APPENDIX B

EXISTING CONDITIONS INTERSECTION ANALYSIS

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 0409)
Existing Conditions
FRIDAY PM PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

Average Delay (sec/veh): 15.4 Worst Case Level Of Service: C[16.5]

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:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	24	0	27	0 0	0	0	322	21		87	300	0
Growth Adj:	1.16 1.16	1.16		1.16 1.16	1.16	1.16	1.16	1.16		1.16	1.16	1.16
Initial Bse:	28	0	31	0 0	0	0	374	24		101	348	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:	0.84 0.84	0.84		0.84 0.84	0.84	0.84	0.84	0.84		0.84	0.84	0.84
PHF Volume:	33	0	37	0 0	0	0	447	29		121	416	0
Reduct Vol:	0	0	0	0 0	0	0	0	0		0	0	0
FinalVolume:	33	0	37	0 0	0	0	447	29		121	416	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxxx	6.5	6.2		7.1	6.5	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxxx	4.0	3.3		3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	0 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	104	0			309	85	xxxxx
Potent Cap.:	900 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	790	900			648	809	xxxxx
Move Cap.:	900 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	760	900			325	778	xxxxx
Volume/Cap:	0.04 xxxx	xxxx	xxxx	xxxx xxxx	xxxx	0.59	0.03			0.37	0.53	xxxx
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	3.9	0.1			1.7	3.2	xxxxx
Control Del:	9.2 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	16.3	9.1			22.5	14.8	xxxxx
LOS by Move:	A	*	*	*	*	*	C	A		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			xxxxxx			15.8			16.5		
ApproachLOS:	*			*			C			C		

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 0409)
Existing Conditions
FRIDAY PM PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Average Delay (sec/veh): 11.4 Worst Case Level Of Service: D[25.5]

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:	0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	58	5	208	5	10	0	0	74	70	218	54	6
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	67	6	241	6	12	0	0	86	81	253	63	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	75	6	269	6	13	0	0	96	91	282	70	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	75	6	269	6	13	0	0	96	91	282	70	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	785	782	141	916	824	xxxxx	xxxx	xxxx	xxxxx	186	xxxx	xxxxx
Potent Cap.:	313	328	912	255	310	xxxxx	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx
Move Cap.:	245	250	912	144	236	xxxxx	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx
Volume/Cap:	0.31	0.03	0.29	0.04	0.05	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	559	xxxxx	195	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.3	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.6	xxxxx	25.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		21.6			25.5			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 0409)
Existing Conditions
FRIDAY PM PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	106.5
Optimal Cycle:	84	Level Of Service:	F

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	61	18	61	12	28	256	287	872	77	17	664	13
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	71	21	71	14	32	297	333	1012	89	20	770	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	73	22	73	14	34	307	344	1045	92	20	796	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	22	73	14	34	307	344	1045	92	20	796	16
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:	73	22	73	14	34	307	344	1045	92	20	796	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.78	0.22	1.00	0.31	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1329	392	1800	531	1238	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.03	0.03	0.17	0.20	0.58	0.05	0.01	0.44	0.01
Crit Moves:		****			****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.49	0.49	0.08	0.39	0.39
Volume/Cap:	0.30	0.30	0.22	0.15	0.15	0.92	1.13	1.18	0.10	0.16	1.13	0.02
Delay/Veh:	48.1	48.1	46.6	45.4	45.4	85.3	145.5	118	14.0	58.6	112	22.1
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:	48.1	48.1	46.6	45.4	45.4	85.3	145.5	118	14.0	58.6	112	22.1
LOS by Move:	D	D	D	D	D	F	F	F	B	E	F	C
HCM2kAvgQ:	3	3	2	2	2	16	23	63	1	1	46	0

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 0409)
Existing Conditions
SUNDAY MID-DAY PEAK HOUR

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

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Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

****

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

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 1		1 0 1	0 0	
Volume Module:												
Base Vol:	40	0	94	0	0	0	0	958	33	67	411	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	46	0	109	0	0	0	0	1111	38	78	477	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	51	0	120	0	0	0	0	1219	42	85	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	0	120	0	0	0	0	1219	42	85	523	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	221	0	771	162	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	681	900	320	734	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	641	900	0	692	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.90	0.05	xxxx	0.76	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	78.0	0.1	xxxx	7.0	xxxxx
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	427	9.2	xxxxx	24.5	xxxxx
LOS by Move:	A	*	*	*	*	*	*	F	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	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			413.4			xxxxxx		
ApproachLOS:	*			*			F			F		

****

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

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MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 0409)
Existing Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Average Delay (sec/veh): 15.2 Worst Case Level Of Service: D[34.5]

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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	110	4	174	8	6	6	4	80	120	177	84	6
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	128	5	202	9	7	7	5	93	139	205	97	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	138	5	219	10	8	8	5	101	151	222	106	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	138	5	219	10	8	8	5	101	151	222	106	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	748	744	176	852	816	109	113	xxxx	xxxxx	251	xxxx	xxxxx
Potent Cap.:	331	345	872	282	314	950	1489	xxxx	xxxxx	1326	xxxx	xxxxx
Move Cap.:	273	278	872	177	253	950	1489	xxxx	xxxxx	1326	xxxx	xxxxx
Volume/Cap:	0.51	0.02	0.25	0.06	0.03	0.01	0.00	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	467	xxxxx	xxxx	266	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	6.8	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	34.5	xxxxx	xxxxx	19.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*
ApproachDel:		34.5			19.9			xxxxxx			xxxxxx	
ApproachLOS:		D			C			*			*	

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 0409)
Existing Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	81.1
Optimal Cycle:	84	Level Of Service:	F

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	40	69	21	34	265	230	807	49	37	635	22
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	73	46	80	24	39	307	267	936	57	43	737	26
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	76	48	83	25	41	320	277	973	59	45	766	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	48	83	25	41	320	277	973	59	45	766	27
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:	76	48	83	25	41	320	277	973	59	45	766	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.63	0.37	1.00	0.40	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1063	675	1800	672	1088	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.04	0.04	0.18	0.16	0.54	0.03	0.03	0.43	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.16	0.49	0.49	0.08	0.41	0.41
Volume/Cap:	0.39	0.39	0.25	0.20	0.20	0.96	1.03	1.10	0.07	0.34	1.03	0.04
Delay/Veh:	50.0	50.0	47.1	46.3	46.3	93.1	118.8	86.4	13.6	63.8	75.9	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	47.1	46.3	46.3	93.1	118.8	86.4	13.6	63.8	75.9	20.2
LOS by Move:	D	D	D	D	D	F	F	F	B	E	E	C
HCM2kAvgQ:	4	4	3	2	2	17	17	53	1	2	39	0

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

APPENDIX C

TRAFFIC SIGNAL WARRANTS

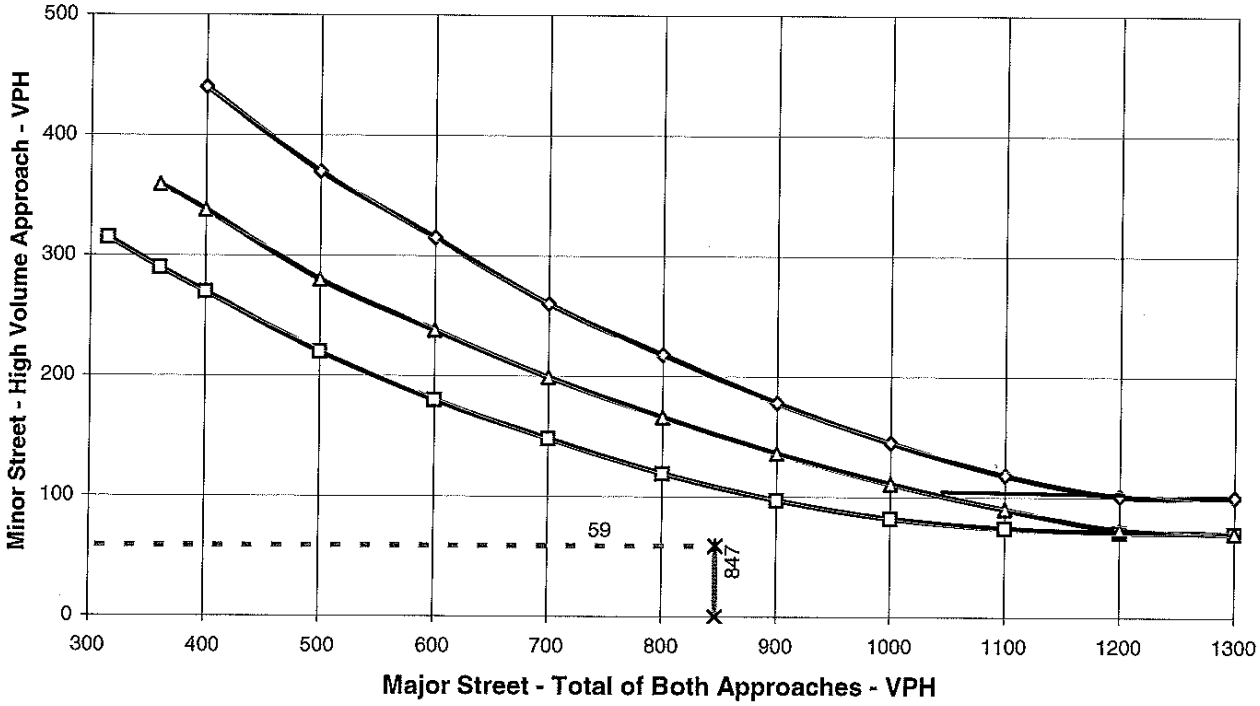
PEAK HOUR VOLUME WARRANT
(Rural Areas)

FRIDAY PM PEAK HOUR CONDITIONS (EXISTING CONDITIONS)

Major Street Name = **NORTH SHORE (EW)** Total of Both Approaches (VPH) = **847**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **BIGBEAR (NS)** High Volume Approach (VPH) = **59**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- 2+ Lanes (Major) & 2+ Lanes (Minor)
- Major Street Approaches
- Minor Street Approaches

** 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.

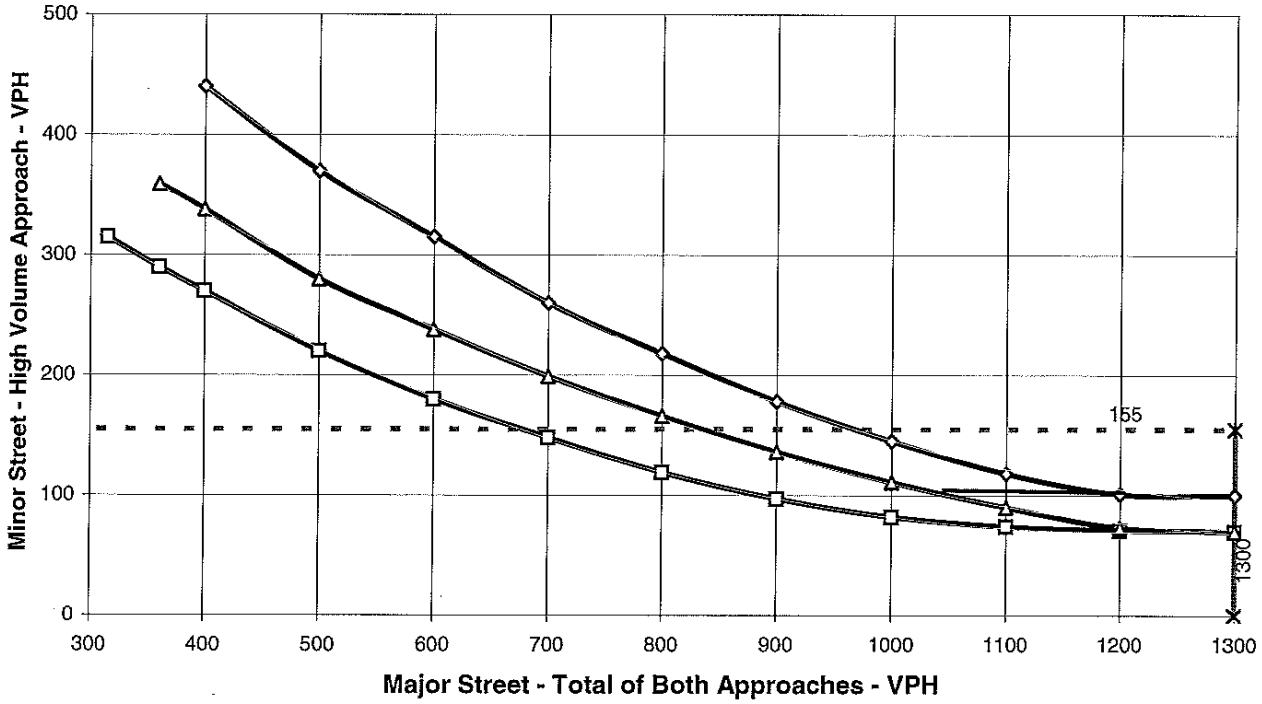
PEAK HOUR VOLUME WARRANT
(Rural Areas)

SUNDAY MIDDAY PEAK HOUR CONDITIONS (EXISTING CONDITIONS)

Major Street Name = **NORTH SHORE (EW)** Total of Both Approaches (VPH) = **1704**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **BIGBEAR (NS)** High Volume Approach (VPH) = **155**
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.

