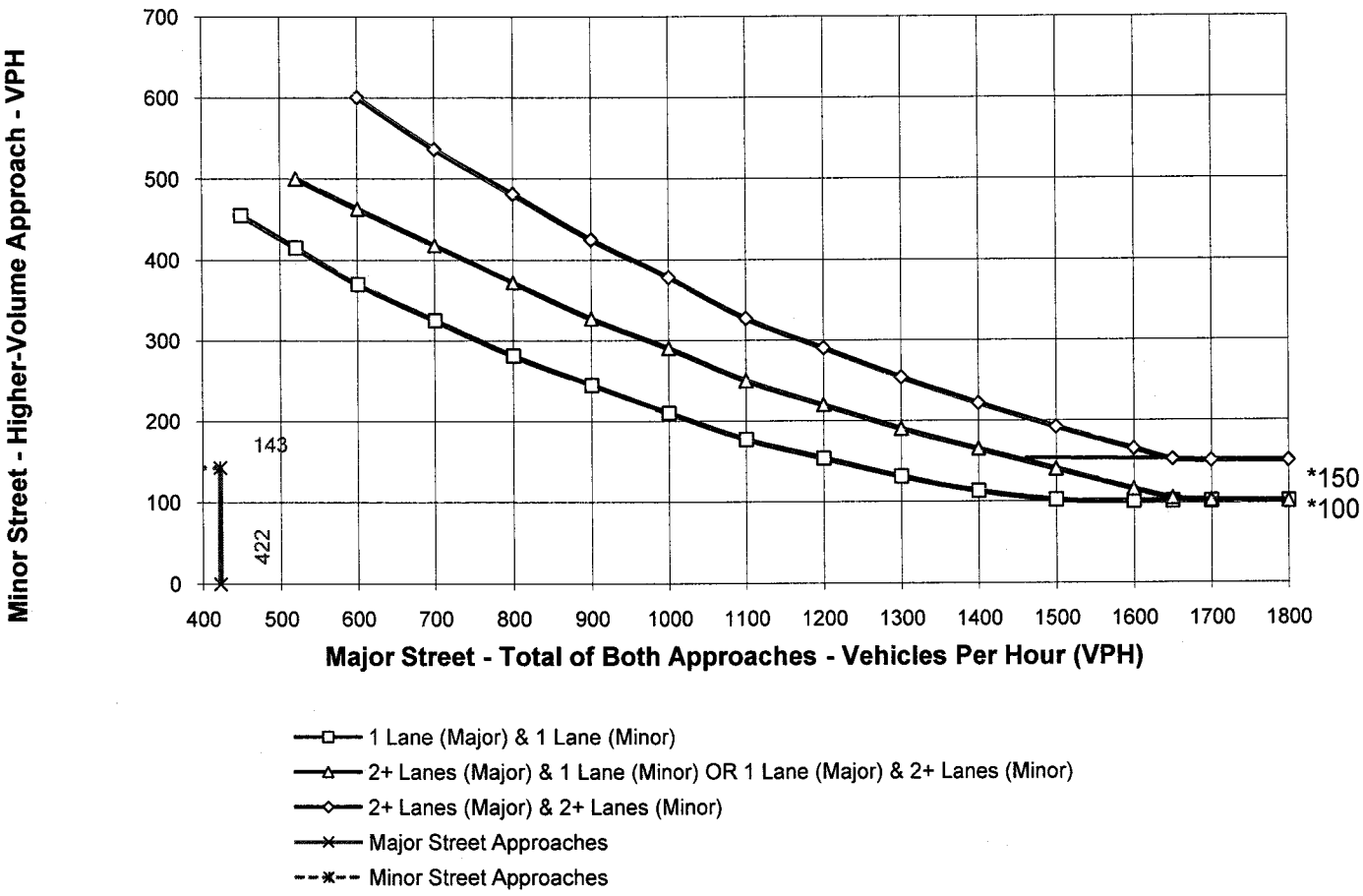
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing AM**

Major Street Name = **I-15 Freeway NB Ramps** Total of Both Approaches (VPH) = **422**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Main Street** High Volume Approach (VPH) = **143**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **375**

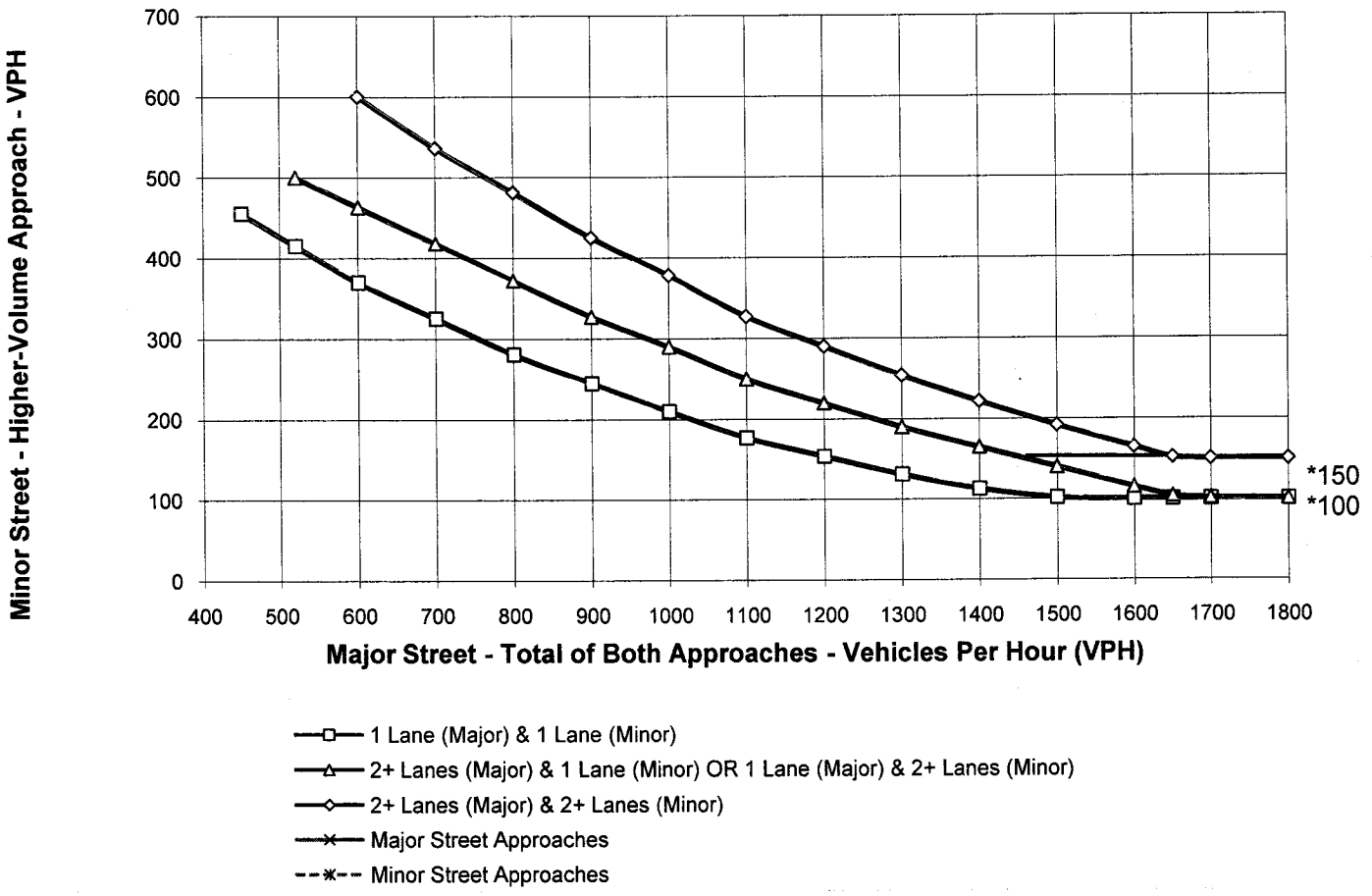
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps**

High Volume Approach (VPH) = **350**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

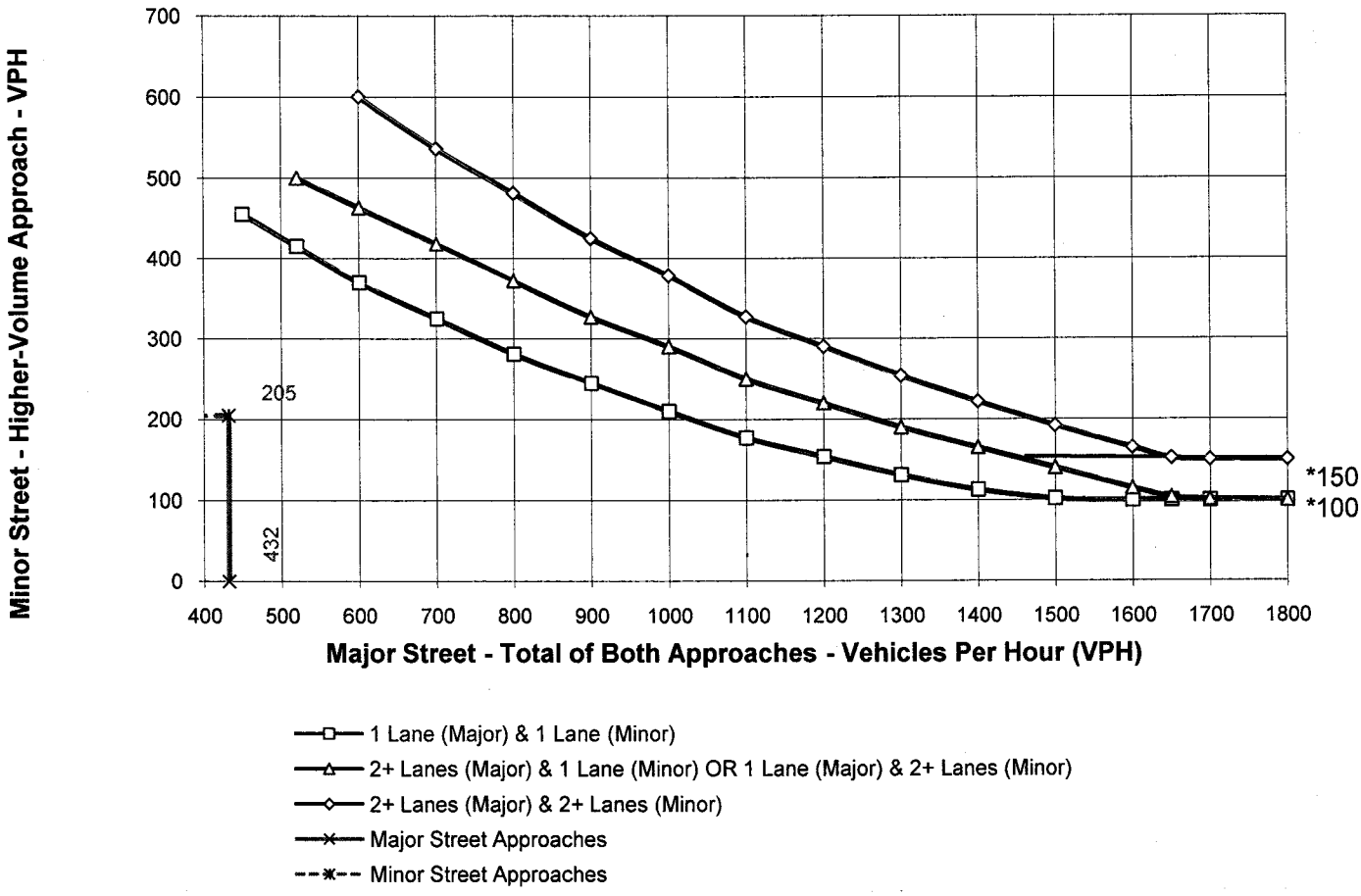
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project AM**

Major Street Name = **I-15 Freeway NB Ramps** Total of Both Approaches (VPH) = **432**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Main Street** High Volume Approach (VPH) = **205**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **452**

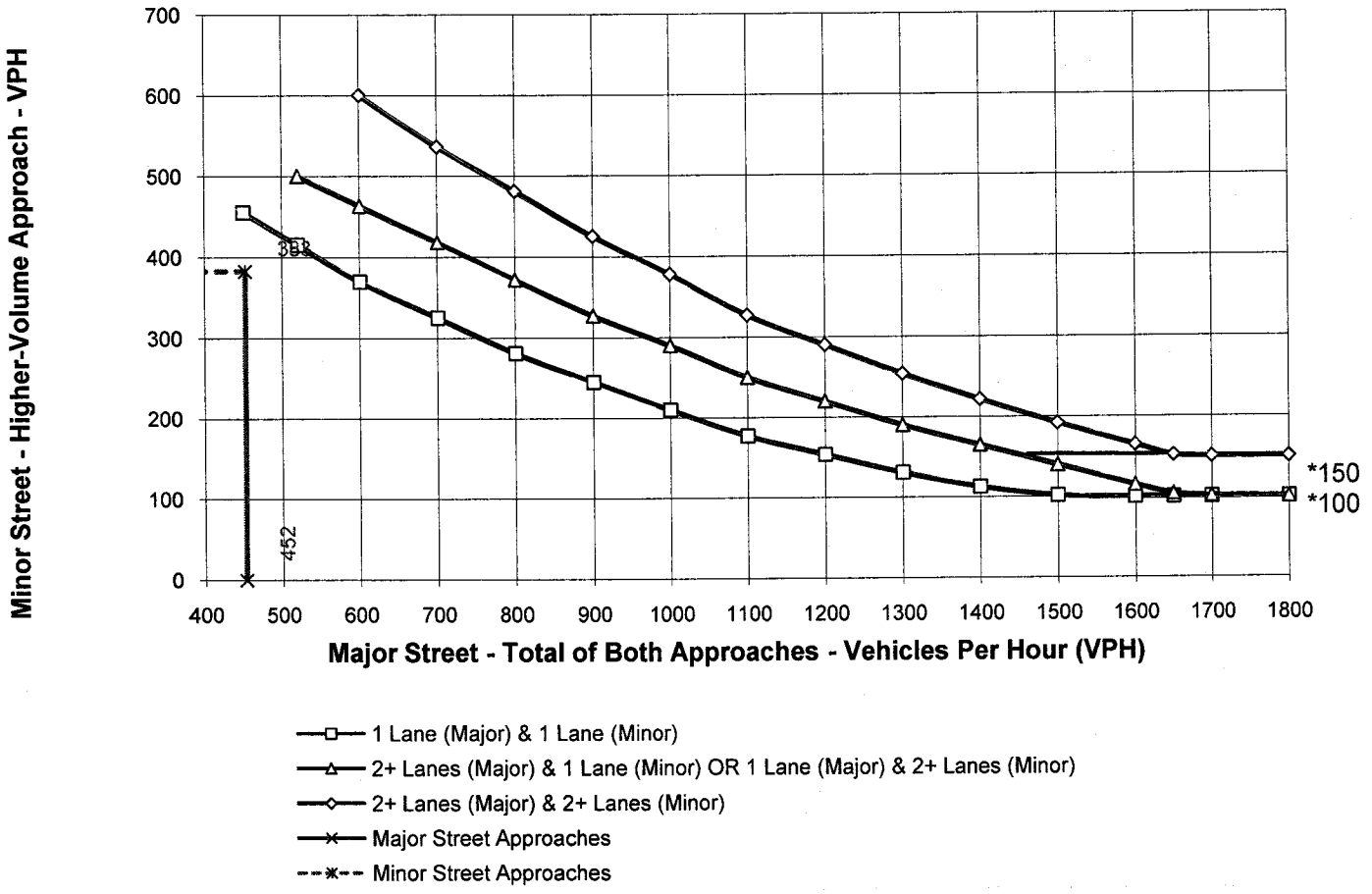
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps**

High Volume Approach (VPH) = **383**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