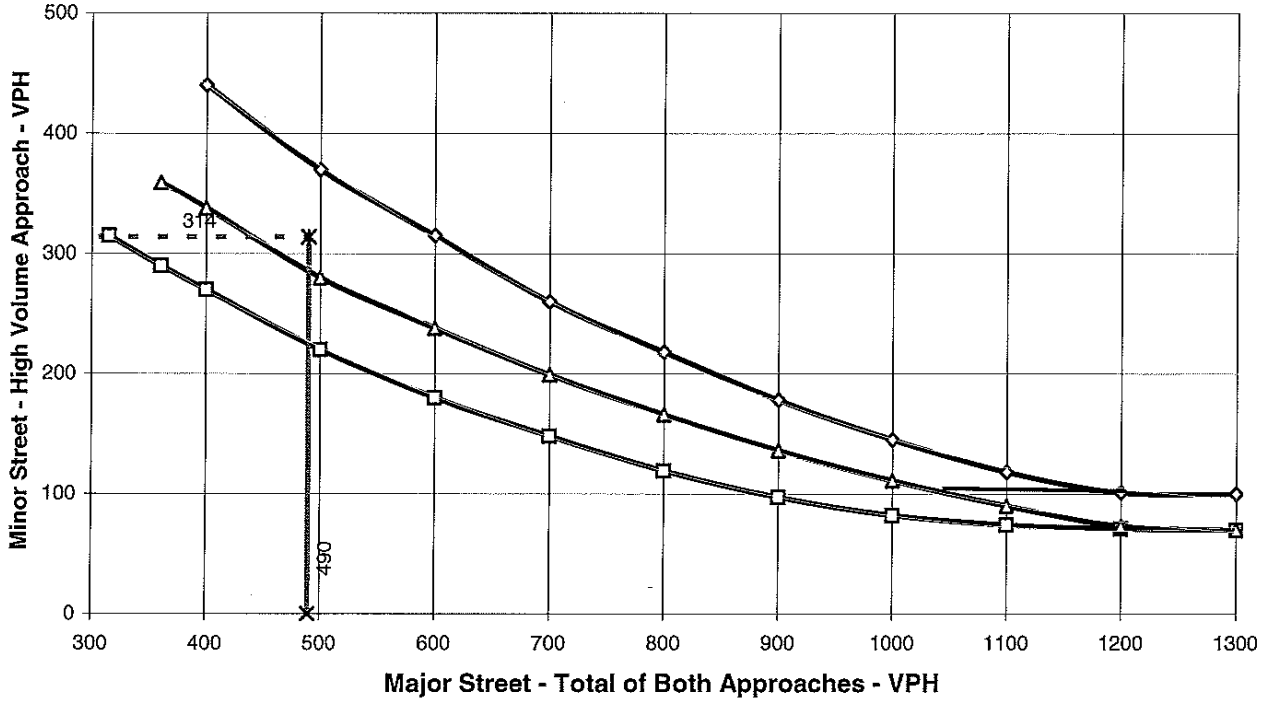
PEAK HOUR VOLUME WARRANT
(Rural Areas)

FRIDAY PM PEAK HOUR CONDITIONS (EXISTING CONDITIONS)

Major Street Name = **NORTH SHORE (EW)** Total of Both Approaches (VPH) = **490**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **STANFIELD CUT OFF (NS)** High Volume Approach (VPH) = **314**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

** 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.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: DWY 1 Minor St: North Shore Year = GP FRI
Volume = 20,000 Lanes= 1 Volume = 200 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 20,000 Minor Street 200 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 * 9,600 6,720 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 20,000 Minor Street 200 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 * 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 12% 24% 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: DWY 2 Minor St: North Shore Year = GP FRI
Volume = 20,000 Lanes= 1 Volume = 400 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 20,000 Minor Street 400 1 2 + / 2 + 1 / 2 + 2 + / 1 2 +	Urban / Rural 8,000 / 5,600 * 9,600 / 6,720 9,600 / 6,720 8,000 / 5,600	Urban / Rural 2,400 / 1,680 2,400 / 1,680 3,200 / 2,240 3,200 / 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 20,000 Minor Street 400 1 2 + / 2 + 1 / 2 + 2 + / 1 2 +	Urban / Rural 12,000 / 8,400 * 14,400 / 10,080 14,000 / 10,080 12,000 / 8,400	Urban / Rural 1,200 / 850 1,200 / 850 1,600 / 1,120 1,600 / 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 24% 47% 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: DWY 1 Minor St: North Shore Year = GP Buildo
Volume = 15,000 Lanes= 1 Volume = 200 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 15,000 Minor Street 200 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 * 9,600 6,720 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 15,000 Minor Street 200 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 * 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 12% 24% 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: DWY 2 Minor St: North Shore Year = GP Buildo
Volume = 15,000 Lanes= 1 Volume = 400 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 15,000 Minor Street 400 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 * 9,600 6,720 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 15,000 Minor Street 400 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 * 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 24% 47% 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

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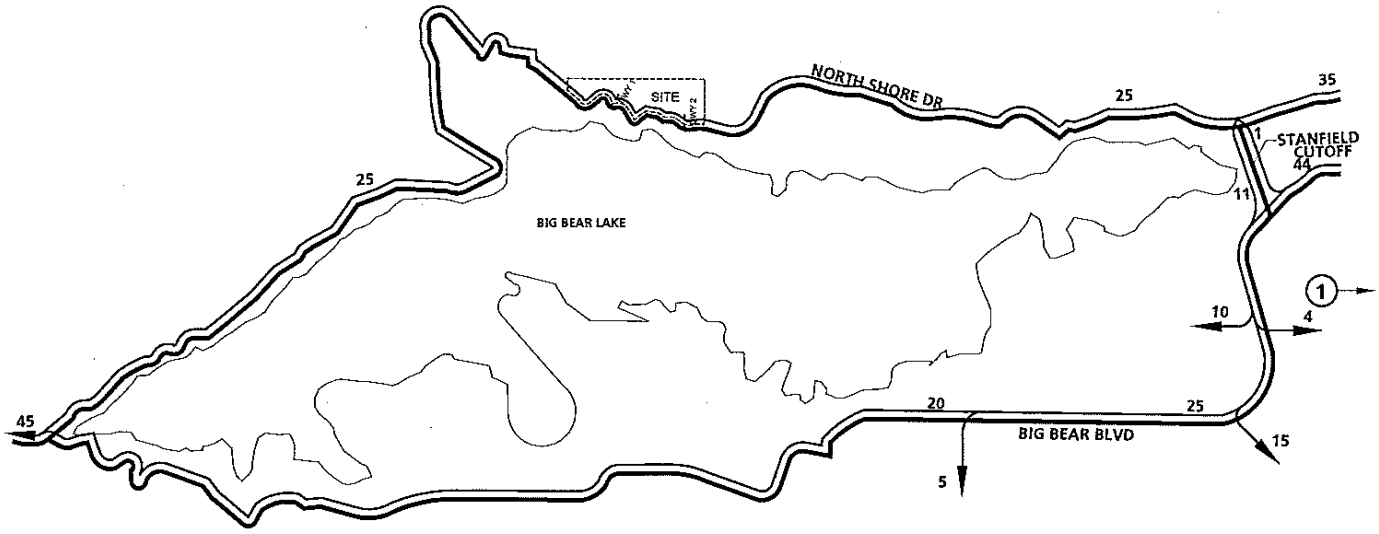
APPENDIX D

OTHER DEVELOPMENT TRIP DISTRIBUTION

EXHIBIT D-1

TT 16771
TRIP DISTRIBUTION



SOURCE: BASED ON TT16771 TIA,
SAN BERNARDINO COUNTY
(URBAN CROSSROADS, INC.), JULY 2006

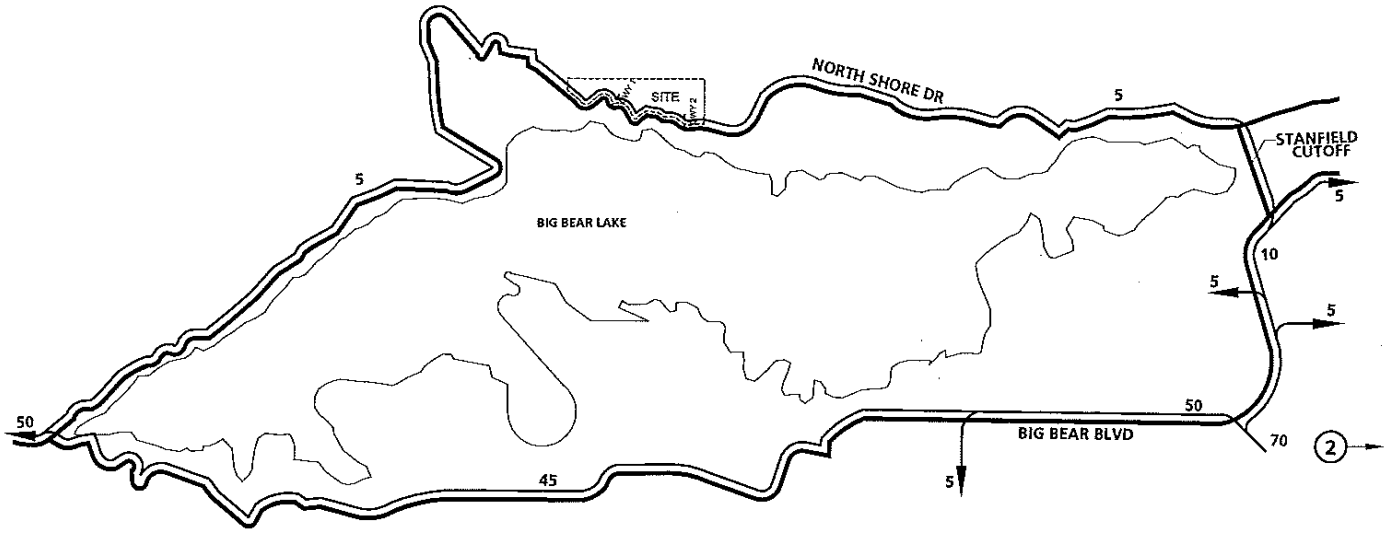
LEGEND:

(1) = TT 16771

N

EXHIBIT D-2

TT 16934
TRIP DISTRIBUTION



SOURCE: BASED TT 17217 & TT 17022 TIA
SAN BERNARDINO COUNTY
(URBAN CROSSROADS, INC.), JULY 2006

LEGEND:

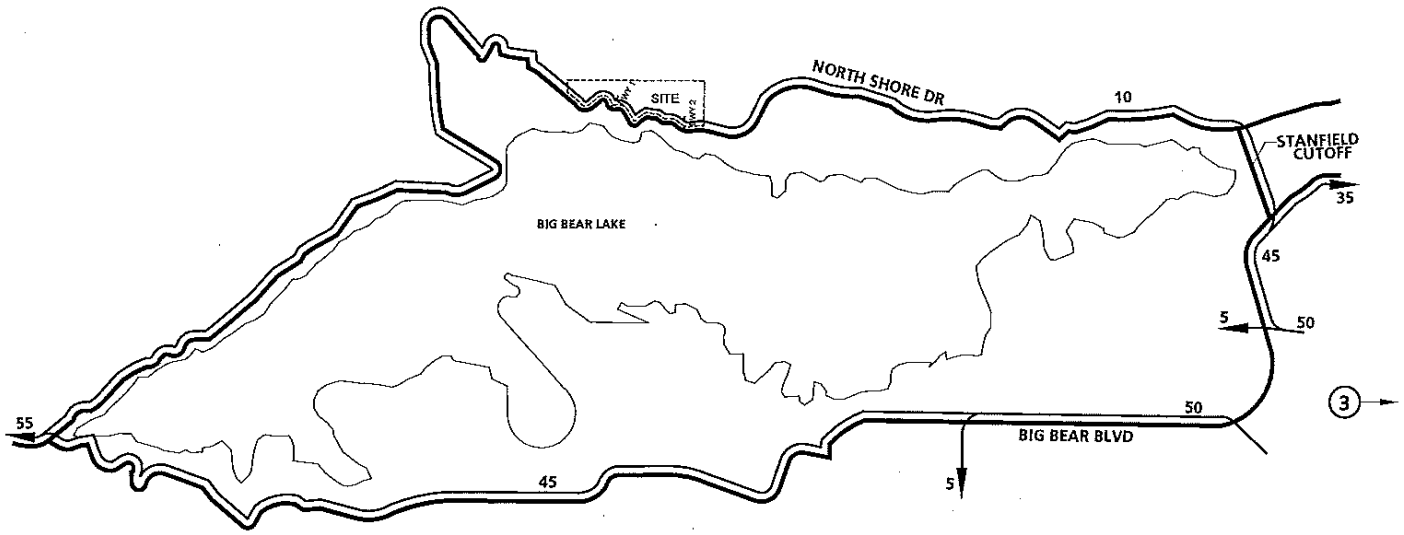
(2) = TT 16934

N

URBAN CROSSROADS

EXHIBIT D-3

TT 17217 & 17022
TRIP DISTRIBUTION



SOURCE: BASED TT 17217 & TT 17022 TIA
SAN BERNARDINO COUNTY
(URBAN CROSSROADS, INC.), JULY 2006

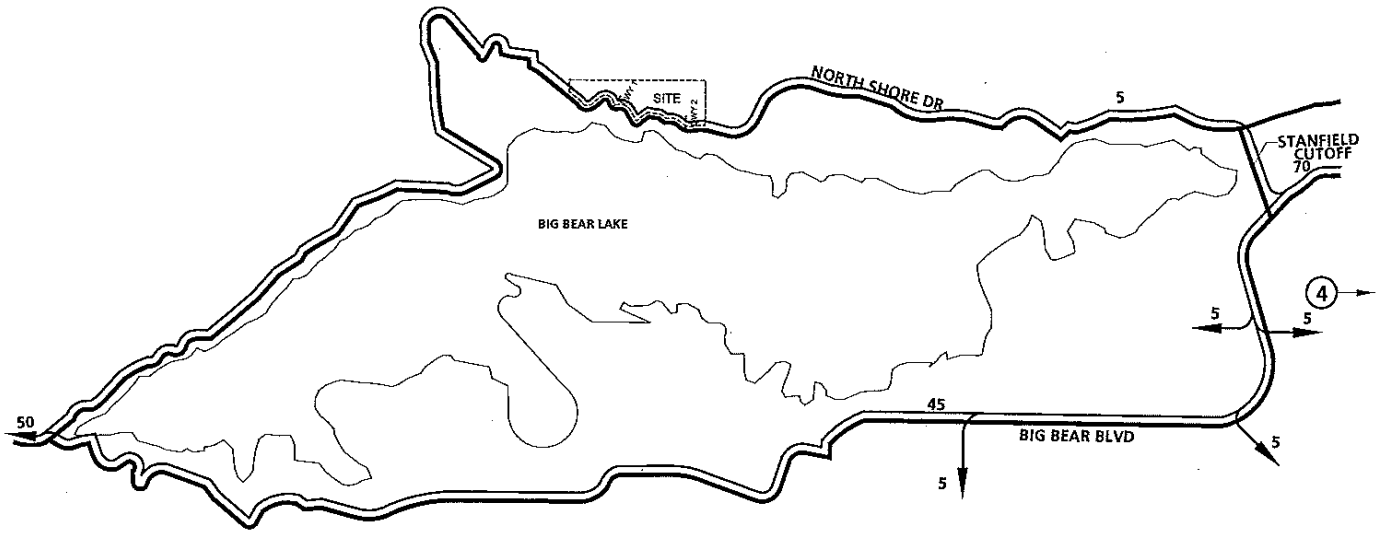
LEGEND:

(3) = TT 17217 & 17022

N

EXHIBIT D-4

TT 16036
TRIP DISTRIBUTION



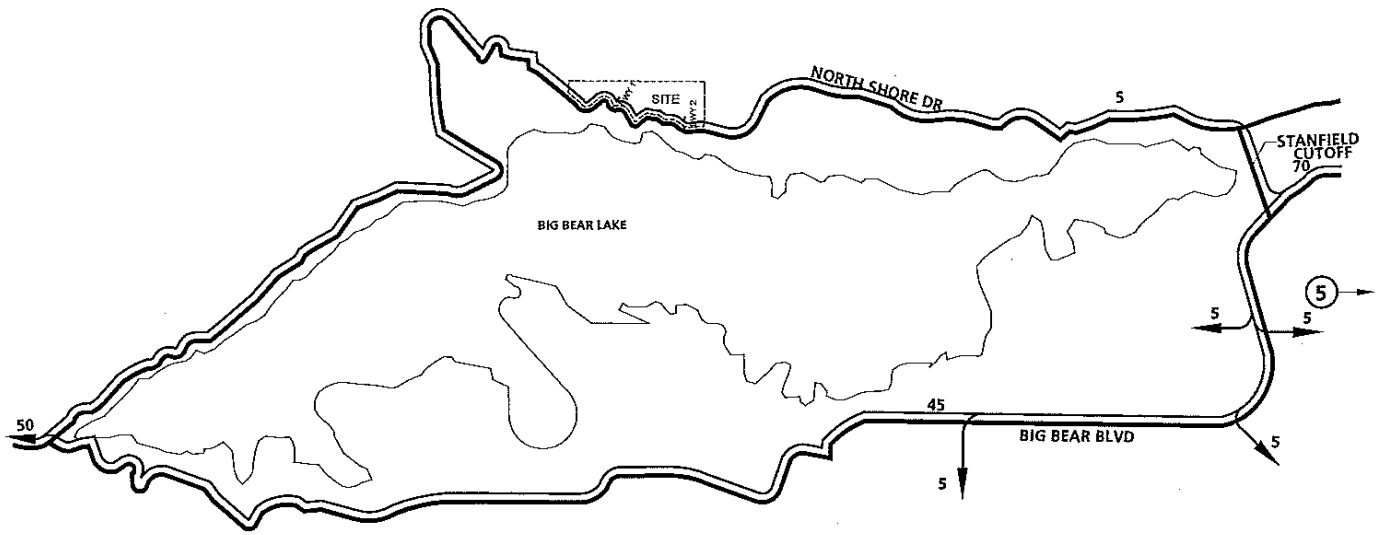
LEGEND:

(4) = TT 16036

N

EXHIBIT D-5

TT 14916
TRIP DISTRIBUTION



LEGEND:

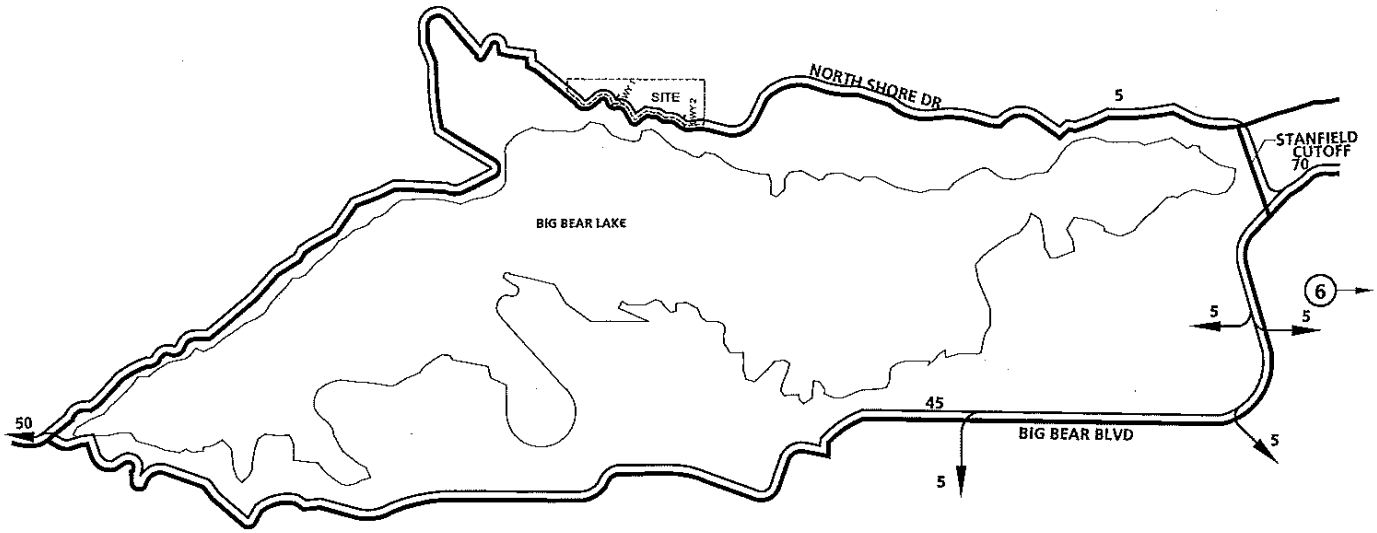
(5) = TT 14916

N

URBAN CROSSROADS

EXHIBIT D-6

TT 16980
TRIP DISTRIBUTION



LEGEND:

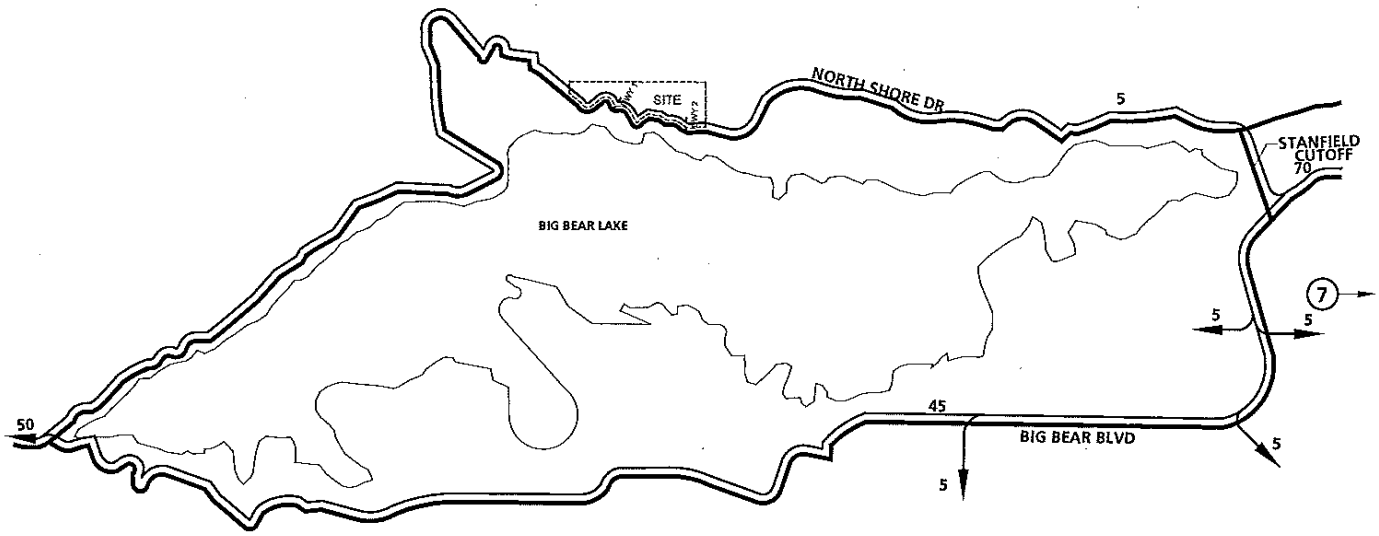
(6) = TT 16980

N

URBAN CROSSROADS

EXHIBIT D-7

TT 1776H
TRIP DISTRIBUTION



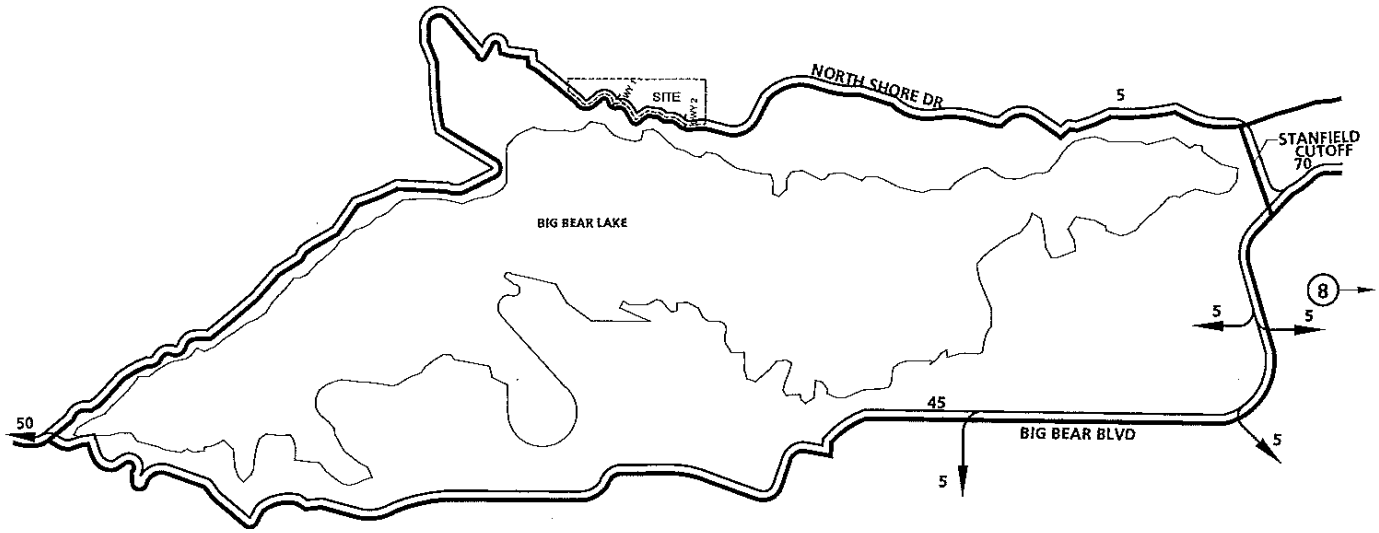
LEGEND:

(7) = TT 1776H

N

EXHIBIT D-8

TT 16749
TRIP DISTRIBUTION



LEGEND:

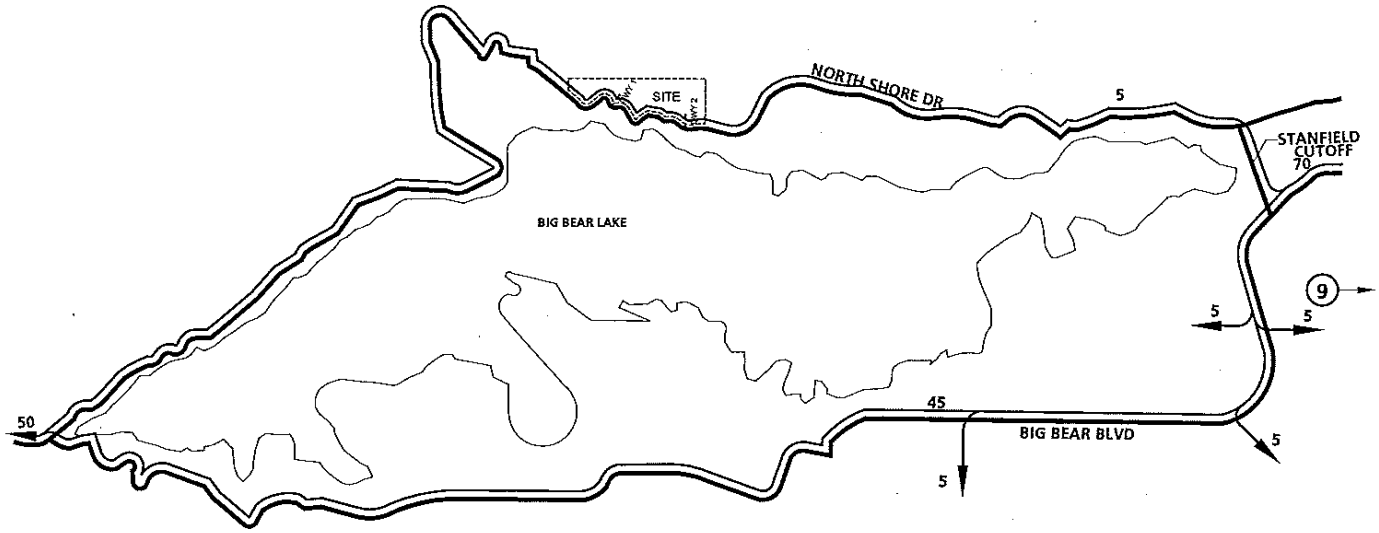
(8) = TT 16749

N

URBAN CROSSROADS

EXHIBIT D-9

TT 17201
TRIP DISTRIBUTION



LEGEND:

(9) = TT 17201

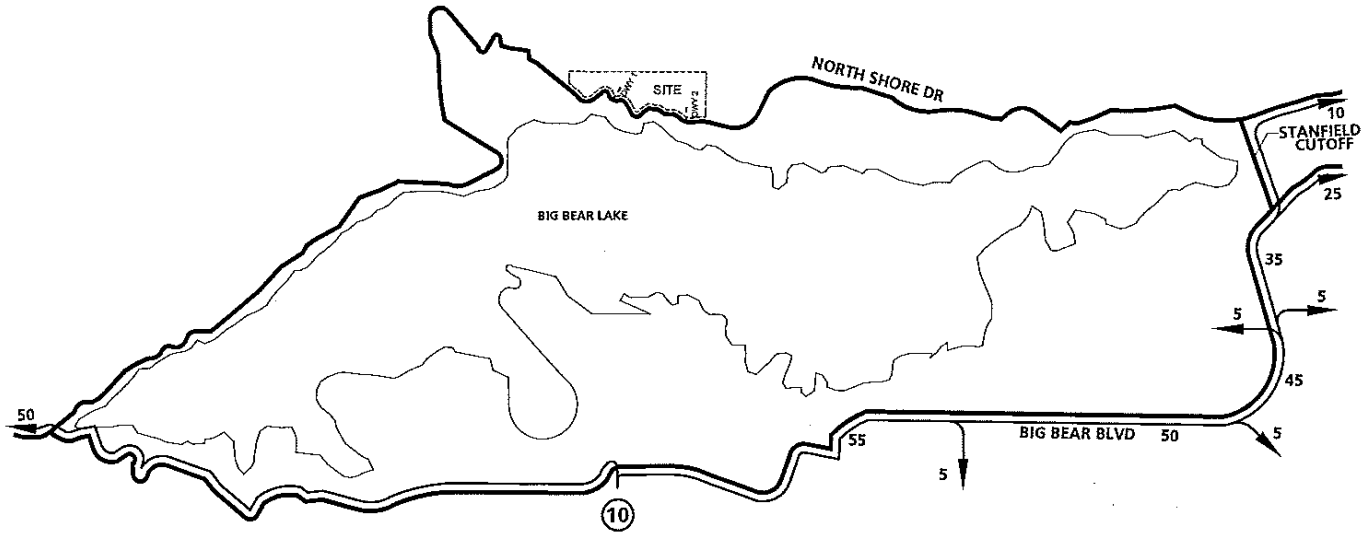
N

MOON CAMP TIA, San Bernardino County, California - 04409 : 07A D-11.DWG

URBAN CROSSROADS

EXHIBIT D-10

HILTON GARDEN INN
TRIP DISTRIBUTION



LEGEND:

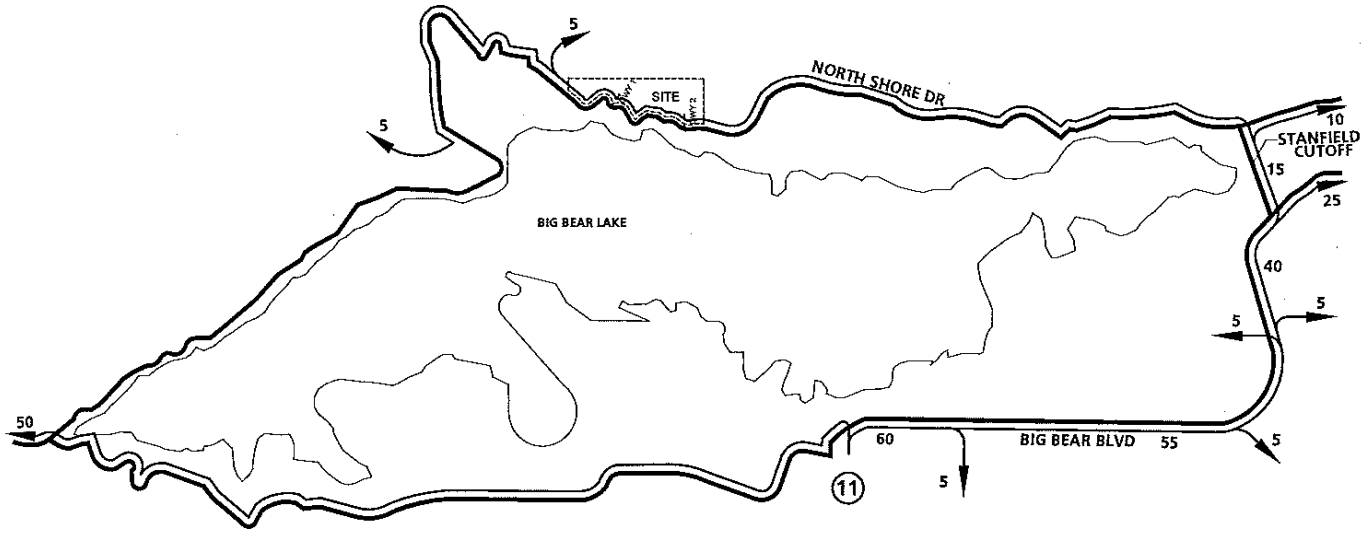
(10) = HILTON GARDEN INN

N

URBAN CROSSROADS

EXHIBIT D-11

MIXED-USE DEVELOPMENT TRIP DISTRIBUTION



LEGEND:

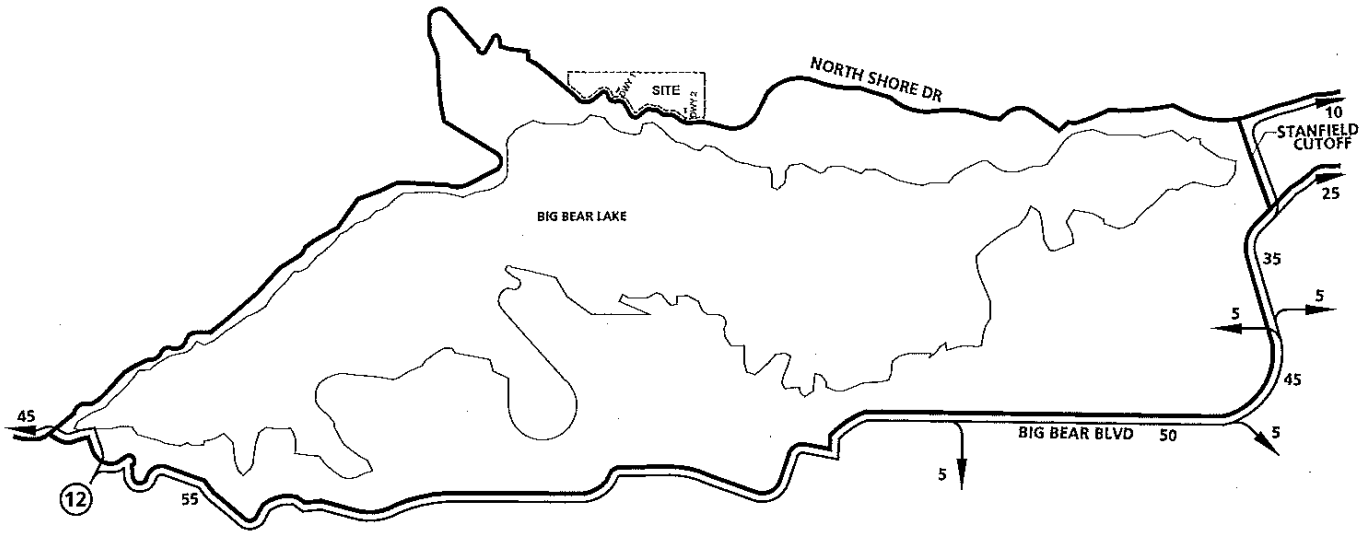
(11) = MIXED-USED DEVELOPMENT

N

URBAN CROSSROADS

EXHIBIT D-12

RESIDENTIAL LOTS TRIP DISTRIBUTION



LEGEND:

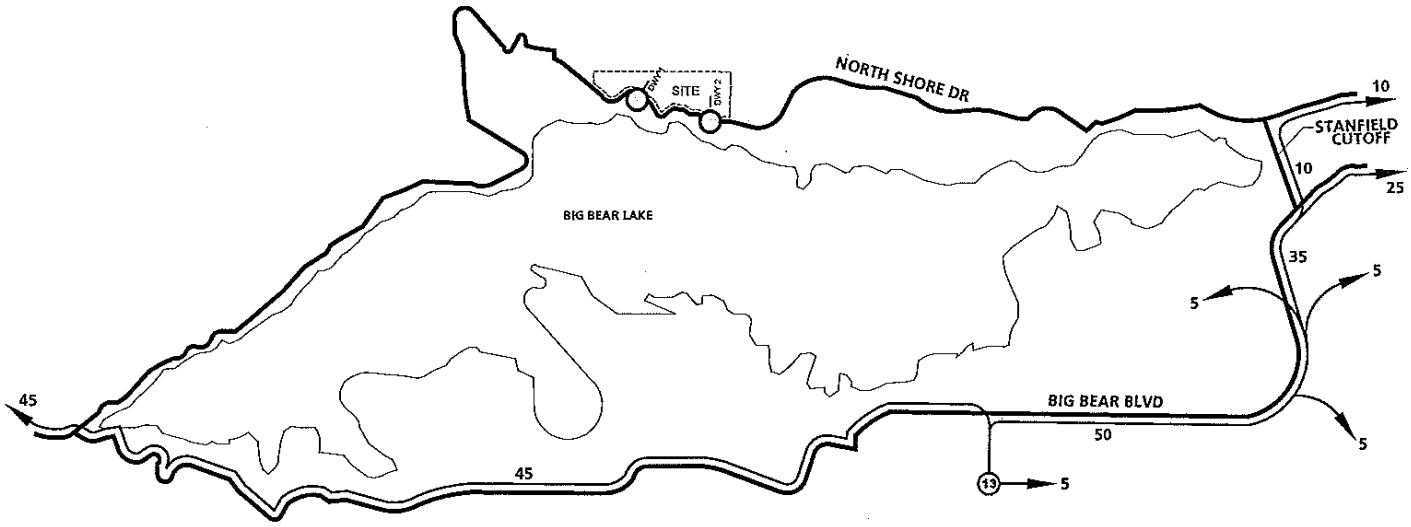
(12) = RESIDENTIAL LOTS

N

URBAN CROSSROADS

EXHIBIT D-13

CONDOMINIUMS



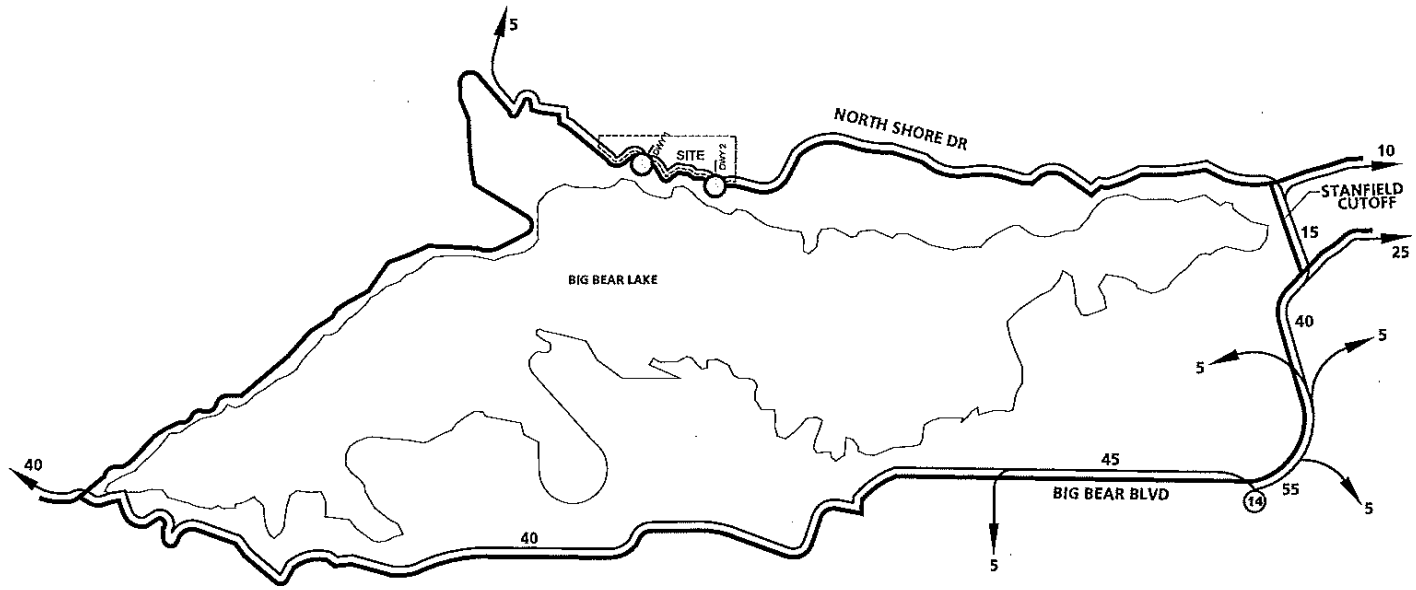
LEGEND:

⑬ = CONDOMINIUMS

N

EXHIBIT D-14

41820 BIG BEAR BLVD.



LEGEND:

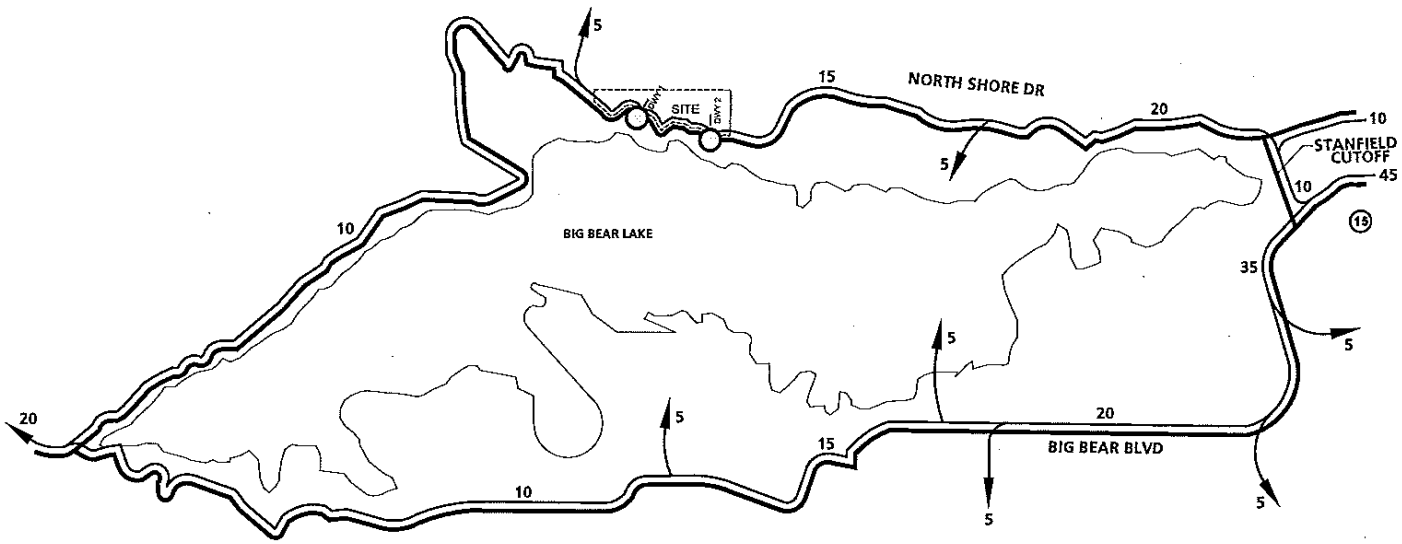
⑭ = 41820 BIG BEAR BLVD.

N

URBAN CROSSROADS

EXHIBIT D-15

WORLD HARVEST FAITH CENTER



LEGEND:

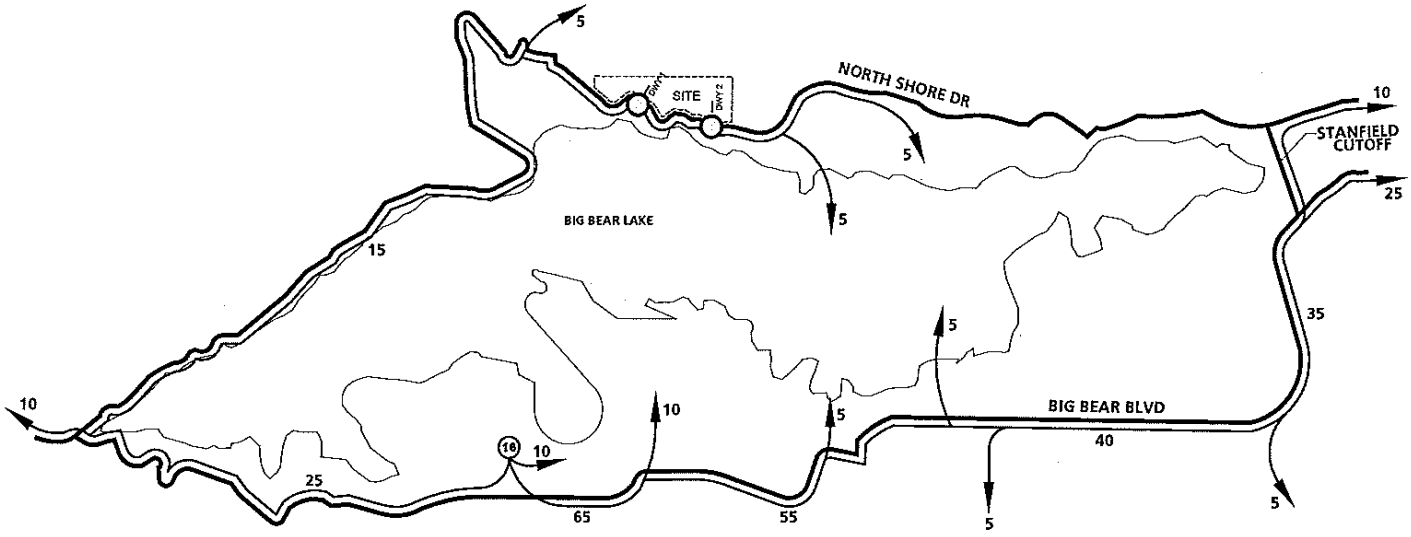
⑲ = WORLD HARVEST FAITH CENTER

N

URBAN CROSSROADS

EXHIBIT D-16

BOAT PARTS RETAIL & SERVICE



LEGEND:

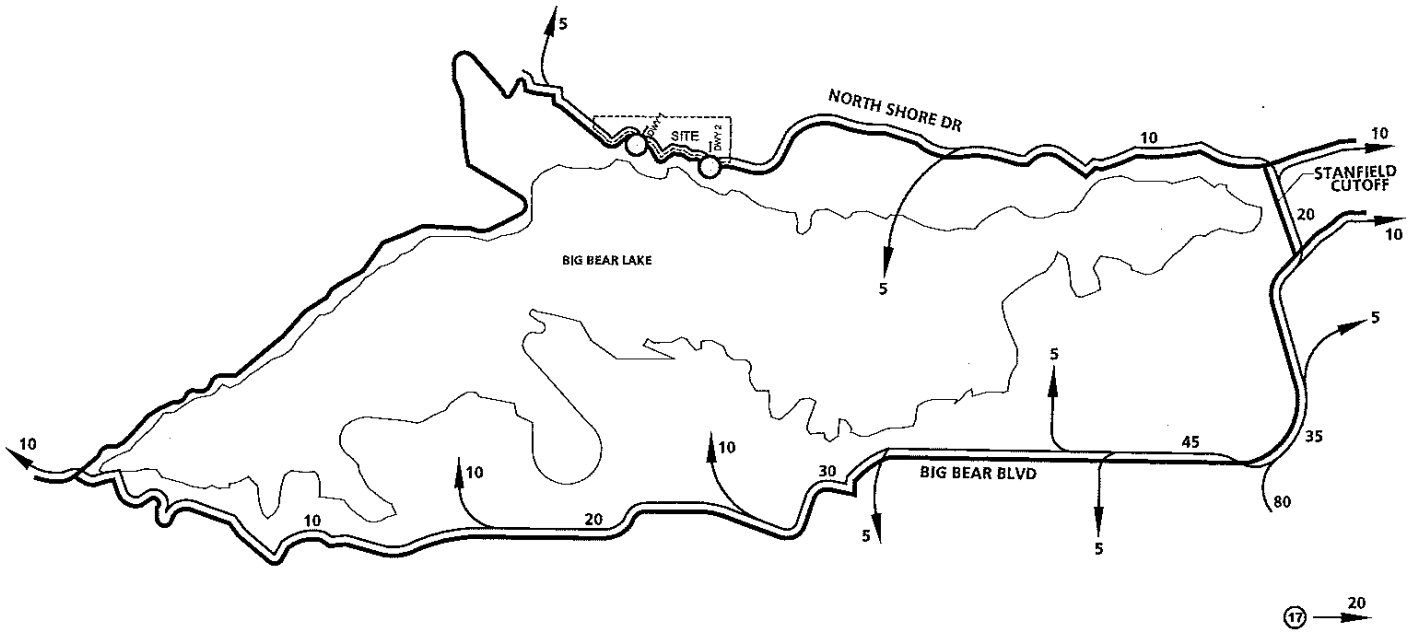
⑯ = BOAT PARTS RETAIL & SERVICE

N

URBAN CROSSROADS

EXHIBIT D-17

STORAGE YARD



LEGEND:

⑰ = STORAGE YARD

N

URBAN CROSSROADS

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APPENDIX E

2010 CONDITIONS INTERSECTION ANALYSIS WITHOUT PROJECT

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions
FRIDAY PM PEAK HOUR

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

****

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

****

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

****

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			Channel			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	24	0	27	0	0	0	0	322	21	87	300	0
Growth Adj:	1.22 1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	29	0	33	0	0	0	0	393	26	106	366	0
Added Vol:	226	0	1	0	0	0	0	73	314	1	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	0	34	0	0	0	0	466	340	107	408	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84 0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	305	0	41	0	0	0	0	557	406	128	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	305	0	41	0	0	0	0	557	406	128	488	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	0 xxxx xxxxx			xxxx xxxx xxxxx			xxxx	651	0	910	631	xxxxx
Potent Cap.:	900 xxxx xxxxx			xxxx xxxx xxxxx			xxxx	390	900	258	401	xxxxx
Move Cap.:	900 xxxx xxxxx			xxxx xxxx xxxxx			xxxx	231	900	0	237	xxxxx
Volume/Cap:	0.34 xxxx	xxxx		xxxx xxxx	xxxx		xxxx	2.42	0.45	xxxx	2.06	xxxx
Level Of Service Module:												
2Way95thQ:	1.5 xxxx xxxxx			xxxx xxxx xxxxx			xxxx	45.4	2.4	xxxx	36.4	xxxxx
Control Del:	11.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	683	12.2	xxxxx	525	xxxxx
LOS by Move:	B	*	*	*	*	*	*	F	B	*	F	*
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			400.2			xxxxxx		
ApproachLOS:	*			*			F			F		

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2011 Without Project Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	47	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			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	17	0	17	0	0	0	0	12	12	12	12	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	24	0	27	0	0	0	0	322	21	87	300	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	29	0	33	0	0	0	0	393	26	106	366	0
Added Vol:	226	0	1	0	0	0	0	73	314	1	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	0	34	0	0	0	0	466	340	107	408	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	305	0	41	0	0	0	0	557	406	128	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	0	41	0	0	0	0	557	406	128	488	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	1.05	1.00	1.00	1.00	1.00
FinalVolume:	305	0	41	0	0	0	0	585	406	128	488	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.23	0.08	0.27	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.39	0.39	0.20	0.59	0.00
Volume/Cap:	0.58	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.58	0.38	0.46	0.00
Delay/Veh:	21.6	0.0	14.5	0.0	0.0	0.0	0.0	13.0	16.5	23.9	5.6	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:	21.6	0.0	14.5	0.0	0.0	0.0	0.0	13.0	16.5	23.9	5.6	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	4	6	2	4	0

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

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MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions
FRIDAY PM PEAK HOUR

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

****

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

****

Average Delay (sec/veh): 54.9 Worst Case Level Of Service: F[137.9]

****

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 1! 0 0			0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	58	5	208	5	10	0	0	74	70	218	54	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	71	6	254	6	12	0	0	90	85	266	66	7
Added Vol:	33	0	43	0	0	0	0	38	47	38	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	6	297	6	12	0	0	128	132	304	88	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	116	7	331	7	14	0	0	143	148	339	98	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	116	7	331	7	14	0	0	143	148	339	98	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1003	1001	217	1165	1070	xxxxx	xxxx	xxxx	xxxxx	291	xxxx	xxxxx
Potent Cap.:	223	245	828	173	223	xxxxx	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx
Move Cap.:	156	165	828	75	150	xxxxx	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx
Volume/Cap:	0.74	0.04	0.40	0.09	0.09	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	383	xxxxx	113	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	18.2	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	138	xxxxx	43.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	E	*	*	*	*	*	*	*	*
ApproachDel:	137.9			43.8			xxxxxx			xxxxxx		
ApproachLOS:	F			E			*			*		

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2011 Without Project Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	54	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	10	13	13	10	13	13
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	58	5	208	5	10	0	0	74	70	218	54	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	71	6	254	6	12	0	0	90	85	266	66	7
Added Vol:	33	0	43	0	0	0	0	38	47	38	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	6	297	6	12	0	0	128	132	304	88	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	116	7	331	7	14	0	0	143	148	339	98	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	7	331	7	14	0	0	143	148	339	98	8
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:	116	7	331	7	14	0	0	143	148	339	98	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	1.00	0.00	1.00	0.49	0.51	1.00	0.92	0.08
Final Sat.:	1700	36	1764	1700	1800	0	1700	886	914	1700	1662	138
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.00	0.01	0.00	0.00	0.16	0.16	0.20	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.23	0.23	0.17	0.23	0.00	0.00	0.22	0.22	0.25	0.47	0.47
Volume/Cap:	0.39	0.80	0.80	0.02	0.03	0.00	0.00	0.75	0.75	0.80	0.13	0.13
Delay/Veh:	25.8	36.4	36.4	21.1	18.2	0.0	0.0	34.2	34.2	35.8	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	36.4	36.4	21.1	18.2	0.0	0.0	34.2	34.2	35.8	7.7	7.7
LOS by Move:	C	D	D	C	B	A	A	C	C	D	A	A
HCM2kAvgQ:	2	8	8	0	0	0	0	7	7	9	1	1

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

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MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions
FRIDAY PM PEAK HOUR

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

****

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

****

Cycle (sec):	130	Critical Vol./Cap.(X):	1.140
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	242.2
Optimal Cycle:	180	Level Of Service:	F

****

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	61	18	61	12	28	256	287	872	77	17	664	13
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	74	22	74	15	34	312	350	1064	94	21	810	16
Added Vol:	0	0	0	13	0	71	68	294	0	0	215	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	22	74	28	34	383	418	1358	94	21	1025	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	77	23	77	29	35	396	432	1403	97	21	1059	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	23	77	29	35	396	432	1403	97	21	1059	25
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:	77	23	77	29	35	396	432	1403	97	21	1059	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.78	0.22	1.00	0.46	0.54	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1329	392	1800	784	969	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.04	0.04	0.22	0.25	0.78	0.05	0.01	0.59	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.17	0.49	0.49	0.08	0.40	0.40
Volume/Cap:	0.31	0.31	0.23	0.20	0.20	1.19	1.48	1.58	0.11	0.16	1.48	0.03
Delay/Veh:	48.4	48.4	46.8	46.2	46.2	165.1	287.4	293	14.0	58.8	259	21.5
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:	48.4	48.4	46.8	46.2	46.2	165.1	287.4	293	14.0	58.8	259	21.5
LOS by Move:	D	D	D	D	D	F	F	F	B	E	F	C
HCM2kAvgQ:	4	4	3	2	2	26	38	118	1	1	84	0

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2011 Without Project Conditions With Improvements
FRIDAY PM PEAK HOUR

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

****

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	6 (Y+R=2.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	76	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	61	18	61	12	28	256	287	872	77	17	664	13
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	74	22	74	15	34	312	350	1064	94	21	810	16
Added Vol:	0	0	0	13	0	71	68	294	0	0	215	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	22	74	28	34	383	418	1358	94	21	1025	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	77	23	77	29	35	396	432	1403	97	21	1059	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	23	77	29	35	396	432	1403	97	21	1059	25
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	1.05	1.05	1.00	1.05	1.05
FinalVolume:	77	23	77	29	35	396	432	1473	102	21	1112	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.08	0.92	1.00	1.87	0.13	1.00	1.95	0.05
Final Sat.:	1700	410	1390	1700	147	1653	1700	3367	233	1700	3518	82
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.02	0.24	0.24	0.25	0.44	0.44	0.01	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.49	0.49	0.14	0.35	0.35
Volume/Cap:	0.15	0.18	0.18	0.06	0.80	0.80	0.91	0.90	0.90	0.09	0.91	0.91
Delay/Veh:	20.9	21.2	21.2	19.9	37.1	37.1	52.3	22.7	22.7	30.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	21.2	21.2	19.9	37.1	37.1	52.3	22.7	22.7	30.8	35.2	35.2
LOS by Move:	C	C	C	B	D	D	D	C	C	C	D	D
HCM2kAvgQ:	1	2	2	0	12	12	15	21	21	1	17	17

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

****

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

****

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			Channel			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	40	0	94	0	0	0	0	958	33	67	411	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	49	0	115	0	0	0	0	1169	40	82	501	0
Added Vol:	226	0	1	0	0	0	0	73	314	1	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	116	0	0	0	0	1242	354	83	543	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	301	0	127	0	0	0	0	1362	388	91	596	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	301	0	127	0	0	0	0	1362	388	91	596	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	729	0	1347	666	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	352	900	130	383	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	210	900	0	229	xxxxx
Volume/Cap:	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.47	0.43	xxxx	2.60	xxxx
Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	147	2.2	xxxx	50.3	xxxxx
Control Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2504	12.0	xxxxx	767	xxxxx
LOS by Move:	B	*	*	*	*	*	*	F	B	*	F	*
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			1951.2			xxxxxx		
ApproachLOS:	*			*			F			F		

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	47	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	0	17	0	0	0	0	12	12	12	12	0
Lanes:	1 0	0	1	0 0	0	0 0	0 0	2	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	40	0	94	0	0	0	0	958	33	67	411	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	49	0	115	0	0	0	0	1169	40	82	501	0
Added Vol:	226	0	1	0	0	0	0	73	314	1	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	116	0	0	0	0	1242	354	83	543	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	301	0	127	0	0	0	0	1362	388	91	596	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	127	0	0	0	0	1362	388	91	596	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	1.05	1.00	1.00	1.00	1.00
FinalVolume:	301	0	127	0	0	0	0	1430	388	91	596	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.07	0.00	0.00	0.00	0.00	0.40	0.22	0.05	0.33	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.42	0.42	0.20	0.62	0.00
Volume/Cap:	0.63	0.00	0.25	0.00	0.00	0.00	0.00	0.95	0.52	0.27	0.54	0.00
Delay/Veh:	24.7	0.0	17.7	0.0	0.0	0.0	0.0	29.3	14.0	22.2	5.4	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:	24.7	0.0	17.7	0.0	0.0	0.0	0.0	29.3	14.0	22.2	5.4	0.0
LOS by Move:	C	A	B	A	A	A	A	C	B	C	A	A
HCM2kAvgQ:	6	0	2	0	0	0	0	19	5	2	4	0

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Average Delay (sec/veh): 82.7 Worst Case Level Of Service: F[219.6]

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 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	110	4	174	8	6	6	4	80	120	177	84	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	134	5	212	10	7	7	5	98	146	216	102	7
Added Vol:	33	0	43	0	0	0	0	38	47	38	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	5	255	10	7	7	5	136	193	254	124	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	181	5	277	11	8	8	5	147	210	275	135	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	181	5	277	11	8	8	5	147	210	275	135	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	959	955	252	1092	1056	139	143	xxxx	xxxxx	356	xxxx	xxxxx
Potent Cap.:	239	260	792	194	227	915	1452	xxxx	xxxxx	1213	xxxx	xxxxx
Move Cap.:	181	190	792	98	166	915	1452	xxxx	xxxxx	1213	xxxx	xxxxx
Volume/Cap:	1.00	0.03	0.35	0.11	0.05	0.01	0.00	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	335	xxxxx	xxxx	160	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	23.4	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	220	xxxxx	xxxxx	31.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	D	*	*	*	*	*	*	*
ApproachDel:		219.6			31.8			xxxxxx			xxxxxx	
ApproachLOS:		F			D			*			*	

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.7
Optimal Cycle:	54	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	10	13	13	10	13	13
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	110	4	174	8	6	6	4	80	120	177	84	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	134	5	212	10	7	7	5	98	146	216	102	7
Added Vol:	33	0	43	0	0	0	0	38	47	38	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	5	255	10	7	7	5	136	193	254	124	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	181	5	277	11	8	8	5	147	210	275	135	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	5	277	11	8	8	5	147	210	275	135	8
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:	181	5	277	11	8	8	5	147	210	275	135	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.50	0.50	1.00	0.41	0.59	1.00	0.94	0.06
Final Sat.:	1700	34	1766	1700	900	900	1700	742	1058	1700	1700	100
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.01	0.01	0.01	0.00	0.20	0.20	0.16	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.22	0.22	0.17	0.22	0.22	0.21	0.27	0.27	0.22	0.27	0.27
Volume/Cap:	0.64	0.72	0.72	0.04	0.04	0.04	0.01	0.74	0.74	0.74	0.29	0.29
Delay/Veh:	33.9	32.9	32.9	21.2	18.8	18.8	18.9	30.2	30.2	34.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	32.9	32.9	21.2	18.8	18.8	18.9	30.2	30.2	34.7	18.7	18.7
LOS by Move:	C	C	C	C	B	B	B	C	C	C	B	B
HCM2kAvgQ:	4	6	6	0	0	0	0	8	8	7	2	2