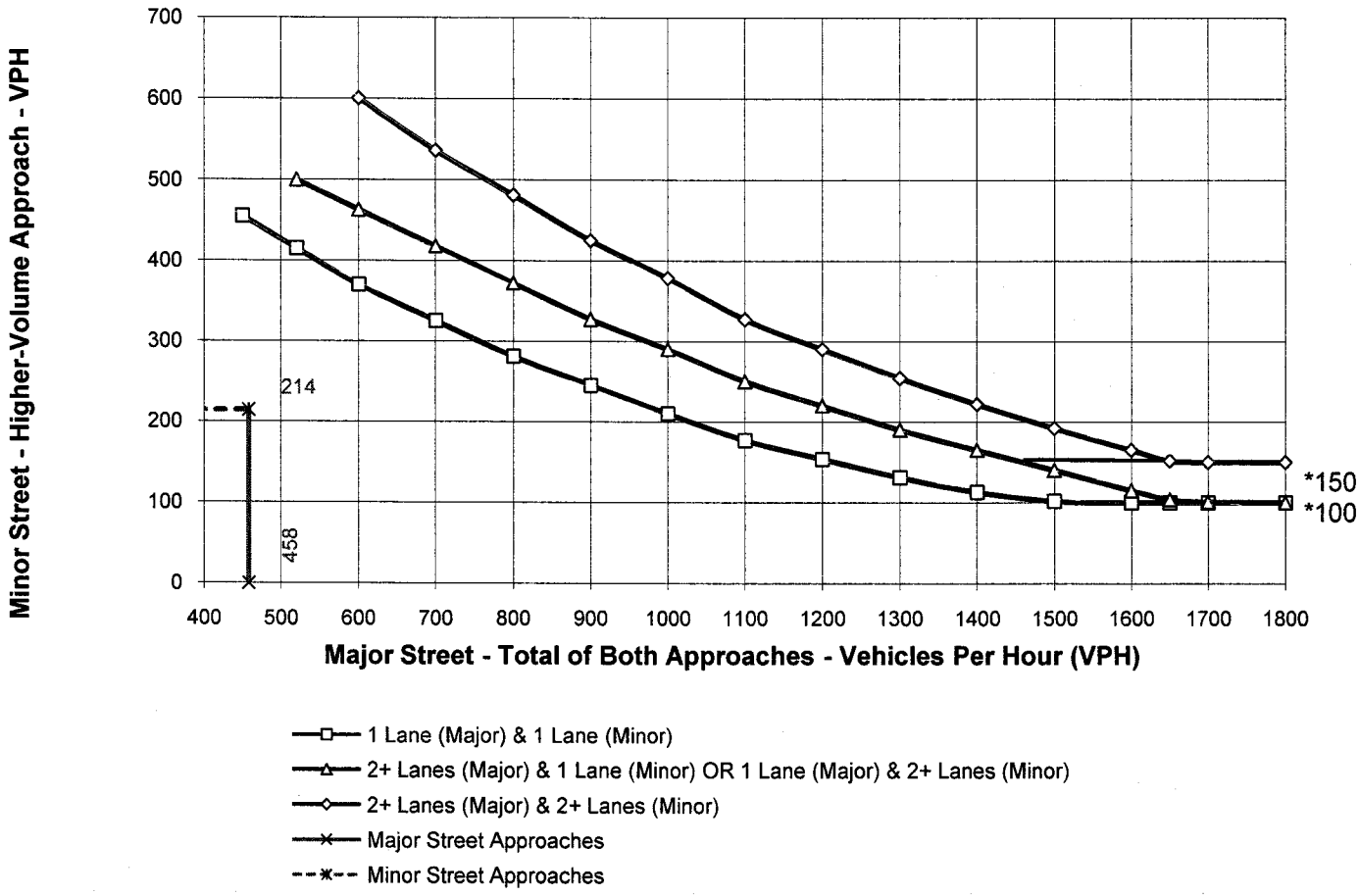
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project AM**

Major Street Name = **I-15 Freeway NB Ramps** Total of Both Approaches (VPH) = **458**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Main Street** High Volume Approach (VPH) = **214**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

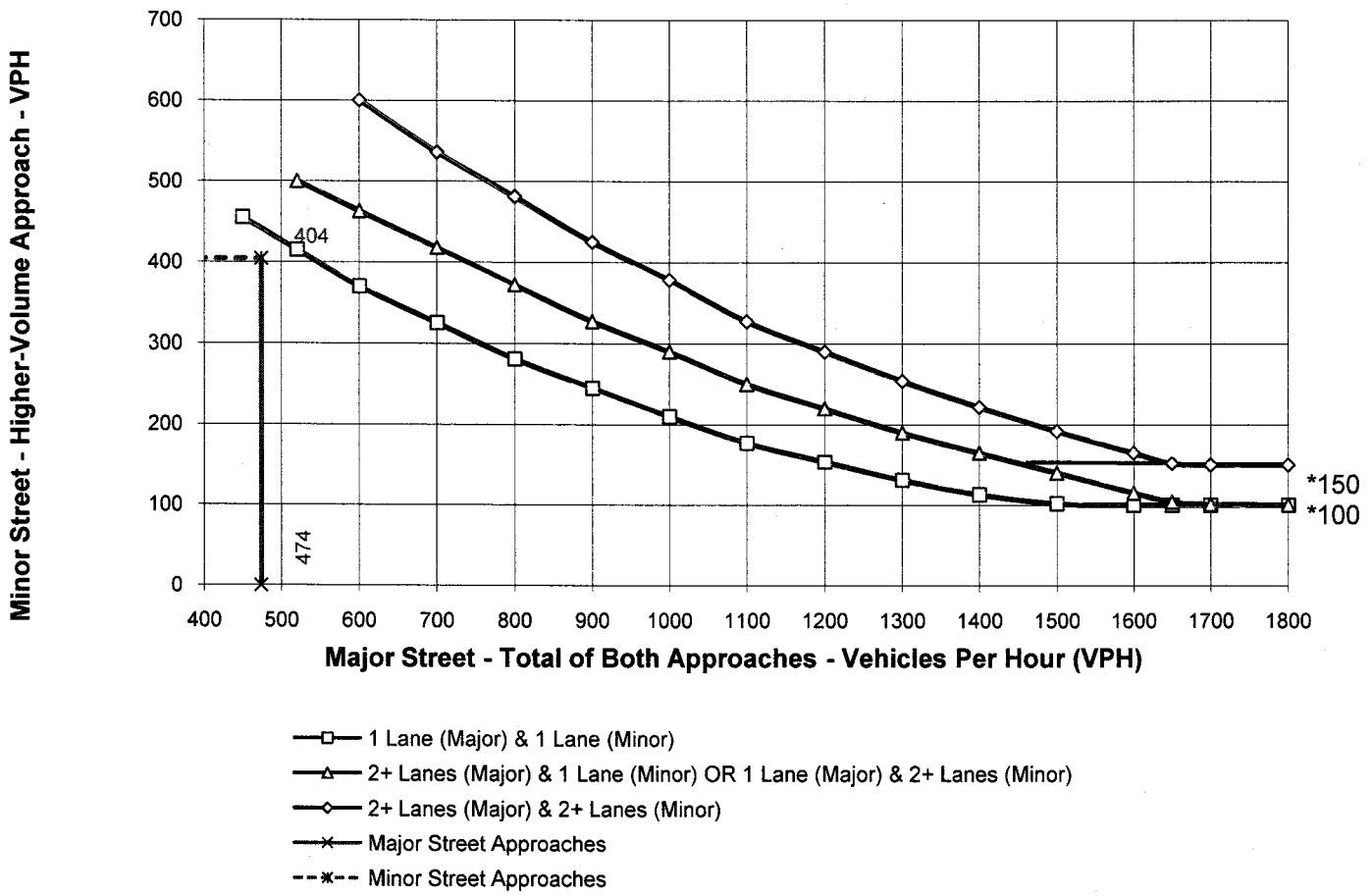
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project PM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **474**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps** High Volume Approach (VPH) = **404**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

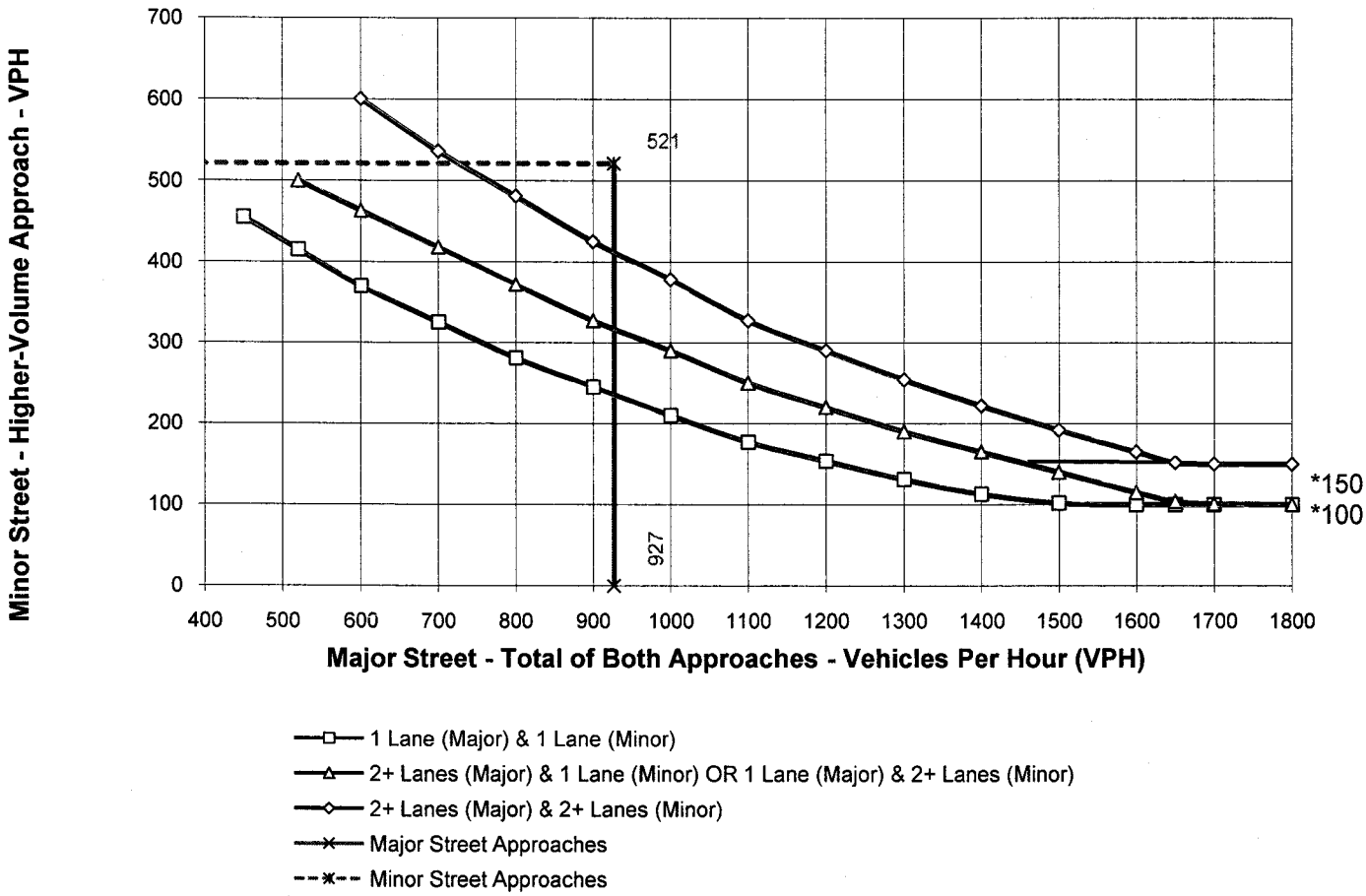
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) Without Project AM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **927**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps** High Volume Approach (VPH) = **521**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

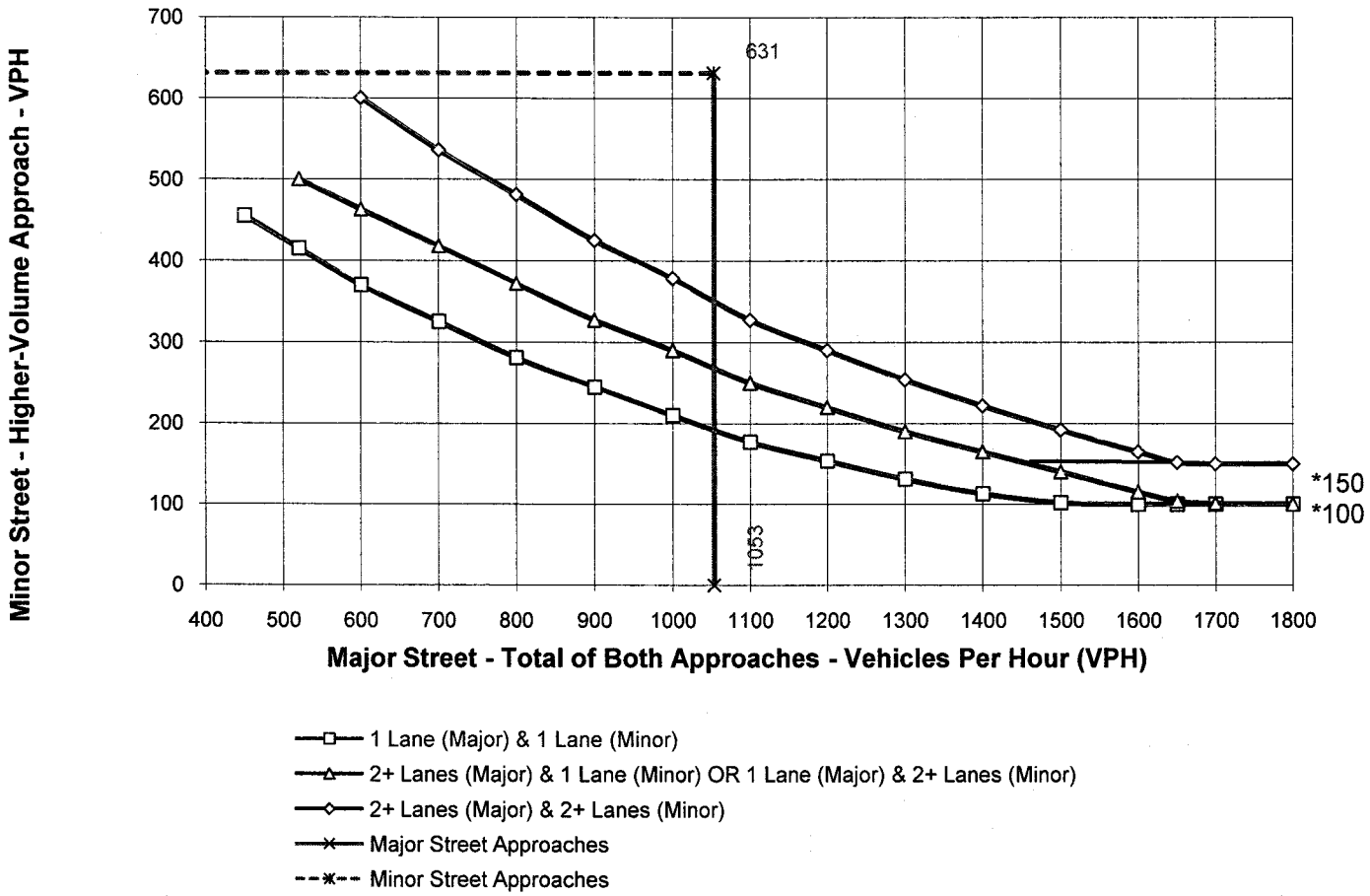
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) Without Project PM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **1053**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps** High Volume Approach (VPH) = **631**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

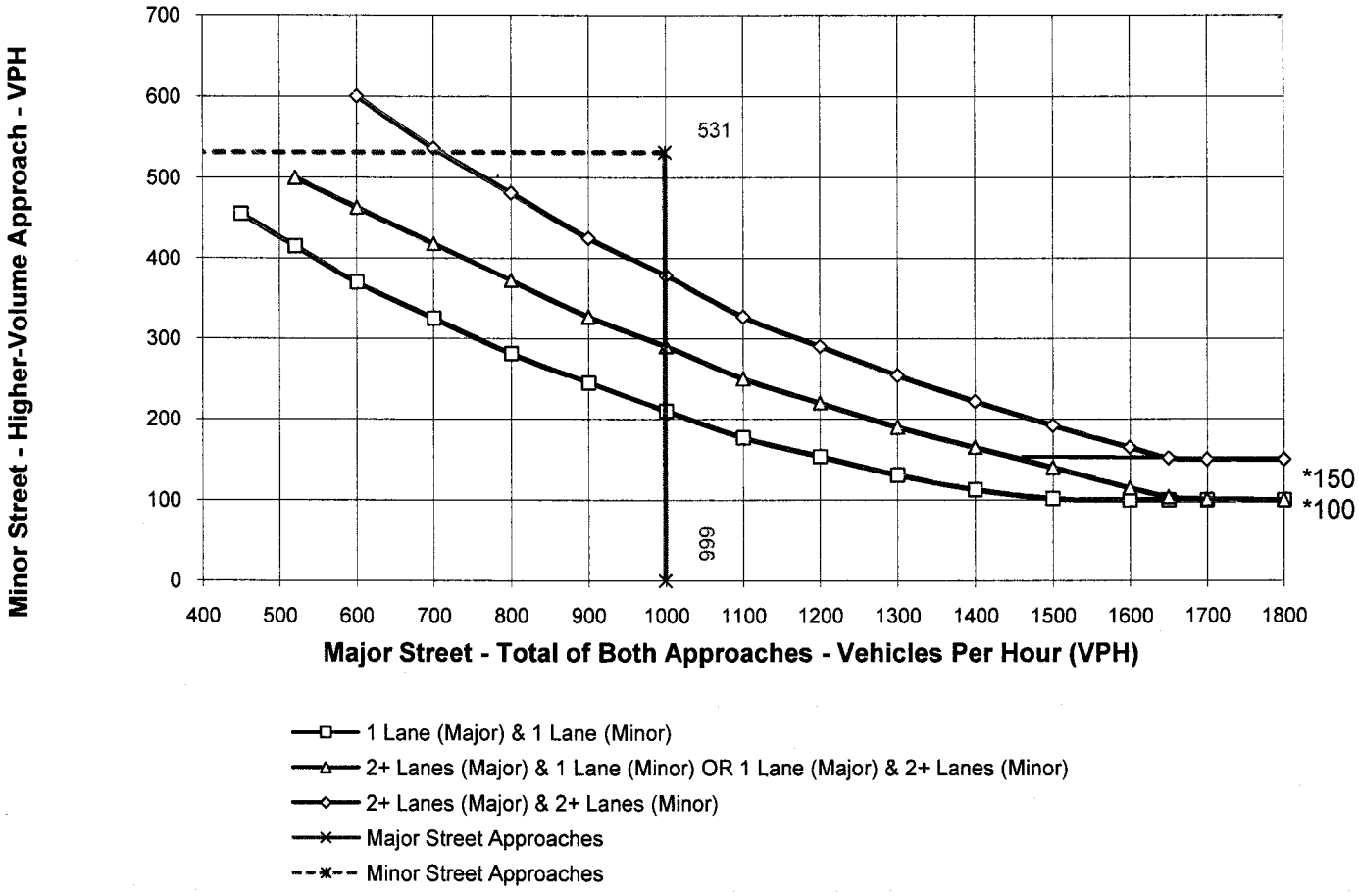
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) With Project AM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **999**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps** High Volume Approach (VPH) = **531**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) With Project PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **1131**