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.139
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	207.6
Optimal Cycle:	180	Level Of Service:	F

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	63	40	69	21	34	265	230	807	49	37	635	22
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	77	49	84	26	41	323	281	985	60	45	775	27
Added Vol:	0	0	0	13	0	71	68	294	0	0	215	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	49	84	39	41	394	349	1279	60	45	990	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	80	51	88	40	43	410	362	1329	62	47	1029	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	51	88	40	43	410	362	1329	62	47	1029	36
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:	80	51	88	40	43	410	362	1329	62	47	1029	36
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.63	0.37	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1063	675	1800	844	906	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.05	0.05	0.23	0.21	0.74	0.03	0.03	0.57	0.02
Crit Moves:		****				****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.15	0.49	0.49	0.08	0.41	0.41
Volume/Cap:	0.41	0.41	0.26	0.26	0.26	1.23	1.38	1.50	0.07	0.36	1.38	0.05
Delay/Veh:	50.5	50.5	47.3	47.3	47.3	181.4	247.4	257	13.7	64.5	212	20.1
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:	50.5	50.5	47.3	47.3	47.3	181.4	247.4	257	13.7	64.5	212	20.1
LOS by Move:	D	D	D	D	D	F	F	F	B	E	F	C
HCM2kAvgQ:	5	5	3	3	3	28	30	106	1	2	76	1

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 Without Project Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	6 (Y+R=2.0 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	58	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	63	40	69	21	34	265	230	807	49	37	635	22
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	77	49	84	26	41	323	281	985	60	45	775	27
Added Vol:	0	0	0	13	0	71	68	294	0	0	215	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	49	84	39	41	394	349	1279	60	45	990	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	80	51	88	40	43	410	362	1329	62	47	1029	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	51	88	40	43	410	362	1329	62	47	1029	36
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	1.05	1.05	1.00	1.05	1.05
FinalVolume:	80	51	88	40	43	410	362	1395	65	47	1080	38
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.37	0.63	1.00	0.10	0.90	1.00	1.91	0.09	1.00	1.93	0.07
Final Sat.:	1700	661	1139	1700	171	1629	1700	3439	161	1700	3478	122
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.02	0.25	0.25	0.21	0.41	0.41	0.03	0.31	0.31
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.25	0.49	0.49	0.13	0.37	0.37
Volume/Cap:	0.15	0.25	0.25	0.08	0.82	0.82	0.85	0.82	0.82	0.22	0.85	0.85
Delay/Veh:	20.4	21.5	21.5	19.6	38.2	38.2	46.8	17.8	17.8	33.9	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	21.5	21.5	19.6	38.2	38.2	46.8	17.8	17.8	33.9	28.4	28.4
LOS by Move:	C	C	C	B	D	D	D	B	B	C	C	C
HCM2kAvgQ:	1	2	2	1	13	13	12	16	16	1	15	15

****

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

****

APPENDIX F

2010 CONDITIONS INTERSECTION ANALYSIS WITH PROJECT

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
FRIDAY PM PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

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

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			Channel			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	24	0	27	0	0	0	0	322	21	87	300	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	29	0	33	0	0	0	0	393	26	106	366	0
Added Vol:	226	0	6	0	0	0	0	77	314	4	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	0	39	0	0	0	0	470	340	110	411	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	305	0	47	0	0	0	0	562	406	132	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	305	0	47	0	0	0	0	562	406	132	492	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	657	0	915	634	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	387	900	256	399	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	229	900	0	236	xxxxx
Volume/Cap:	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.46	0.45	xxxx	2.08	xxxx
Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	46.2	2.4	xxxx	36.9	xxxxx
Control Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	701	12.2	xxxxx	535	xxxxx
LOS by Move:	B	*	*	*	*	*	*	F	B	*	F	*
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			412.0			xxxxxx		
ApproachLOS:	*			*			F			F		

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	47	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	0	17	0	0	0	0	12	12	12	12	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	24	0	27	0	0	0	0	322	21	87	300	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	29	0	33	0	0	0	0	393	26	106	366	0
Added Vol:	226	0	6	0	0	0	0	77	314	4	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	0	39	0	0	0	0	470	340	110	411	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	305	0	47	0	0	0	0	562	406	132	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	0	47	0	0	0	0	562	406	132	492	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	1.05	1.00	1.00	1.00	1.00
FinalVolume:	305	0	47	0	0	0	0	590	406	132	492	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.23	0.08	0.27	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.39	0.39	0.20	0.59	0.00
Volume/Cap:	0.58	0.00	0.08	0.00	0.00	0.00	0.00	0.42	0.58	0.39	0.46	0.00
Delay/Veh:	21.6	0.0	14.6	0.0	0.0	0.0	0.0	13.0	16.5	24.1	5.6	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:	21.6	0.0	14.6	0.0	0.0	0.0	0.0	13.0	16.5	24.1	5.6	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	5	0	1	0	0	0	0	4	6	3	4	0

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
FRIDAY PM PEAK HOUR

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

****

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

****

Average Delay (sec/veh): 78.9 Worst Case Level Of Service: F[200.1]

****

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:	0 0 1!	0	0	0 1	0	0	0 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	58	5	208	5	10	0	0	74	70	218	54	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	71	6	254	6	12	0	0	90	85	266	66	7
Added Vol:	50	0	43	0	0	0	0	41	57	38	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	6	297	6	12	0	0	131	142	304	93	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	135	7	331	7	14	0	0	146	159	339	104	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	7	331	7	14	0	0	146	159	339	104	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1018	1015	226	1180	1090	xxxxx	xxxx	xxxx	xxxxx	305	xxxx	xxxxx
Potent Cap.:	218	240	819	169	217	xxxxx	xxxx	xxxx	xxxxx	1267	xxxx	xxxxx
Move Cap.:	151	161	819	73	145	xxxxx	xxxx	xxxx	xxxxx	1267	xxxx	xxxxx
Volume/Cap:	0.89	0.04	0.40	0.09	0.09	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	353	xxxxx	109	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	22.7	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	200	xxxxx	45.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	E	*	*	*	*	*	*	*	*
ApproachDel:		200.1			45.5			xxxxxx			xxxxxx	
ApproachLOS:		F			E			*			*	

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions With Improvements
FRIDAY PM PEAK HOUR

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

****

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.4
Optimal Cycle:	54	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	10	13	13	10	13	13
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	58	5	208	5	10	0	0	74	70	218	54	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	71	6	254	6	12	0	0	90	85	266	66	7
Added Vol:	50	0	43	0	0	0	0	41	57	38	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	6	297	6	12	0	0	131	142	304	93	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	135	7	331	7	14	0	0	146	159	339	104	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	7	331	7	14	0	0	146	159	339	104	8
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:	135	7	331	7	14	0	0	146	159	339	104	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	1.00	0.00	1.00	0.48	0.52	1.00	0.93	0.07
Final Sat.:	1700	36	1764	1700	1800	0	1700	863	937	1700	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.00	0.01	0.00	0.00	0.17	0.17	0.20	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.23	0.23	0.17	0.23	0.00	0.00	0.22	0.22	0.25	0.47	0.47
Volume/Cap:	0.45	0.80	0.80	0.02	0.03	0.00	0.00	0.78	0.78	0.80	0.13	0.13
Delay/Veh:	27.2	36.4	36.4	21.1	18.2	0.0	0.0	36.6	36.6	35.8	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	36.4	36.4	21.1	18.2	0.0	0.0	36.6	36.6	35.8	7.8	7.8
LOS by Move:	C	D	D	C	B	A	A	D	D	D	A	A
HCM2kAvgQ:	3	8	8	0	0	0	0	8	8	9	1	1

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
FRIDAY PM PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.145
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	245.3
Optimal Cycle:	180	Level Of Service:	F

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	61	18	61	12	28	256	287	872	77	17	664	13
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	74	22	74	15	34	312	350	1064	94	21	810	16
Added Vol:	0	0	0	16	0	79	81	294	0	0	215	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	22	74	31	34	391	431	1358	94	21	1025	29
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	77	23	77	32	35	404	445	1403	97	21	1059	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	23	77	32	35	404	445	1403	97	21	1059	30
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:	77	23	77	32	35	404	445	1403	97	21	1059	30
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.78	0.22	1.00	0.49	0.51	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1329	392	1800	828	923	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.04	0.04	0.22	0.26	0.78	0.05	0.01	0.59	0.02
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.49	0.49	0.08	0.39	0.39
Volume/Cap:	0.31	0.31	0.23	0.21	0.21	1.22	1.49	1.58	0.11	0.16	1.49	0.04
Delay/Veh:	48.4	48.4	46.8	46.4	46.4	174.8	292.8	293	14.0	58.8	265	22.0
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:	48.4	48.4	46.8	46.4	46.4	174.8	292.8	293	14.0	58.8	265	22.0
LOS by Move:	D	D	D	D	D	F	F	F	B	E	F	C
HCM2kAvgQ:	4	4	3	2	2	28	39	118	1	1	85	1

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

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MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	6 (Y+R=2.0 sec)	Average Delay (sec/veh):	32.5
Optimal Cycle:	82	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	61	18	61	12	28	256	287	872	77	17	664	13
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	74	22	74	15	34	312	350	1064	94	21	810	16
Added Vol:	0	0	0	16	0	79	81	294	0	0	215	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	22	74	31	34	391	431	1358	94	21	1025	29
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	77	23	77	32	35	404	445	1403	97	21	1059	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	23	77	32	35	404	445	1403	97	21	1059	30
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	1.05	1.05	1.00	1.05	1.05
FinalVolume:	77	23	77	32	35	404	445	1473	102	21	1112	31
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.08	0.92	1.00	1.87	0.13	1.00	1.95	0.05
Final Sat.:	1700	410	1390	1700	145	1655	1700	3367	233	1700	3501	99
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.02	0.24	0.24	0.26	0.44	0.44	0.01	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.49	0.49	0.14	0.34	0.34
Volume/Cap:	0.15	0.18	0.18	0.06	0.81	0.81	0.93	0.90	0.90	0.09	0.93	0.93
Delay/Veh:	20.9	21.2	21.2	19.9	38.2	38.2	54.3	22.7	22.7	30.8	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	21.2	21.2	19.9	38.2	38.2	54.3	22.7	22.7	30.8	37.3	37.3
LOS by Move:	C	C	C	B	D	D	D	C	C	C	D	D
HCM2kAvgQ:	1	2	2	1	12	12	16	21	21	1	18	18

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

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MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
FRIDAY PM PEAK HOUR

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

Intersection #104 Site Driveway #1 (NS)/ North Shore (SR-38) (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.1]

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:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0 0		0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	144	0	0	112	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	0	0	0	0	176	0	0	137	0
Added Vol:	0	0	0	5	0	2	3	91	0	0	59	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	2	3	267	0	0	196	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	0	0	5	0	2	3	281	0	0	206	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	2	3	281	0	0	206	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	497	497	210	214	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	536	477	835	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	535	476	835	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	596	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
FRIDAY PM PEAK HOUR

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

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Intersection #105 Site Driveway #2 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.4 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 1!	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	144	0	0	112	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	0	0	0	0	176	0	0	137	0
Added Vol:	0	0	0	9	0	4	6	89	0	0	63	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	4	6	265	0	0	200	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	0	0	9	0	4	6	279	0	0	210	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	4	6	279	0	0	210	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	509	509	218	225	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	528	470	827	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	526	468	827	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	592	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

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

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			Channel			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	40	0	94	0	0	0	0	958	33	67	411	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	49	0	115	0	0	0	0	1169	40	82	501	0
Added Vol:	226	0	3	0	0	0	0	87	314	2	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	118	0	0	0	0	1256	354	84	552	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	301	0	129	0	0	0	0	1377	388	92	606	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	301	0	129	0	0	0	0	1377	388	92	606	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	732	0	1356	667	xxxxx
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	351	900	128	382	xxxxx
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	210	900	0	228	xxxxx
Volume/Cap:	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.56	0.43	xxxx	2.65	xxxx
Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	149	2.2	xxxx	51.6	xxxxx
Control Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2546	12.0	xxxxx	788	xxxxx
LOS by Move:	B	*	*	*	*	*	*	F	B	*	F	*
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			1988.3			xxxxxx		
ApproachLOS:	*			*			F			F		