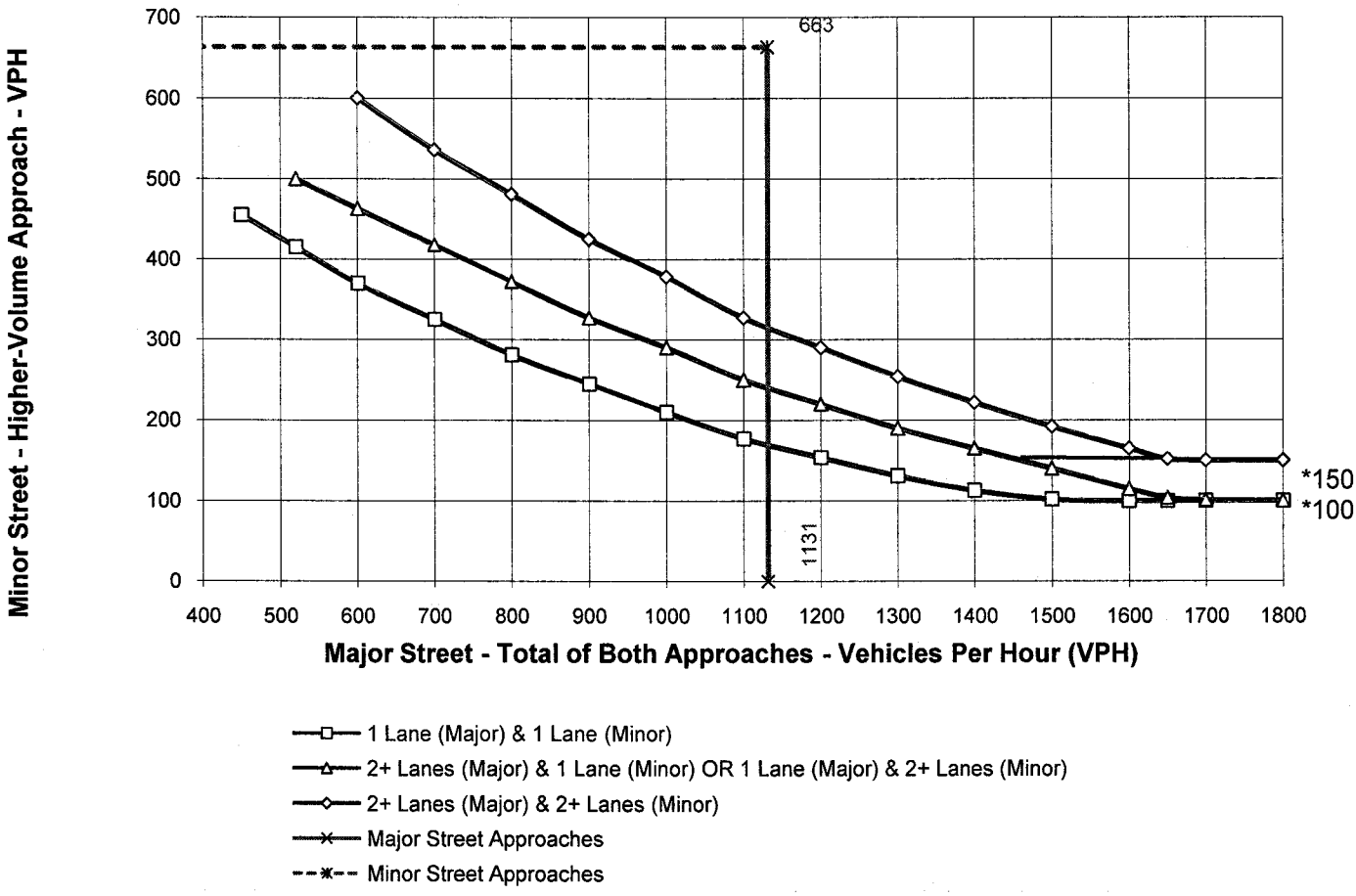
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway NB Ramps**

High Volume Approach (VPH) = **663**

Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Main Street (NS) at I-15 Freeway SB Ramps (EW) - #3

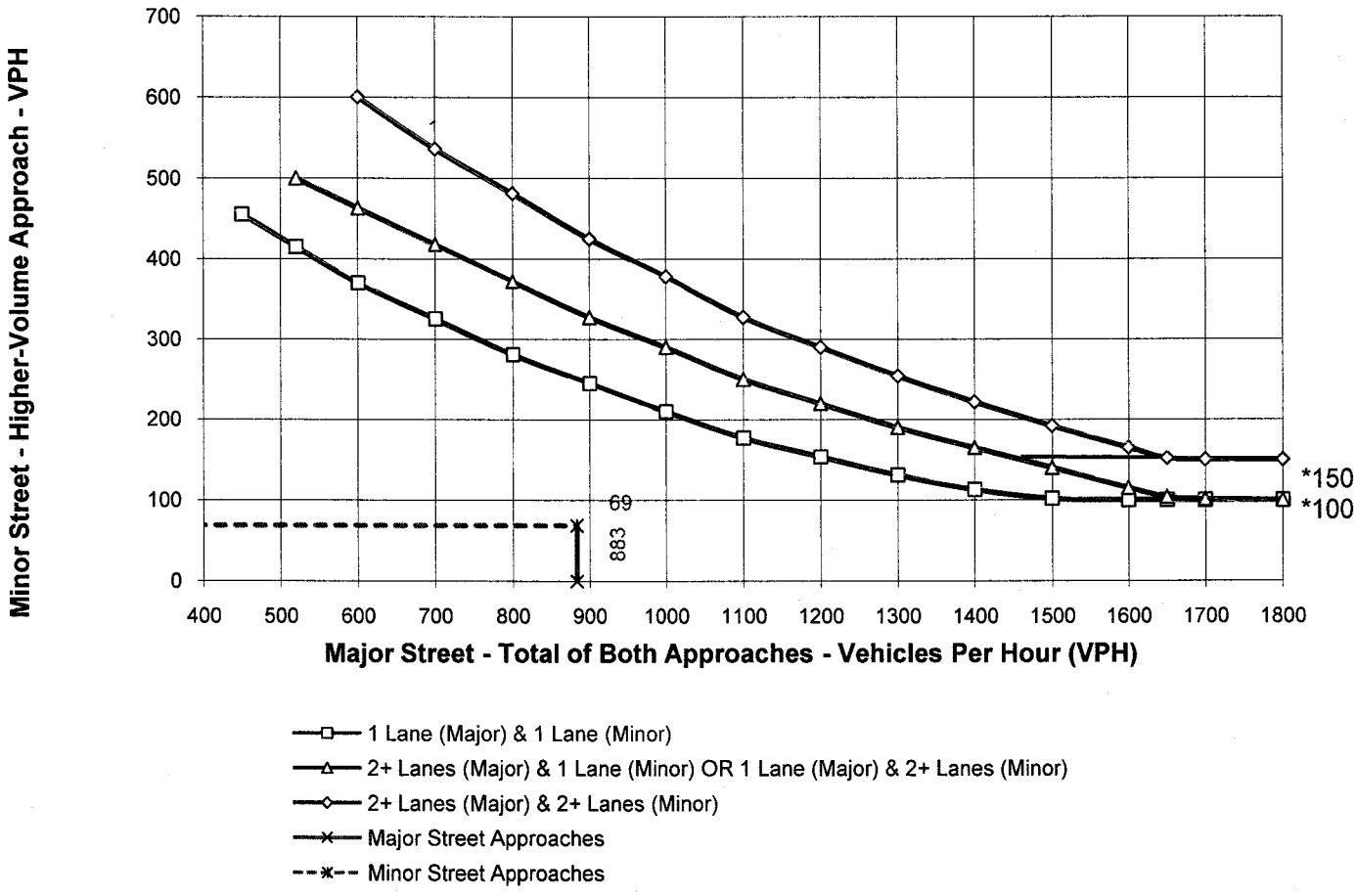
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing AM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **883**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **69**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **858**

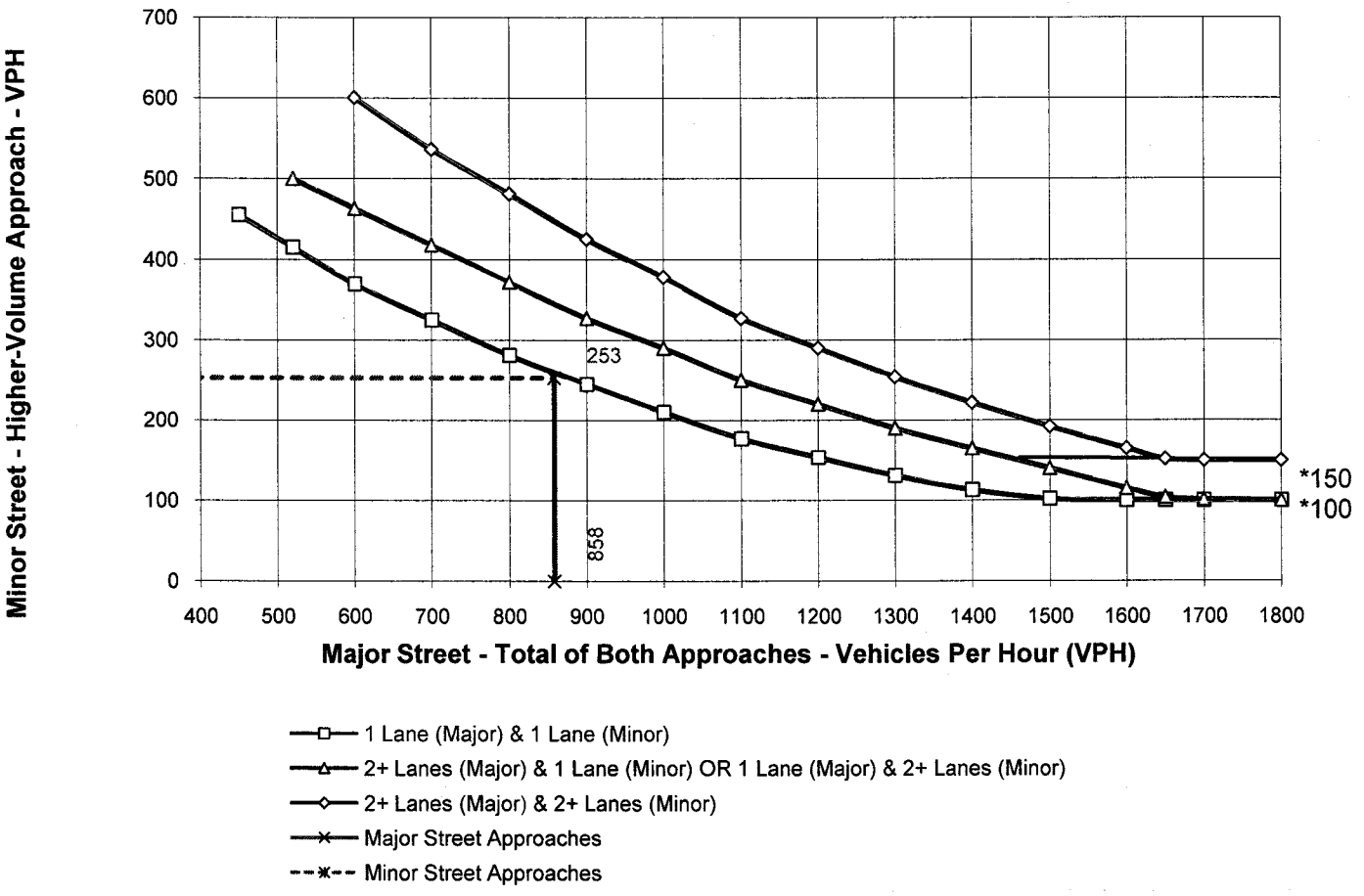
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps**

High Volume Approach (VPH) = **253**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

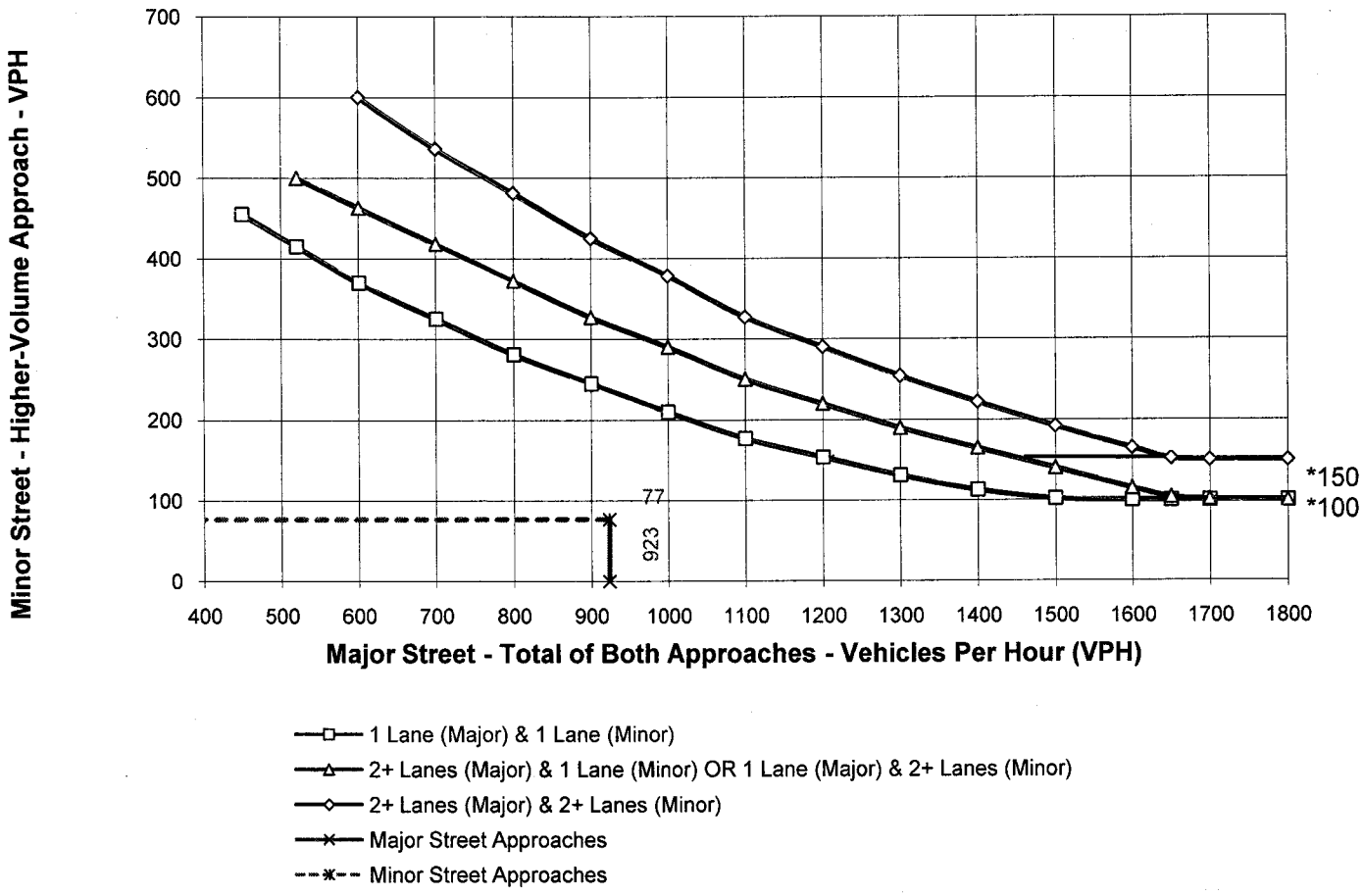
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project AM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **923**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **77**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **891**

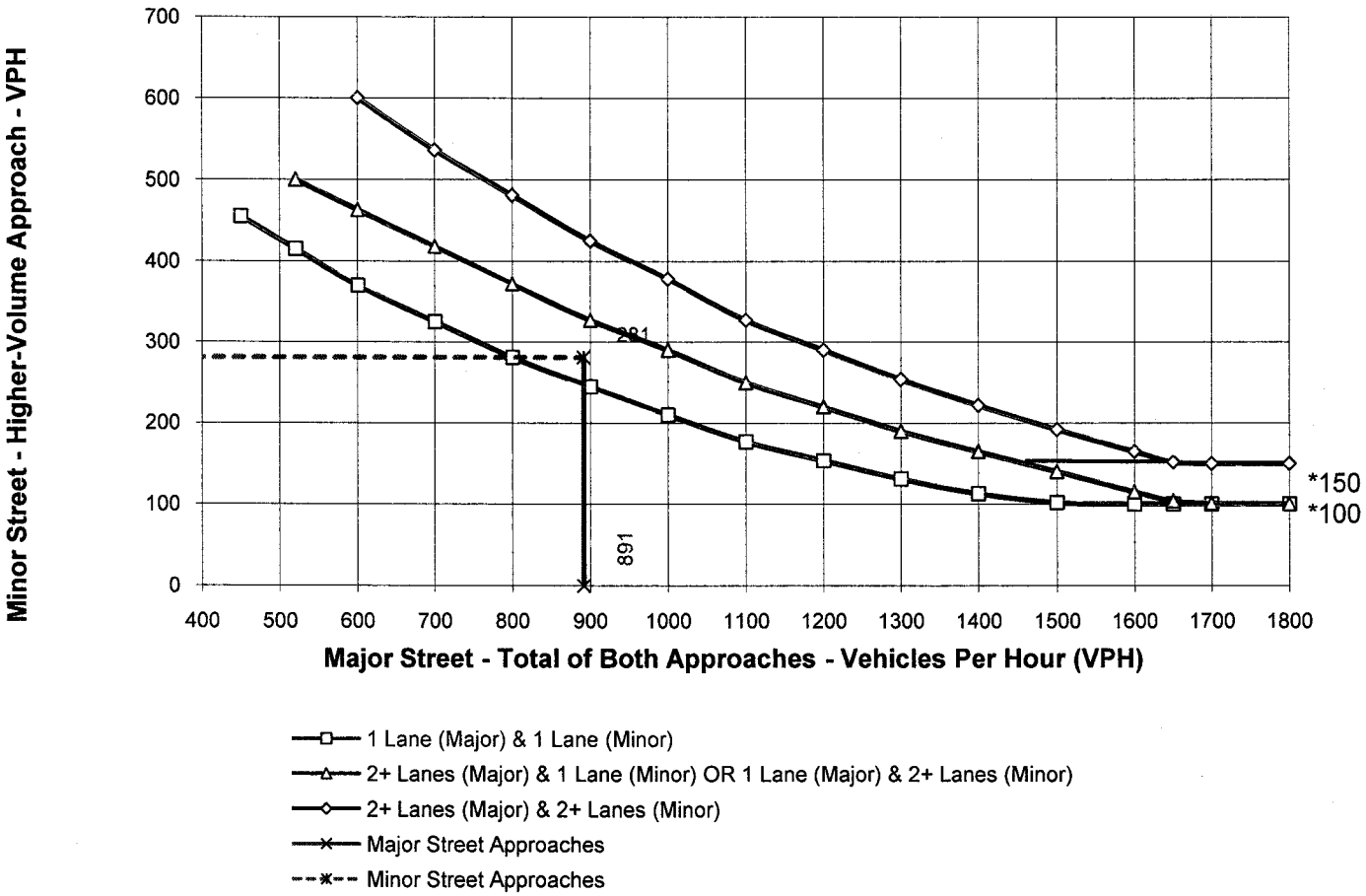
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps**

High Volume Approach (VPH) = **281**

Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

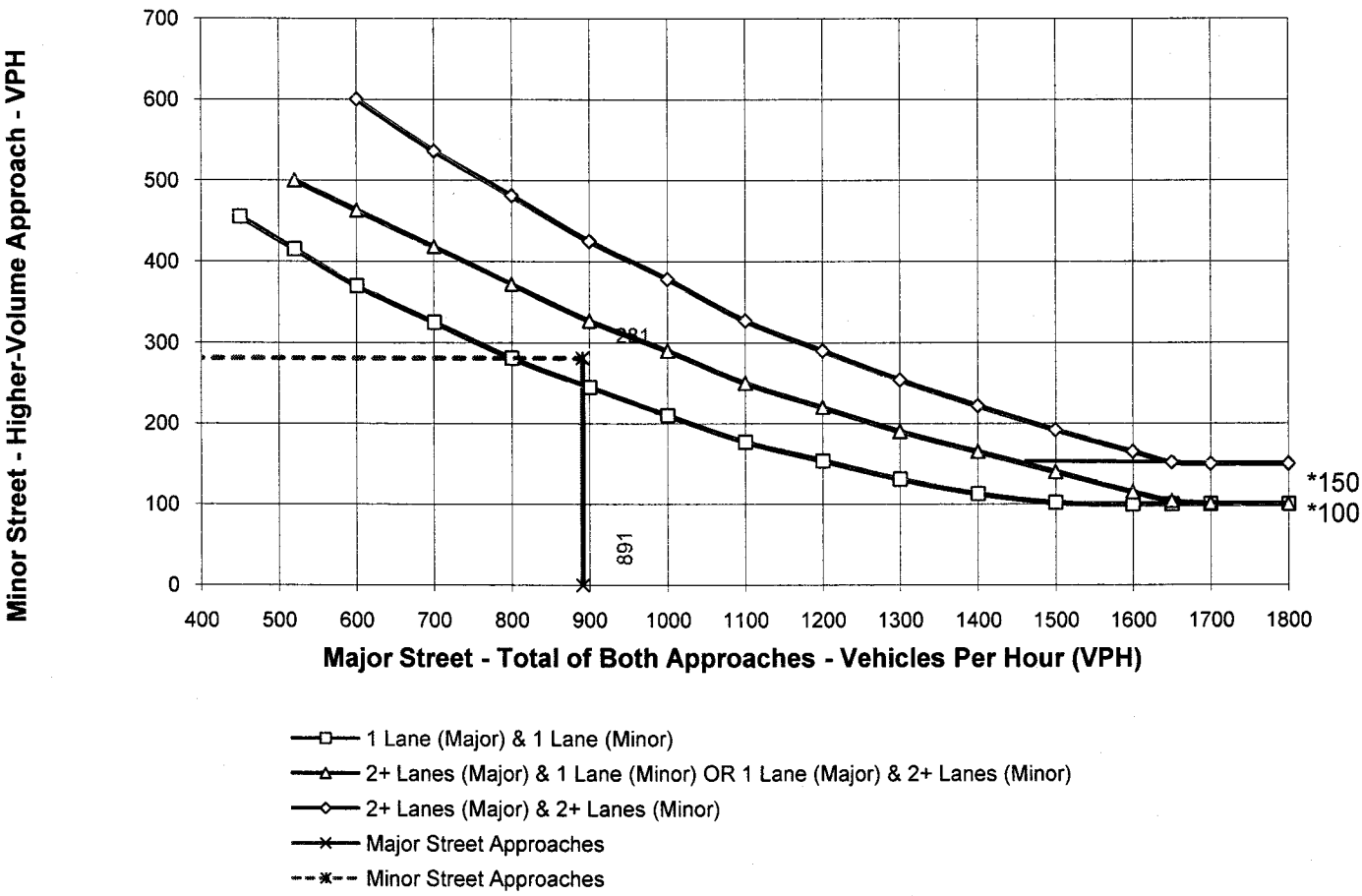
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Project PM (With NB Right Turn Lane Improvement)**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **891**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **281**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

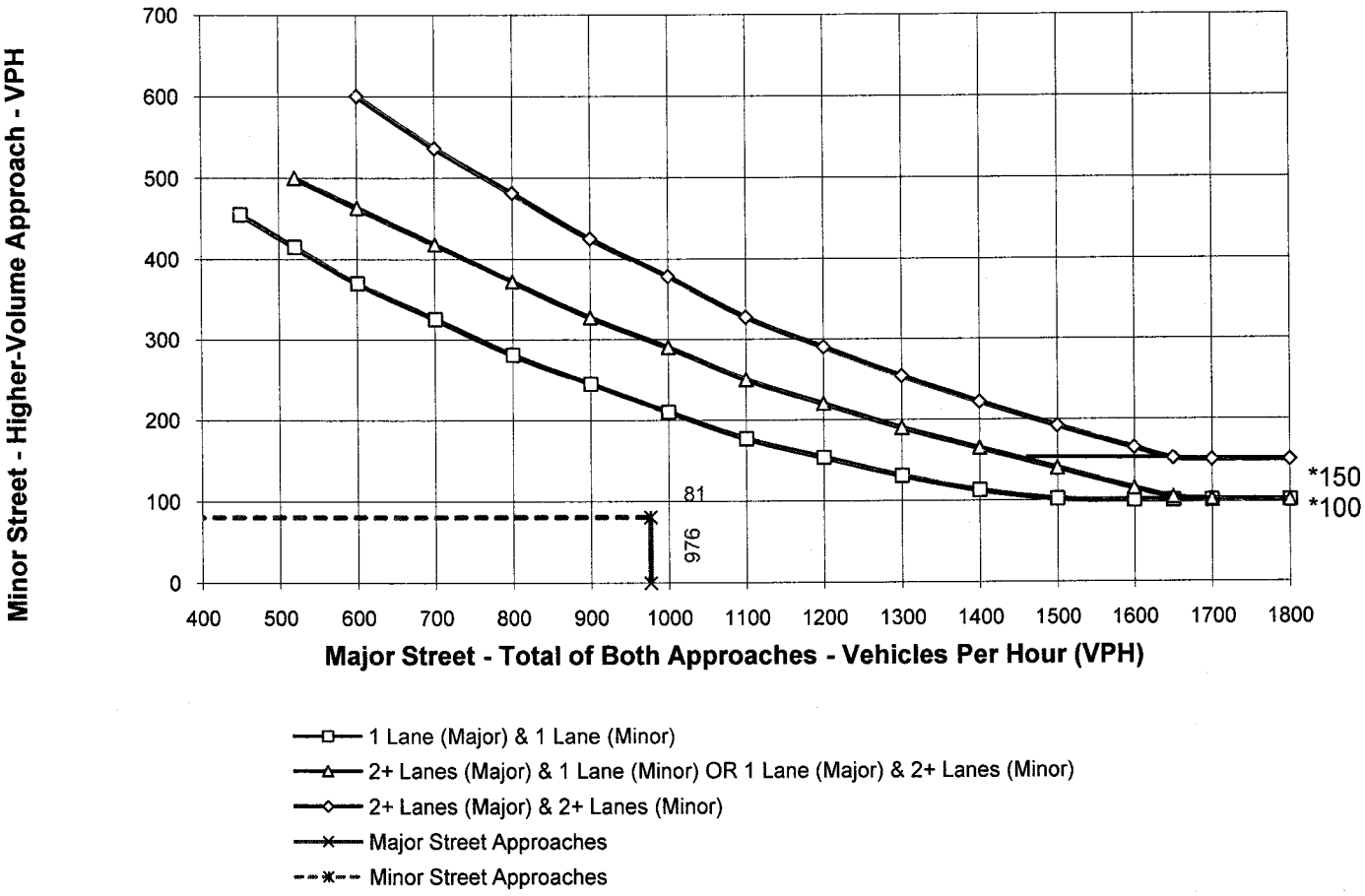
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project AM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **976**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **81**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

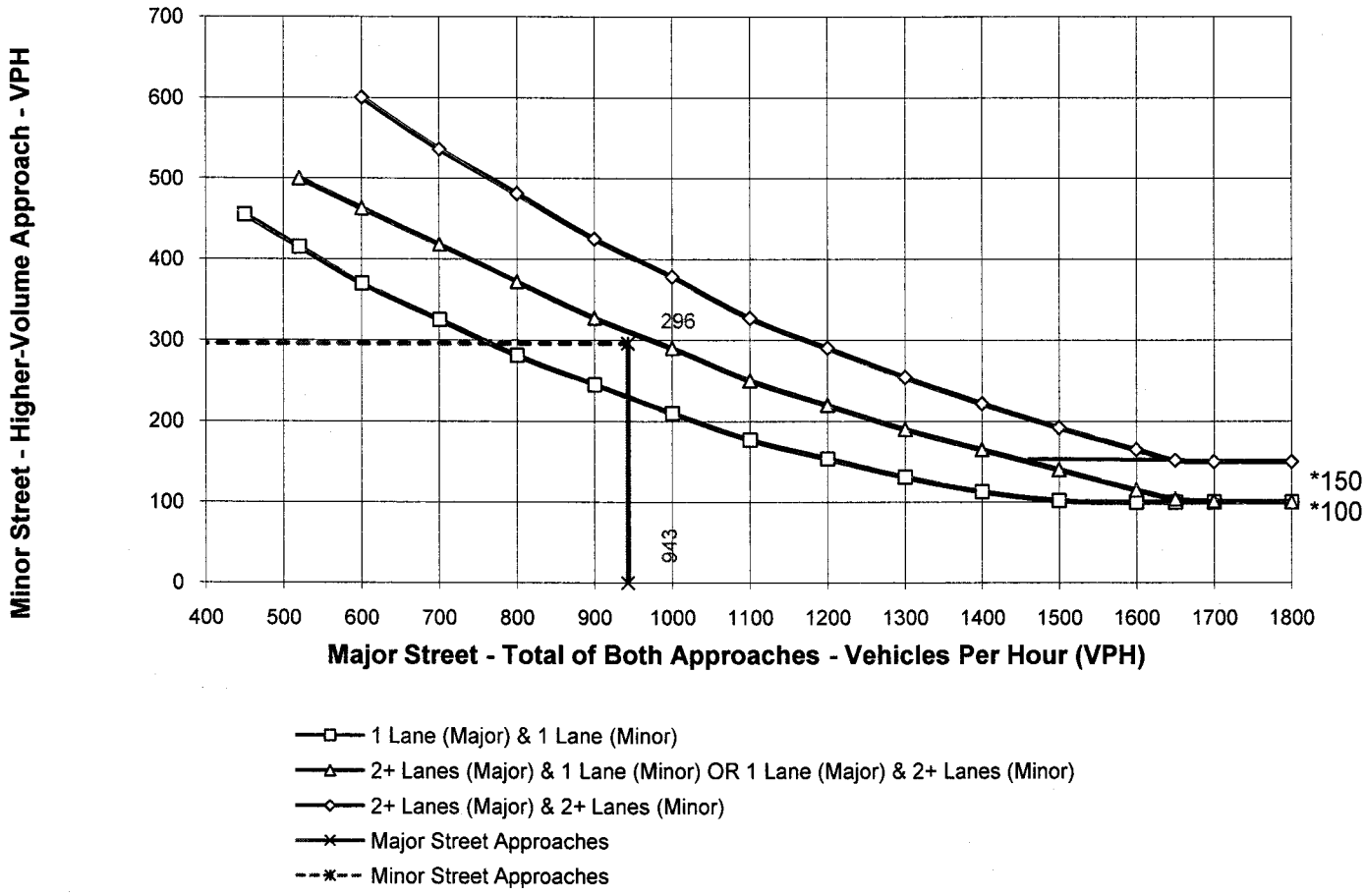
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project PM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **943**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **296**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

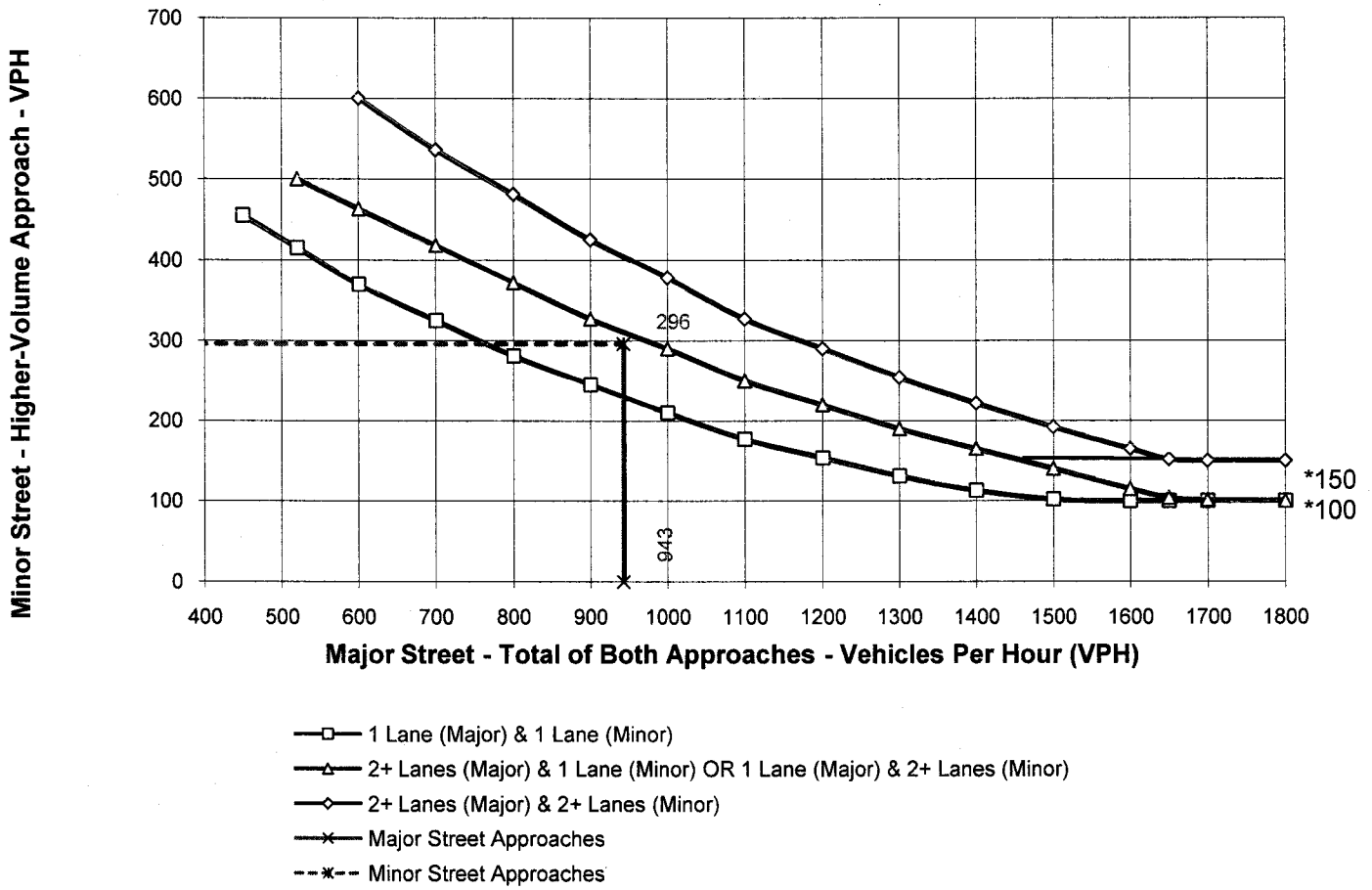
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project PM (With NB Right Turn Lane Imp**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **943**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **296**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

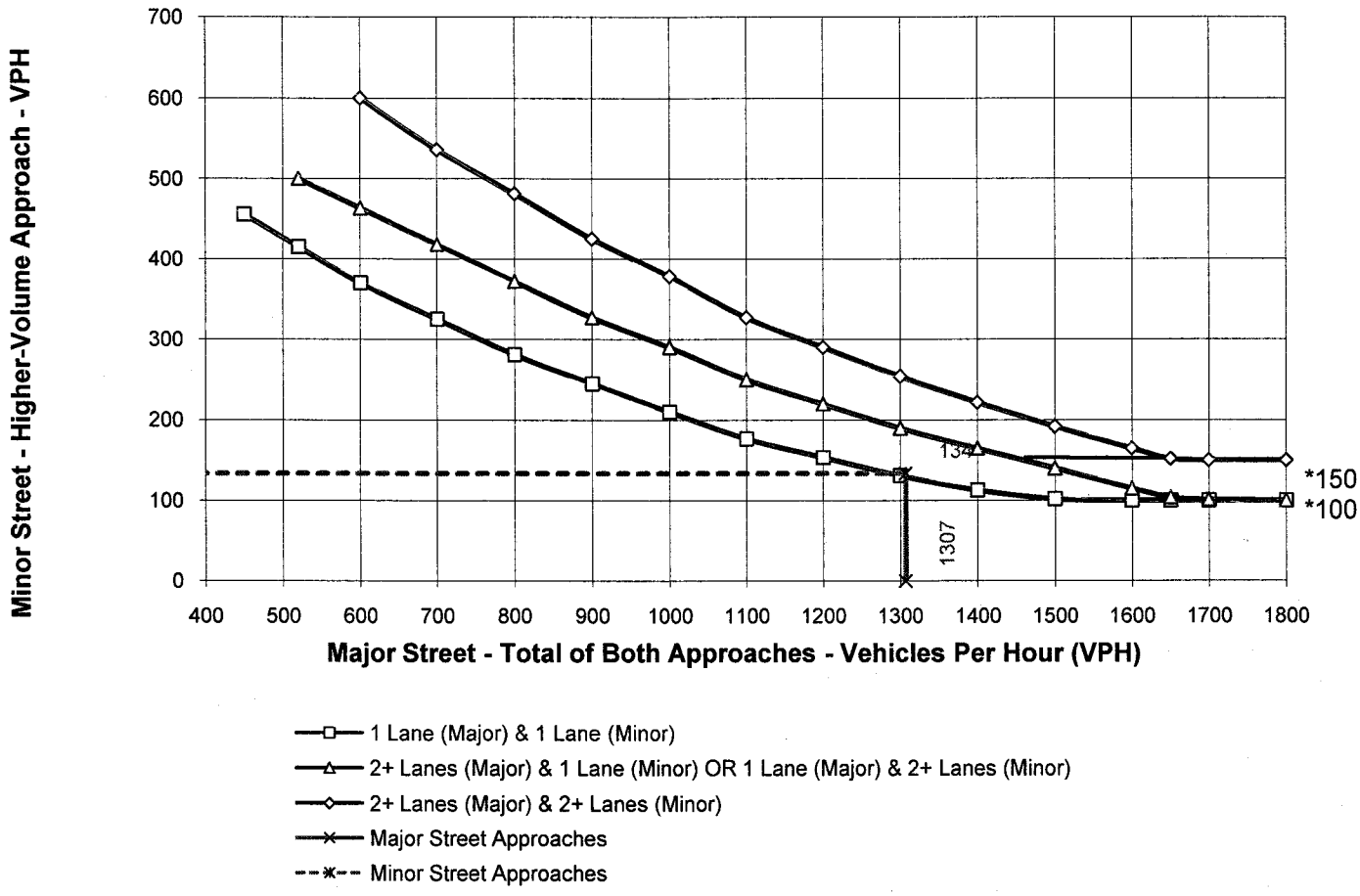
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) Without Project AM**

Major Street Name = **Main Street** Total of Both Approaches (VPH) = **1307**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps** High Volume Approach (VPH) = **134**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) Without Project PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **1230**

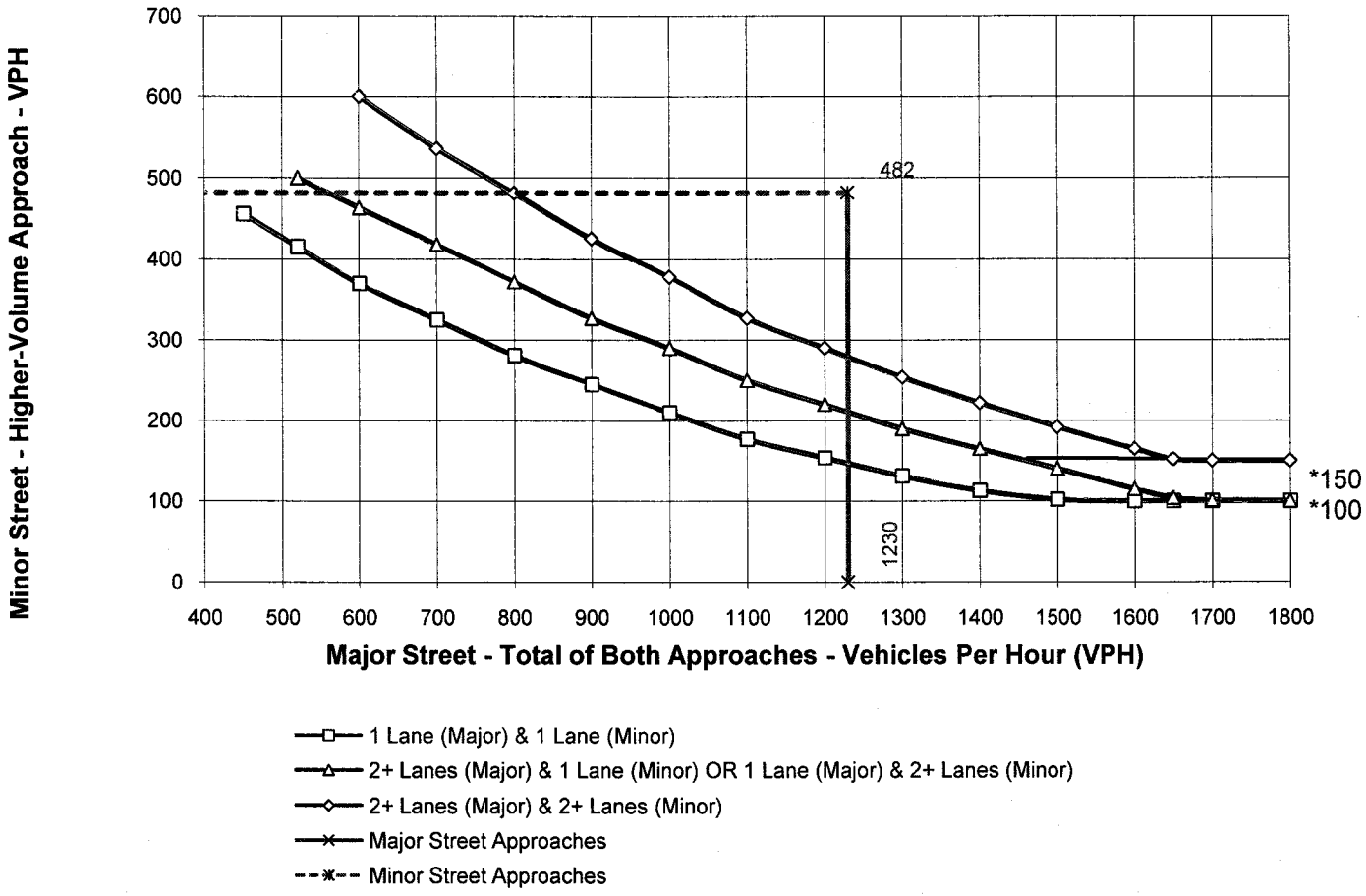
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps**

High Volume Approach (VPH) = **482**

Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) With Project AM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **1348**

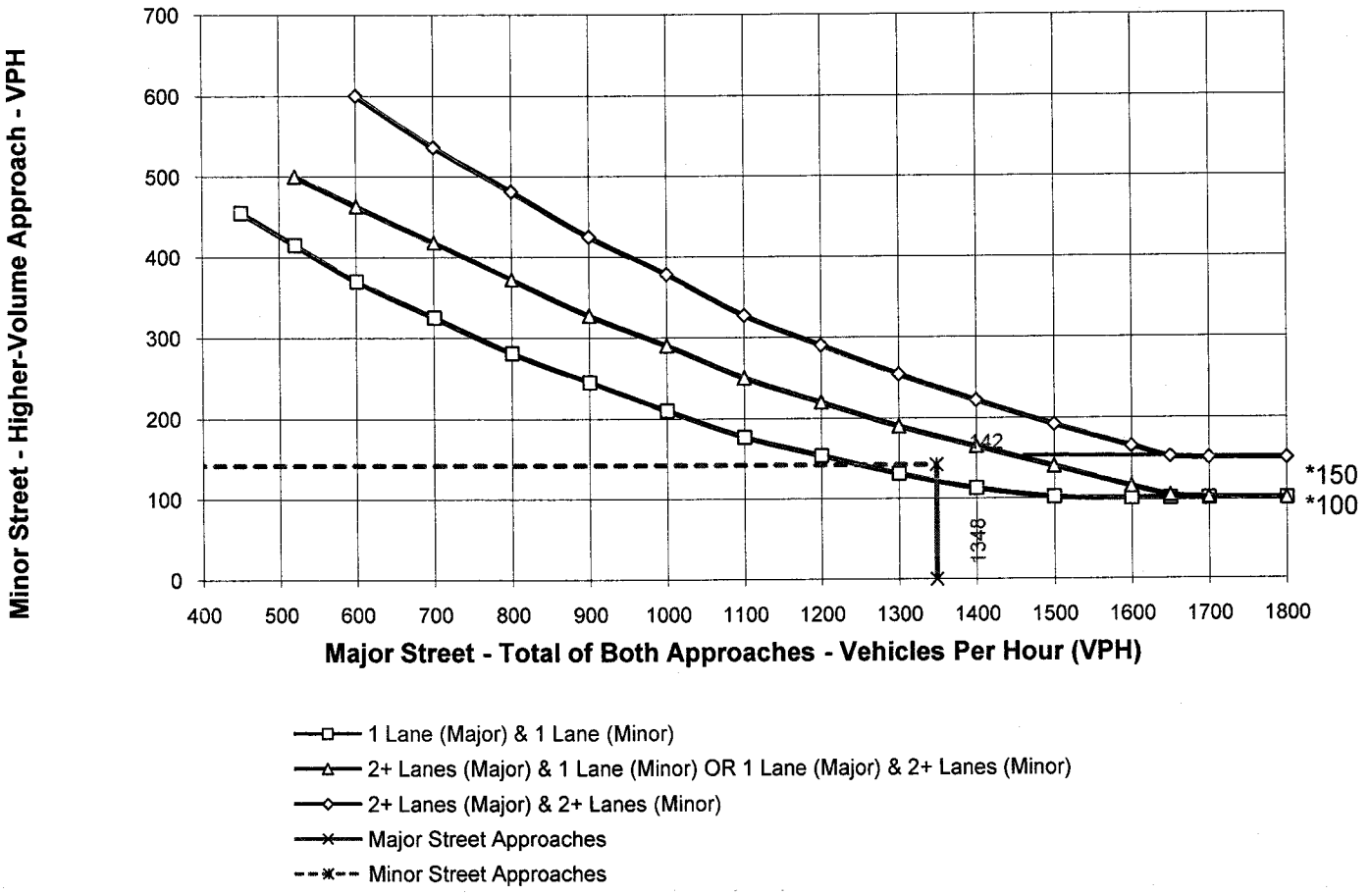
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps**

High Volume Approach (VPH) = **142**

Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Opening Year (2017) With Project PM**

Major Street Name = **Main Street**

Total of Both Approaches (VPH) = **1263**

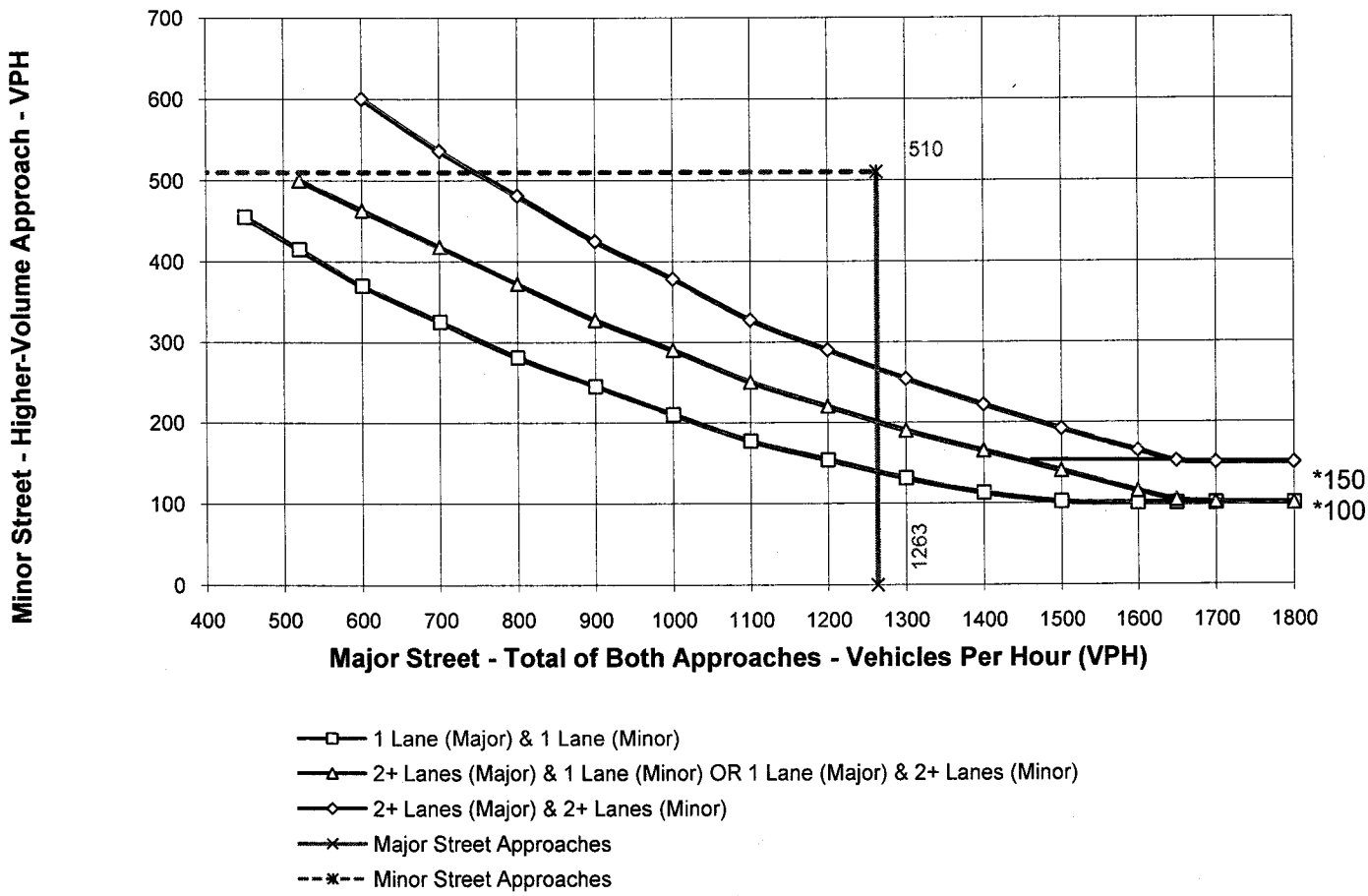
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 Freeway SB Ramps**

High Volume Approach (VPH) = **510**

Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Elsinore Hills Road (NS) at Camino Del Norte (EW) - #6

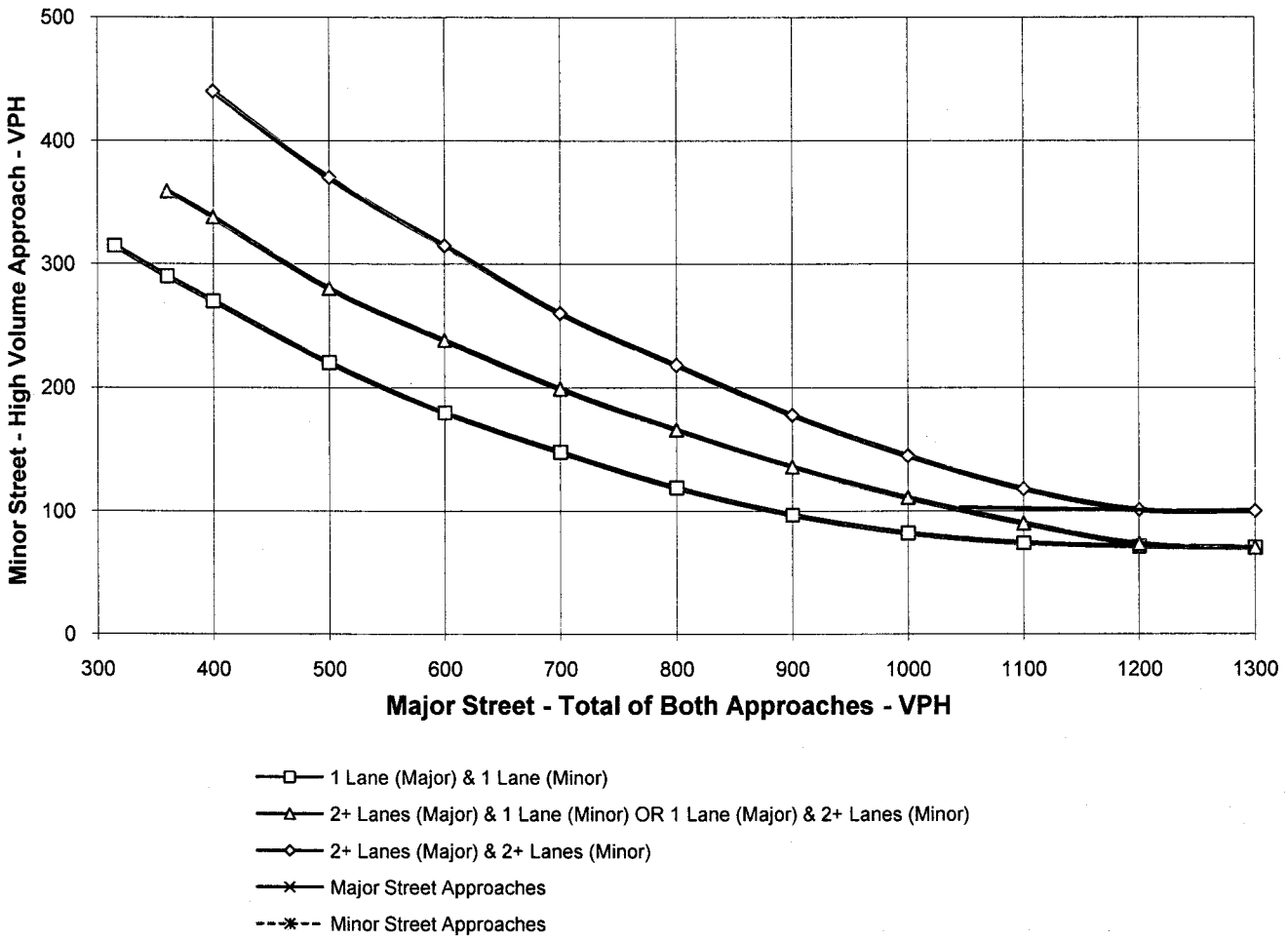
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project AM

Major Street Name = **Elsinore Hills Road** Total of Both Approaches (VPH) = **66**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte** High Volume Approach (VPH) = **22**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

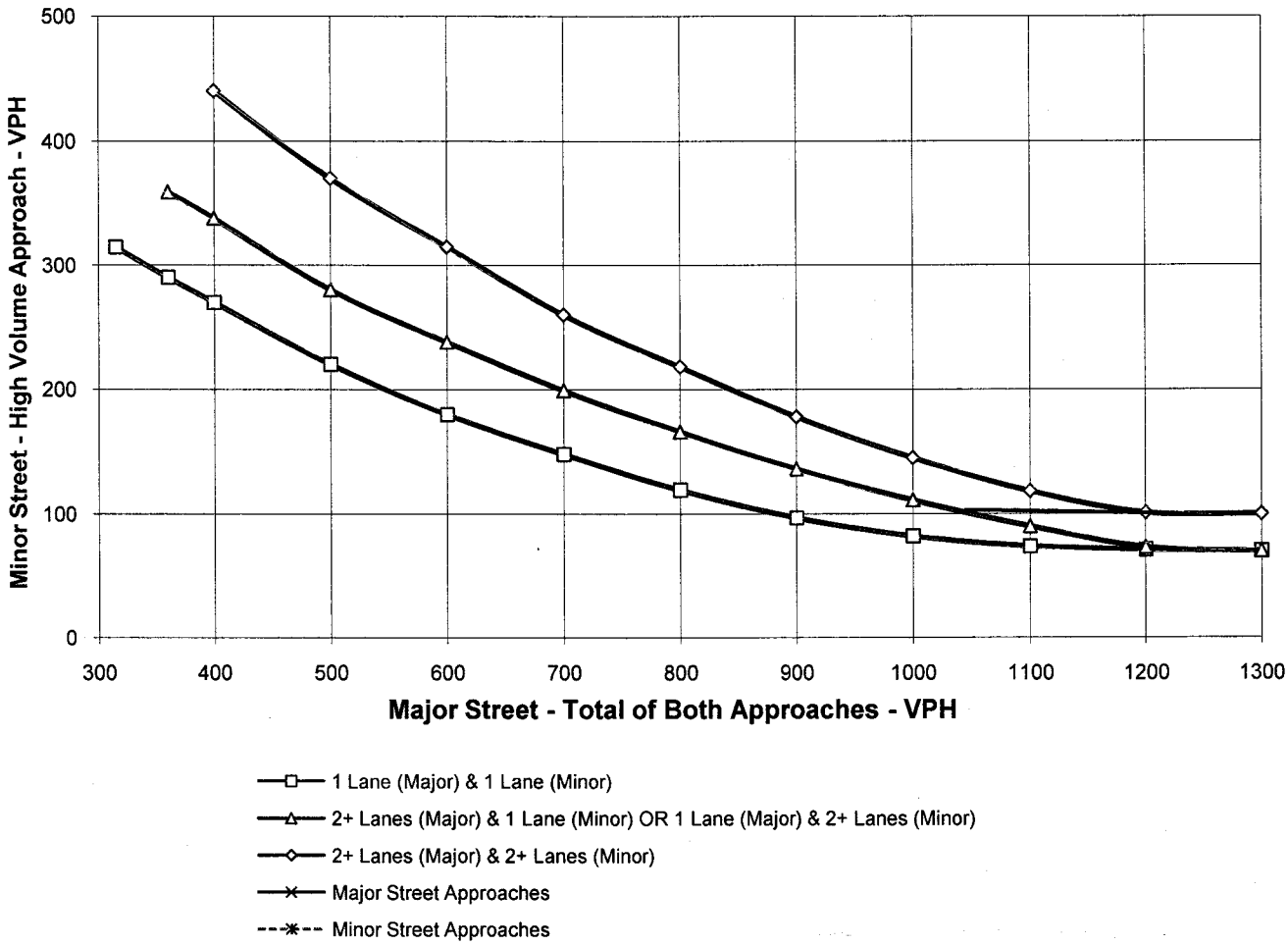
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project PM

Major Street Name = **Camino Del Norte** Total of Both Approaches (VPH) = **74**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Elsinore Hills Road** High Volume Approach (VPH) = **43**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

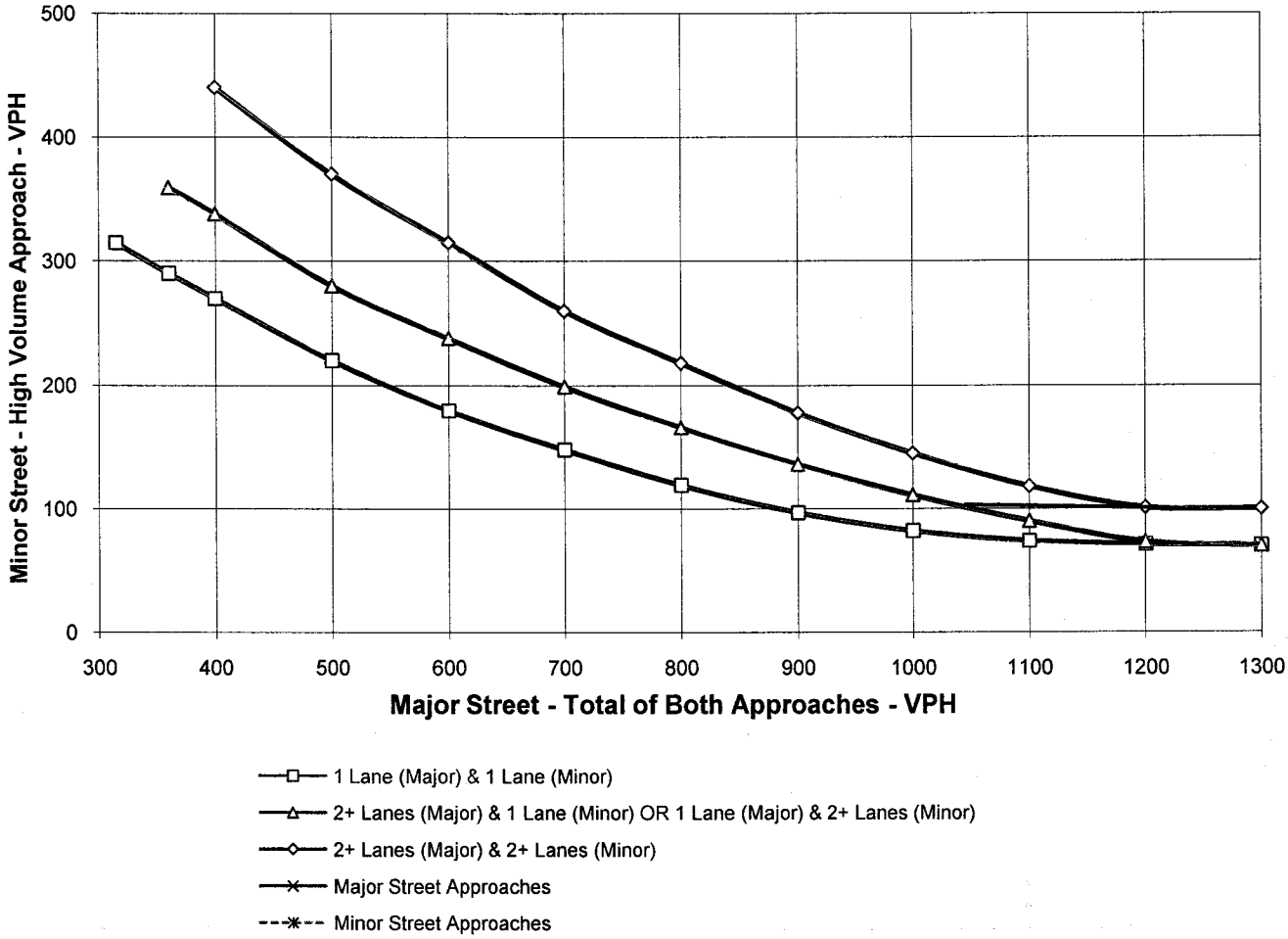
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Ambient Growth Plus Project AM

Major Street Name = **Elsinore Hills Road** Total of Both Approaches (VPH) = **66**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte** High Volume Approach (VPH) = **22**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

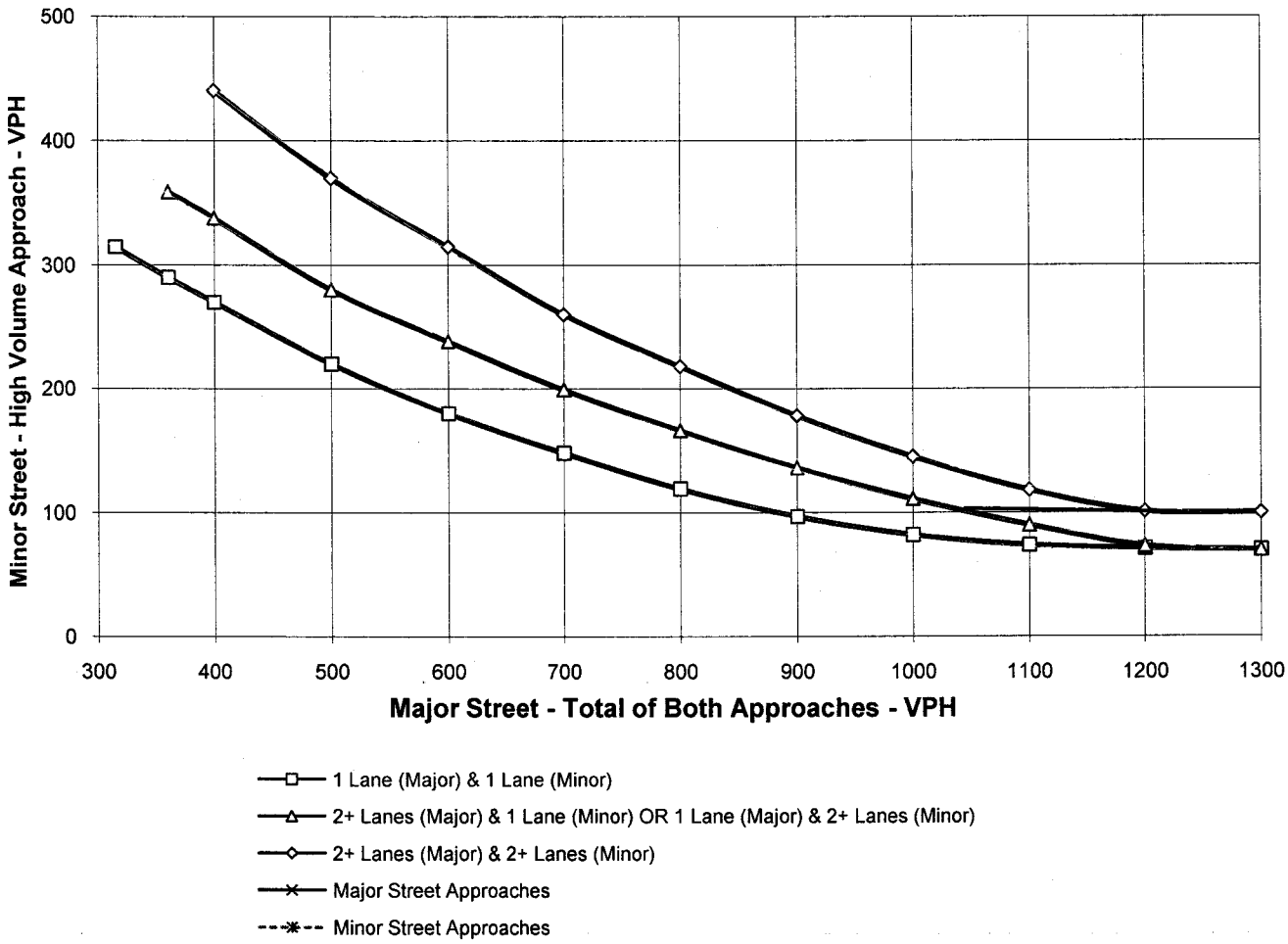
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Ambient Growth Plus Project PM

Major Street Name = **Camino Del Norte** Total of Both Approaches (VPH) = **74**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Elsinore Hills Road** High Volume Approach (VPH) = **43**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

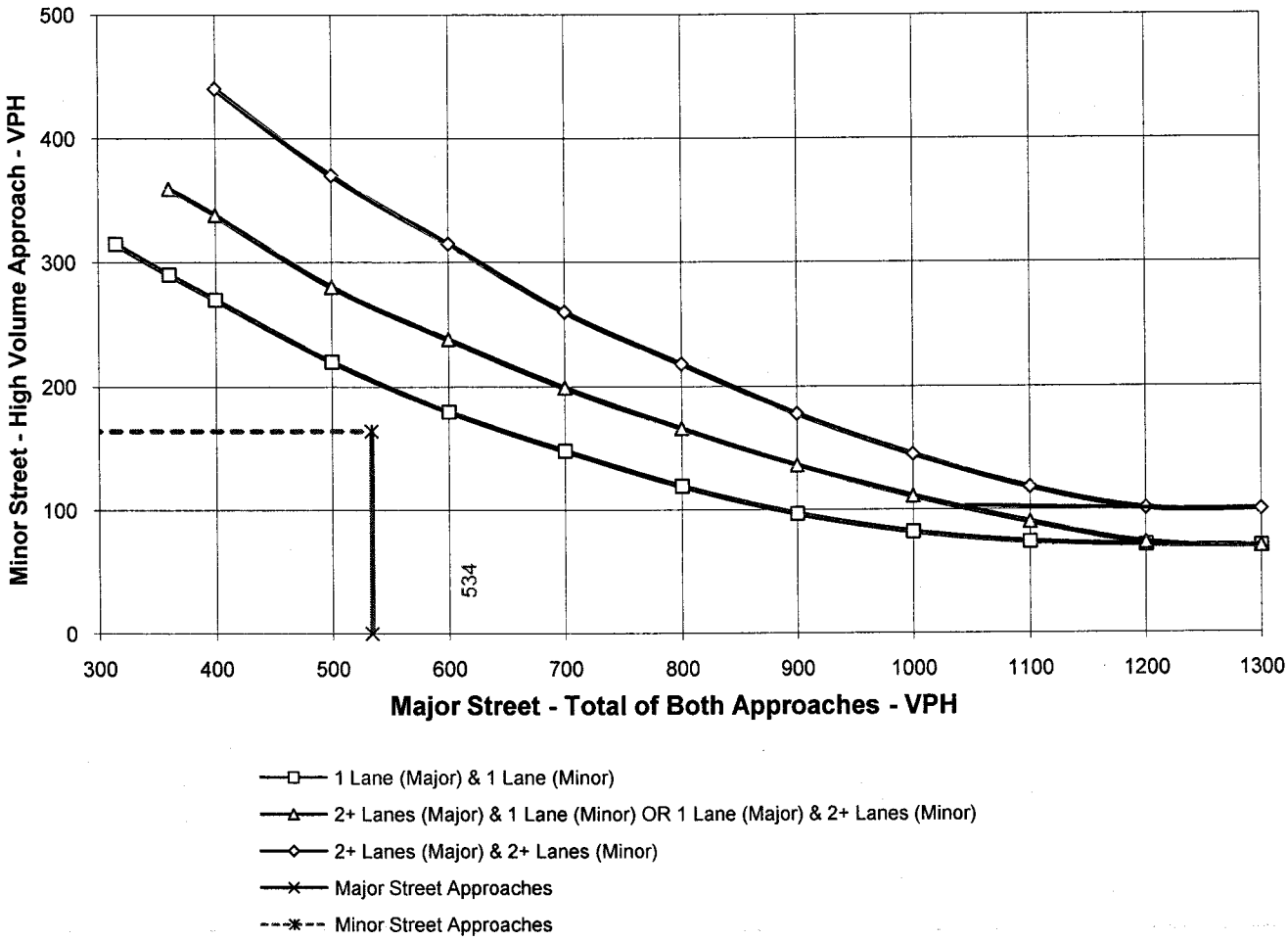
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) Without Project AM

Major Street Name = **Elsinore Hills Road** Total of Both Approaches (VPH) = **534**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte** High Volume Approach (VPH) = **164**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

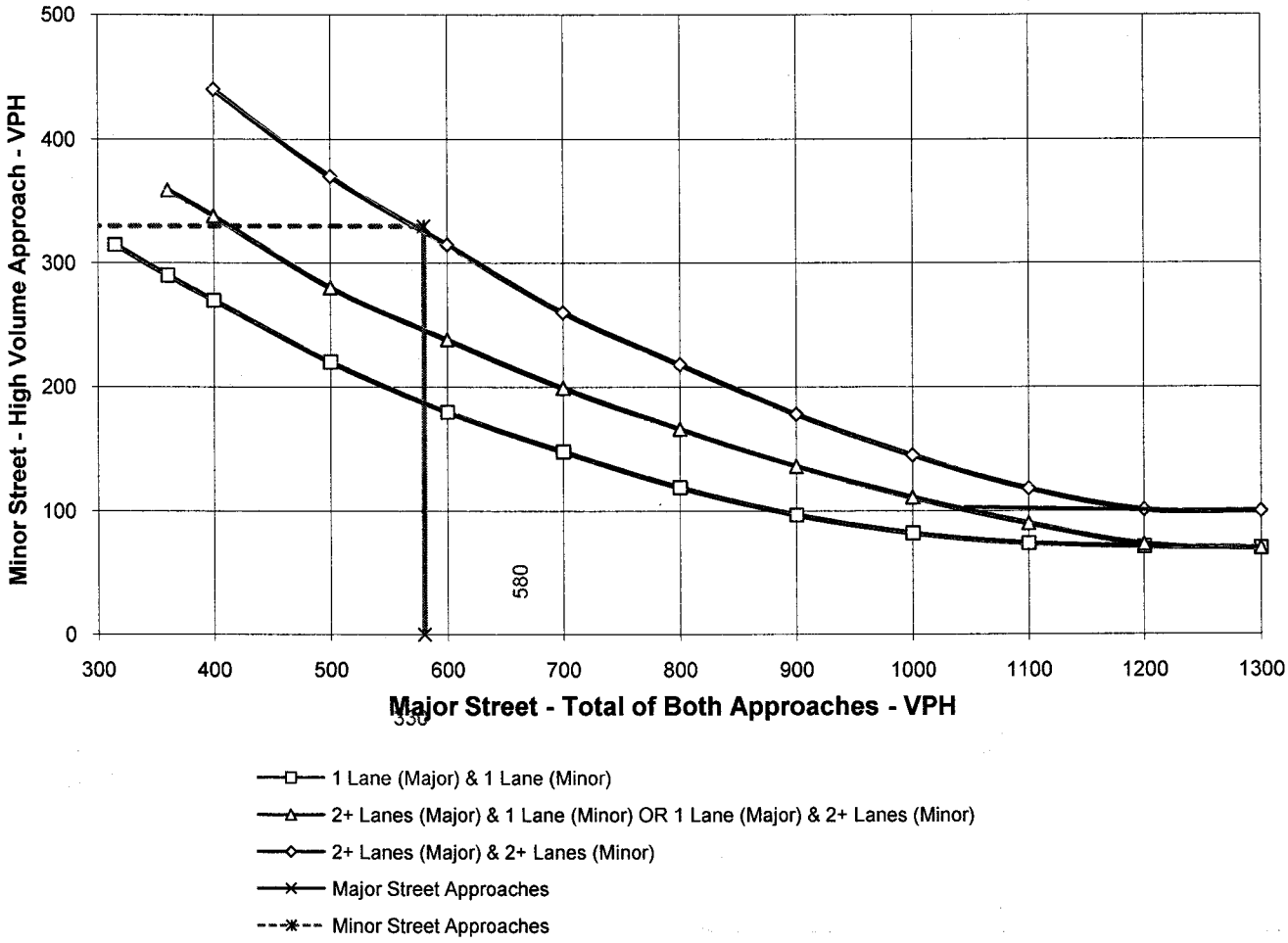
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) Without Project PM

Major Street Name = **Camino Del Norte** Total of Both Approaches (VPH) = **580**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Elsinore Hills Road** High Volume Approach (VPH) = **330**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

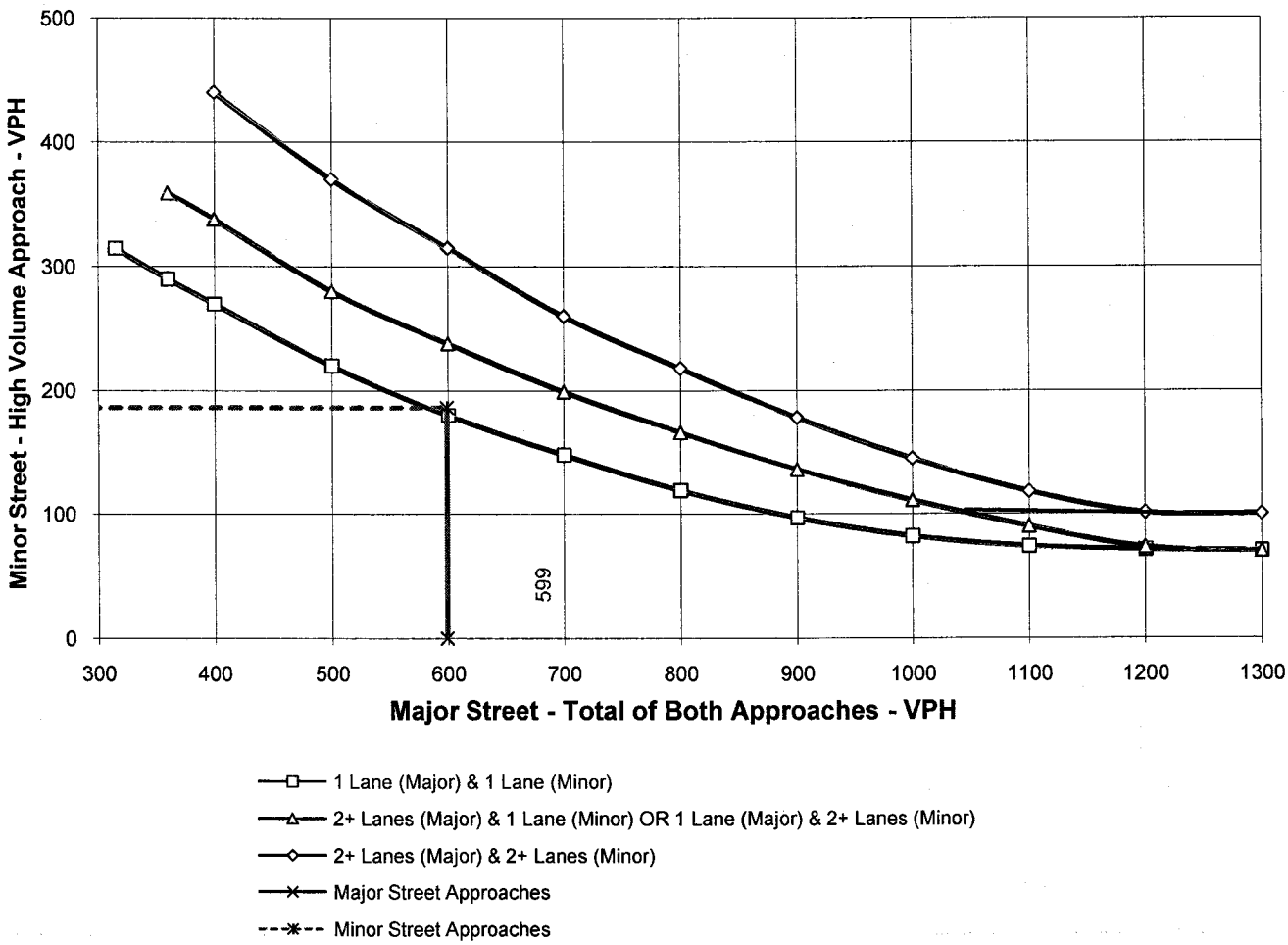
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) With Project AM

Major Street Name = **Elsinore Hills Road** Total of Both Approaches (VPH) = **599**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino Del Norte** High Volume Approach (VPH) = **186**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) With Project PM

Major Street Name = **Camino Del Norte**

Total of Both Approaches (VPH) = **654**

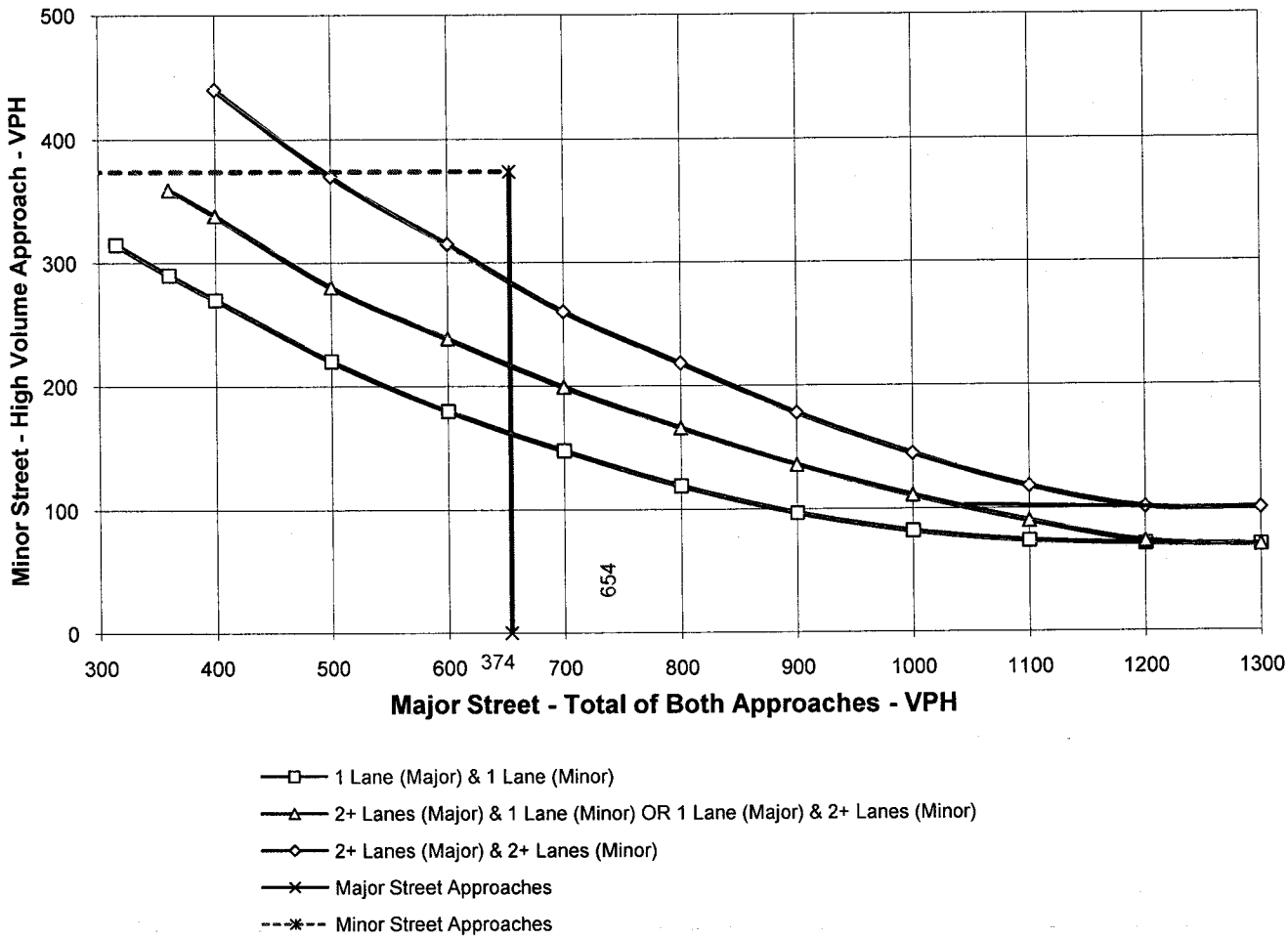
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Elsinore Hills Road**

High Volume Approach (VPH) = **374**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL

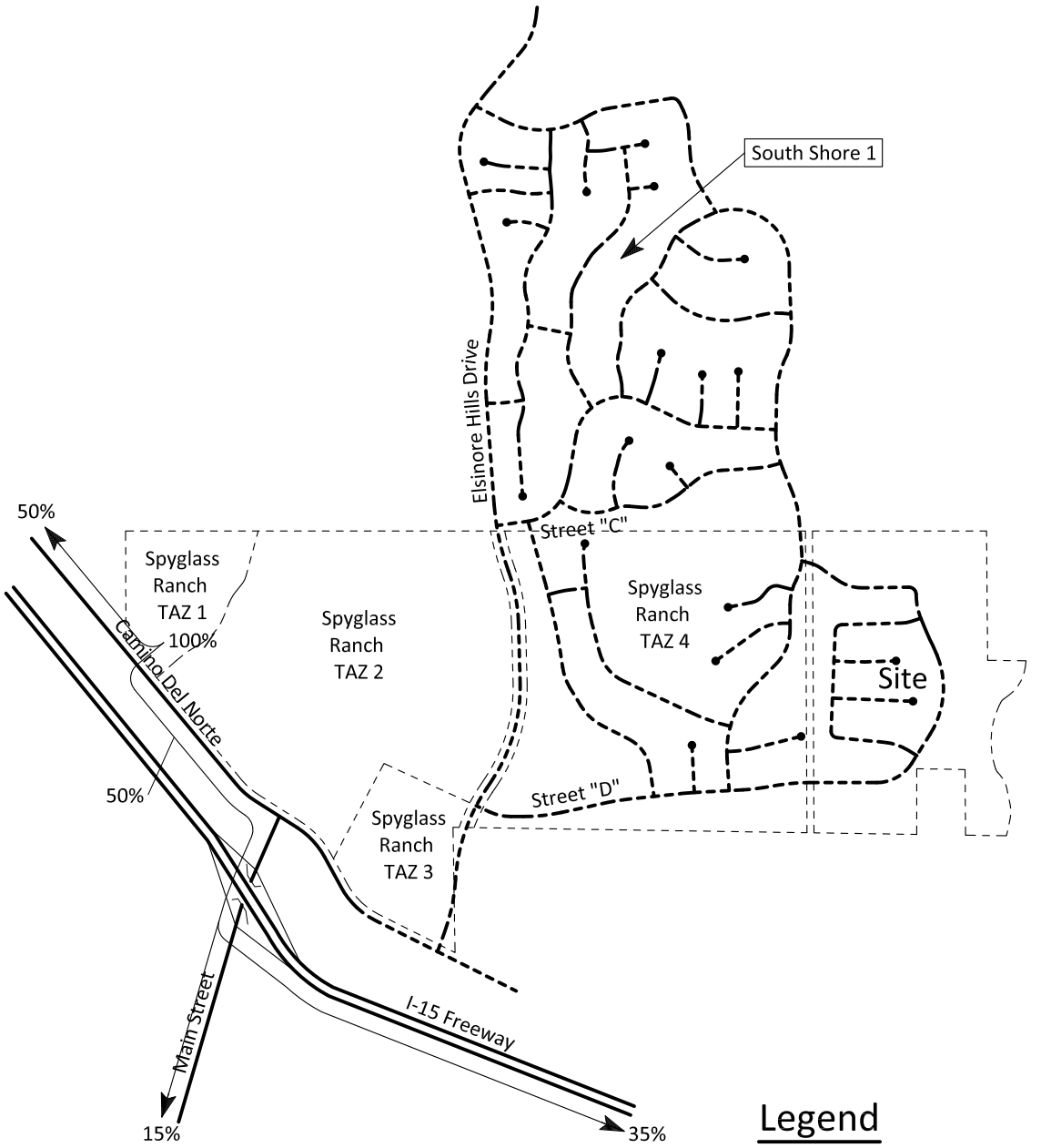


** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

APPENDIX E

Other Development Trip Distributions

Figure E-1
Spyglass Ranch - TAZ 1 Trip Distribution



Legend

10% = Percent To/From Project

N

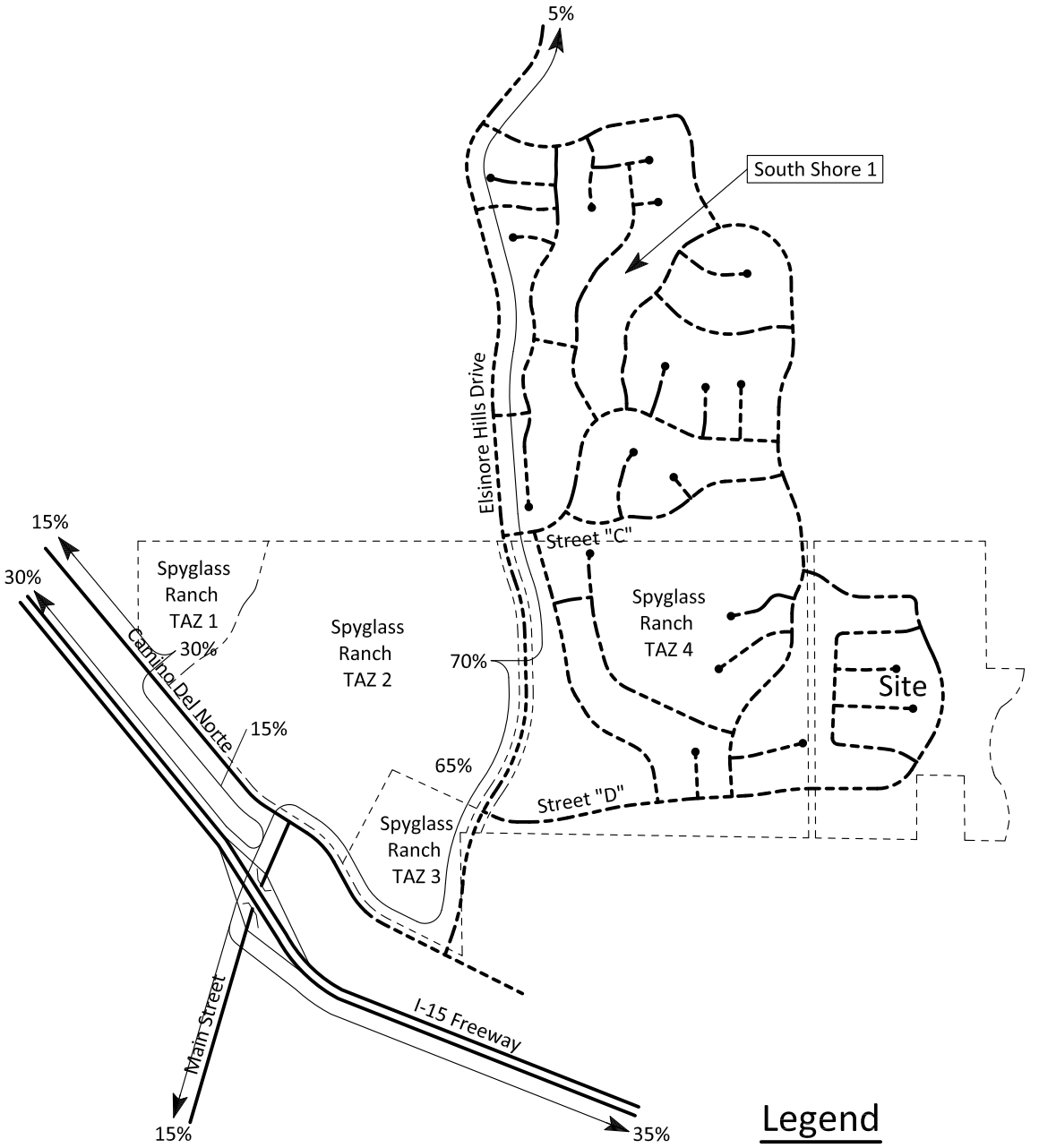
NTS

5384/E-1

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure E-2
Spyglass Ranch - TAZ 2 Trip Distribution



Legend

10% = Percent To/From Project

N

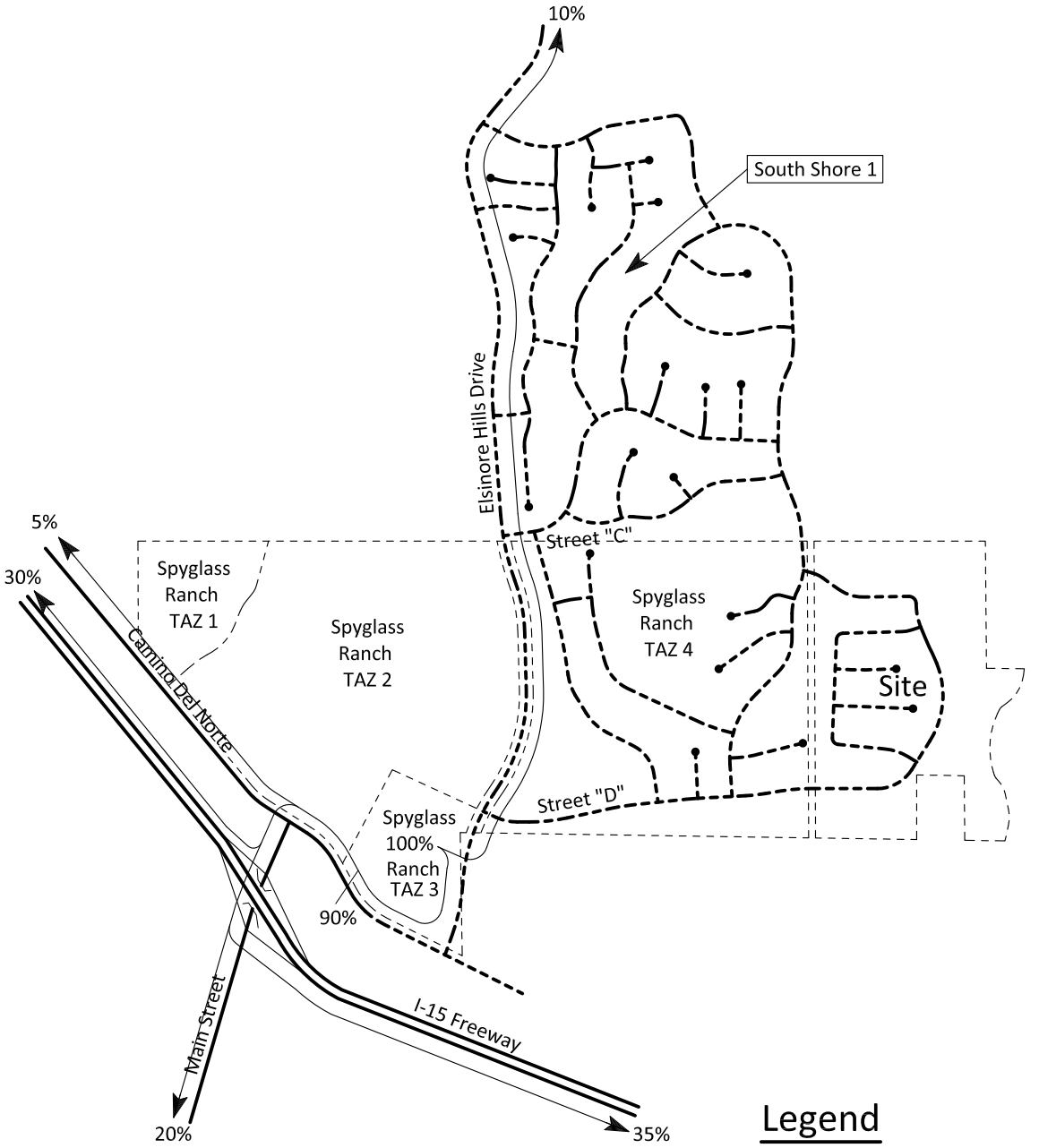
NTS

5384/E-2

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure E-3
Spyglass Ranch - TAZ 3 Trip Distribution



Legend

10% = Percent To/From Project

N

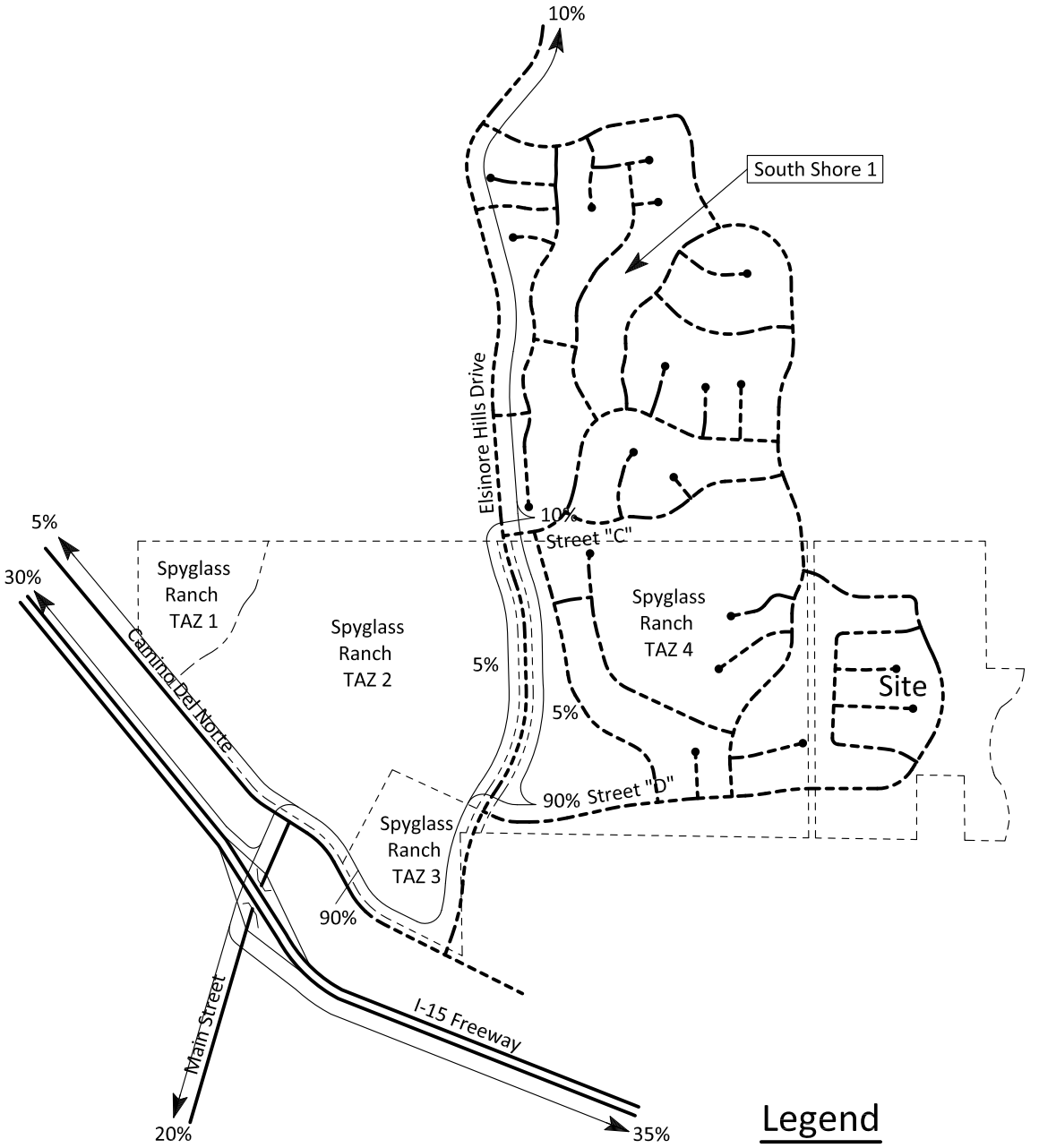
NTS

5384/E-3

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure E-4
Spyglass Ranch - TAZ 4 Trip Distribution



Legend

10% = Percent To/From Project

N

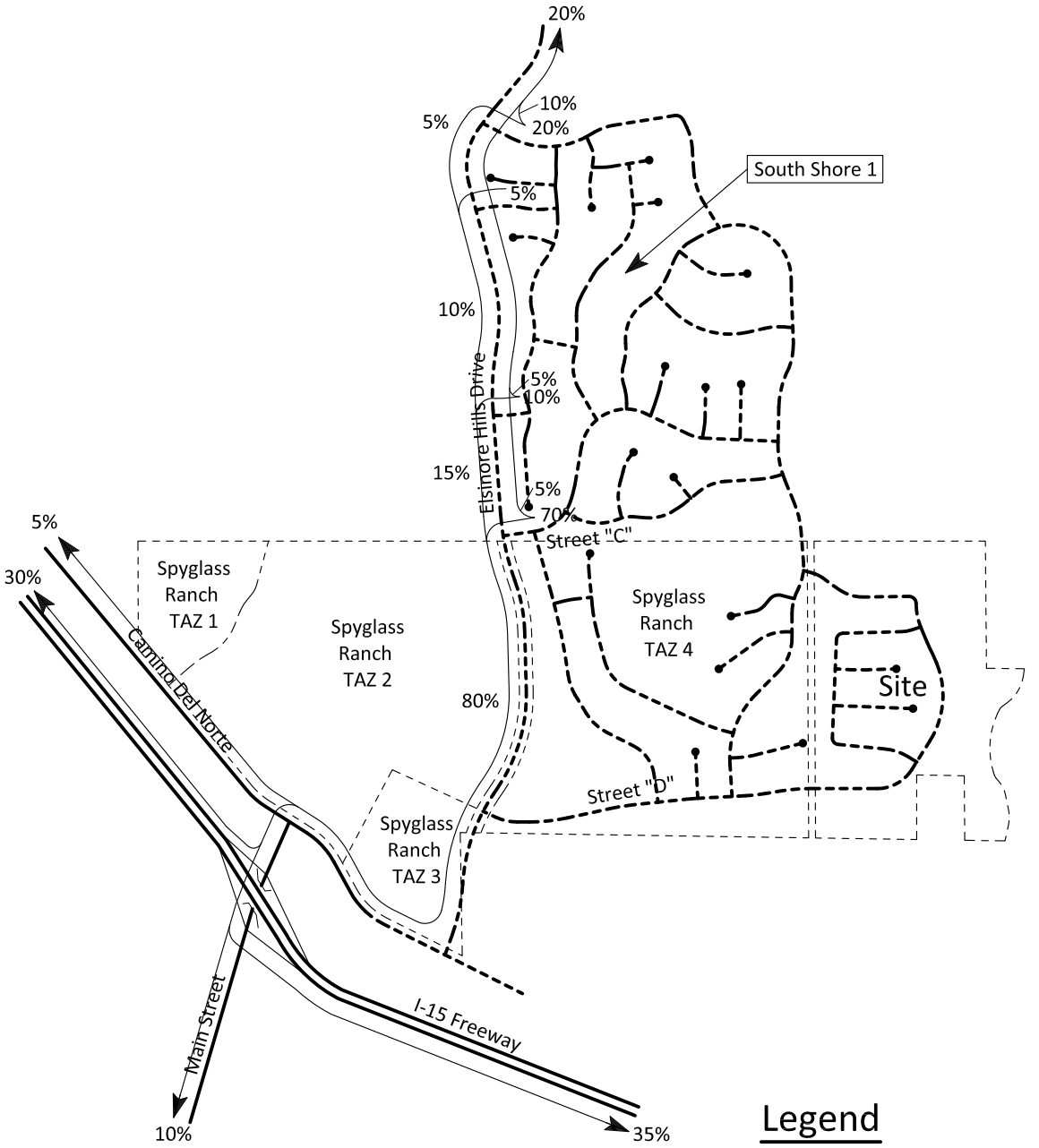
NTS

5384/E-4

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure E-5
South Shore I Trip Distribution



Legend

10% = Percent To/From Project

N

NTS

5384/E-5

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1111 Town & Country Road, Suite 34
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(714) 973-8383

www.traffic-engineer.com