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

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Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 47 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	0	17	0	0	0	0	12	12	12	12	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	40	0	94	0	0	0	0	958	33	67	411	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	49	0	115	0	0	0	0	1169	40	82	501	0
Added Vol:	226	0	3	0	0	0	0	87	314	2	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	118	0	0	0	0	1256	354	84	552	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	301	0	129	0	0	0	0	1377	388	92	606	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	129	0	0	0	0	1377	388	92	606	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	1.05	1.00	1.00	1.00	1.00
FinalVolume:	301	0	129	0	0	0	0	1446	388	92	606	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.07	0.00	0.00	0.00	0.00	0.40	0.22	0.05	0.34	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.42	0.42	0.20	0.62	0.00
Volume/Cap:	0.63	0.00	0.25	0.00	0.00	0.00	0.00	0.96	0.52	0.27	0.55	0.00
Delay/Veh:	24.7	0.0	17.8	0.0	0.0	0.0	0.0	31.0	14.0	22.2	5.5	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:	24.7	0.0	17.8	0.0	0.0	0.0	0.0	31.0	14.0	22.2	5.5	0.0
LOS by Move:	C	A	B	A	A	A	A	C	B	C	A	A
HCM2kAvgQ:	6	0	2	0	0	0	0	19	5	2	4	0

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Average Delay (sec/veh): 99.4 Worst Case Level Of Service: F[263.2]

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:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	110	4	174	8	6	6	4	80	120	177	84	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	134	5	212	10	7	7	5	98	146	216	102	7
Added Vol:	46	0	43	0	0	0	0	40	55	38	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	5	255	10	7	7	5	138	201	254	127	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	195	5	277	11	8	8	5	149	218	275	138	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	195	5	277	11	8	8	5	149	218	275	138	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	969	965	258	1102	1070	142	146	xxxx	xxxxx	367	xxxx	xxxxx
Potent Cap.:	235	257	785	191	223	911	1448	xxxx	xxxxx	1202	xxxx	xxxxx
Move Cap.:	177	187	785	96	162	911	1448	xxxx	xxxxx	1202	xxxx	xxxxx
Volume/Cap:	1.10	0.03	0.35	0.11	0.05	0.01	0.00	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	322	xxxxx	xxxx	157	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	26.2	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	263	xxxxx	xxxxx	32.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	D	*	*	*	*	*	*	*
ApproachDel:		263.2			32.5			xxxxxx			xxxxxx	
ApproachLOS:		F			D			*			*	

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 54 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	10	13	13	10	13	13
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	110	4	174	8	6	6	4	80	120	177	84	6
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	134	5	212	10	7	7	5	98	146	216	102	7
Added Vol:	46	0	43	0	0	0	0	40	55	38	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	5	255	10	7	7	5	138	201	254	127	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	195	5	277	11	8	8	5	149	218	275	138	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	5	277	11	8	8	5	149	218	275	138	8
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:	195	5	277	11	8	8	5	149	218	275	138	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.50	0.50	1.00	0.41	0.59	1.00	0.95	0.05
Final Sat.:	1700	34	1766	1700	900	900	1700	731	1069	1700	1702	98
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.01	0.01	0.01	0.00	0.20	0.20	0.16	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.22	0.22	0.17	0.22	0.22	0.21	0.27	0.27	0.21	0.27	0.27
Volume/Cap:	0.69	0.72	0.72	0.04	0.04	0.04	0.01	0.76	0.76	0.76	0.30	0.30
Delay/Veh:	36.4	32.9	32.9	21.2	18.8	18.8	18.9	30.7	30.7	35.8	18.8	18.8
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:	36.4	32.9	32.9	21.2	18.8	18.8	18.9	30.7	30.7	35.8	18.8	18.8
LOS by Move:	D	C	C	C	B	B	B	C	C	D	B	B
HCM2kAvgQ:	5	6	6	0	0	0	0	8	8	7	2	2

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.143
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	210.8
Optimal Cycle:	180	Level Of Service:	F

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	40	69	21	34	265	230	807	49	37	635	22
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	77	49	84	26	41	323	281	985	60	45	775	27
Added Vol:	0	0	0	14	0	78	80	294	0	0	215	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	49	84	40	41	401	361	1279	60	45	990	36
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	80	51	88	41	43	417	375	1329	62	47	1029	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	51	88	41	43	417	375	1329	62	47	1029	37
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:	80	51	88	41	43	417	375	1329	62	47	1029	37
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.63	0.37	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1063	675	1800	855	895	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.05	0.05	0.23	0.22	0.74	0.03	0.03	0.57	0.02
Crit Moves:		****				****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.16	0.49	0.49	0.08	0.41	0.41
Volume/Cap:	0.41	0.41	0.26	0.26	0.26	1.26	1.39	1.50	0.07	0.36	1.39	0.05
Delay/Veh:	50.5	50.5	47.3	47.4	47.4	190.2	252.1	257	13.7	64.5	218	20.5
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:	50.5	50.5	47.3	47.4	47.4	190.2	252.1	257	13.7	64.5	218	20.5
LOS by Move:	D	D	D	D	D	F	F	F	B	E	F	C
HCM2kAvgQ:	5	5	3	3	3	29	31	106	1	2	77	1

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 6 (Y+R=2.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 58 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	63	40	69	21	34	265	230	807	49	37	635	22
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	77	49	84	26	41	323	281	985	60	45	775	27
Added Vol:	0	0	0	14	0	78	80	294	0	0	215	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	49	84	40	41	401	361	1279	60	45	990	36
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	80	51	88	41	43	417	375	1329	62	47	1029	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	51	88	41	43	417	375	1329	62	47	1029	37
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	1.05	1.05	1.00	1.05	1.05
FinalVolume:	80	51	88	41	43	417	375	1395	65	47	1080	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.37	0.63	1.00	0.09	0.91	1.00	1.91	0.09	1.00	1.93	0.07
Final Sat.:	1700	661	1139	1700	169	1631	1700	3439	161	1700	3474	126
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.02	0.26	0.26	0.22	0.41	0.41	0.03	0.31	0.31
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.26	0.49	0.49	0.13	0.36	0.36
Volume/Cap:	0.15	0.25	0.25	0.08	0.83	0.83	0.86	0.83	0.83	0.22	0.86	0.86
Delay/Veh:	20.2	21.3	21.3	19.4	38.3	38.3	48.2	18.2	18.2	33.9	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	21.3	21.3	19.4	38.3	38.3	48.2	18.2	18.2	33.9	30.0	30.0
LOS by Move:	C	C	C	B	D	D	D	B	B	C	C	C
HCM2kAvgQ:	1	2	2	1	13	13	12	16	16	1	16	16

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

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #104 Site Driveway #1 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.0]

****

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	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	204	0	0	200	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	0	0	0	0	249	0	0	244	0
Added Vol:	0	0	0	3	0	3	6	95	0	0	61	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	3	6	344	0	0	305	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	0	0	3	0	3	6	362	0	0	321	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	3	6	362	0	0	321	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	698	698	324	326	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	409	367	722	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	408	365	722	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	521	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

MOON CAMP (TT 16136) TRAFFIC IMPACT ANALYSIS (JN 04409)
2010 With Project Conditions
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #105 Site Driveway #2 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.1]

****

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:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	204	0	0	200	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	0	0	0	0	249	0	0	244	0
Added Vol:	0	0	0	6	0	6	10	88	0	0	60	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	6	10	337	0	0	304	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	6	0	6	11	355	0	0	320	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	6	11	355	0	0	320	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	701	701	326	332	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	408	365	720	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	405	362	720	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	518	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

APPENDIX G

POST PROCESSING SHEETS

Project:	MOONCAMP	Job #:	4409
Scenario:	Year 2030 with Project (Sunday MD)	Analyst:	JS
		Date:	4/1/07

LOCATION: Big Bear (NS) / North Shore Drive (SR-38) (EW)
FORECAST YEAR: 2030

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		SUNDAY MD PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	IY 2010 VOLUME	GP BUILDOUT VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	275	410	135	49%	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	118	339	221	187%	0	0	0	#DIV/0!
	NB Total	393	749	356	91%	0	0	0	#DIV/0!
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,256	1,382	126	10%	0	0	0	#DIV/0!
	Right	354	582	228	64%	0	0	0	#DIV/0!
	EB Total	1,610	1,964	354	22%	0	0	0	#DIV/0!
WEST BOUND	Left	84	238	154	183%	0	0	0	#DIV/0!
	Through	552	607	55	10%	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	636	845	209	33%	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		2,639	3,558	919	35%	0	0	0	#DIV/0!

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		SUN MD	PM	SUN MD	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	749	0			
South Leg	Outbound	820	0			
South Leg	**TOTAL**	**1,569**	**0**	**8%**	**0%**	**19,000**
East Leg	Inbound	845	0			
East Leg	Outbound	1,721	0			
East Leg	**TOTAL**	**2,566**	**0**	**10%**	**0%**	**27,000**
West Leg	Inbound	1,964	0			
West Leg	Outbound	1,017	0			
West Leg	**TOTAL**	**2,981**	**0**	**9%**	**0%**	**32,200**
OVERALL TOTAL		***7,116***	**-**	**9%**	***0%***	***78,200***

S:\Carlsbad_Jobs_04400\04409\POSTPROCESSING\SUNDAY\[Big Bear_North Shore.xls]Output (3)

Project: MOONCAMP
Scenario: Year 2030 with Project (Sunday MD)

Job #: 4409
Analyst: JS
Date: 4/1/07

LOCATION: Stanfield Cutoff (NS) / North Shore Drive (SR-38) (EW)
FORECAST YEAR: 2030

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		SUNDAY MD PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	IY 2010 VOLUME	GP BUILDOUT VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	180	301	121	67%	0	0	0	#DIV/0!
	Through	5	6	1	20%	0	0	0	#DIV/0!
	Right	255	281	26	10%	0	0	0	#DIV/0!
	NB Total	440	588	148	34%	0	0	0	#DIV/0!
SOUTH BOUND	Left	10	10	0	0%	0	0	0	#DIV/0!
	Through	7	8	1	14%	0	0	0	#DIV/0!
	Right	7	16	9	129%	0	0	0	#DIV/0!
	SB Total	24	34	10	42%	0	0	0	#DIV/0!
EAST BOUND	Left	5	11	6	120%	0	0	0	#DIV/0!
	Through	138	314	176	128%	0	0	0	#DIV/0!
	Right	201	325	124	62%	0	0	0	#DIV/0!
	EB Total	344	650	306	89%	0	0	0	#DIV/0!
WEST BOUND	Left	254	279	25	10%	0	0	0	#DIV/0!
	Through	127	274	147	116%	0	0	0	#DIV/0!
	Right	7	8	1	14%	0	0	0	#DIV/0!
	WB Total	388	561	173	45%	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,196	1,833	637	53%	0	0	0	#DIV/0!

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		SUN MD	PM	SUN MD	PM	ADT
North Leg	Inbound	34	0			
North Leg	Outbound	25	0			
North Leg	**TOTAL**	**59**	**0**	**8%**	**0%**	**700**
South Leg	Inbound	588	0			
South Leg	Outbound	612	0			
South Leg	**TOTAL**	**1,200**	**0**	**10%**	**0%**	**12,000**
East Leg	Inbound	561	0			
East Leg	Outbound	605	0			
East Leg	**TOTAL**	**1,166**	**0**	**11%**	**0%**	**11,000**
West Leg	Inbound	650	0			
West Leg	Outbound	591	0			
West Leg	**TOTAL**	**1,241**	**0**	**8%**	**0%**	**15,000**
OVERALL TOTAL		***3,666***	**-**	**9%**	***0%***	***38,700***

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Project: MOON CAMP
Scenario: Year 2030 with Project (Sunday MD)

Job #: 4409
Analyst: JS
Date: 4/1/07

LOCATION: Stanfield Cutoff (NS) / Big Bear Boulevard (EW)
FORECAST YEAR: 2030

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		SUNDAY MD PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	IY 2010 VOLUME	GP BUILDOUT VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	77	85	8	10%	0	0	0	#DIV/0!
	Through	49	55	6	12%	0	0	0	#DIV/0!
	Right	84	96	12	14%	0	0	0	#DIV/0!
	NB Total	210	236	26	12%	0	0	0	#DIV/0!
SOUTH BOUND	Left	40	48	8	20%	0	0	0	#DIV/0!
	Through	41	46	5	12%	0	0	0	#DIV/0!
	Right	401	440	39	10%	0	0	0	#DIV/0!
	SB Total	482	534	52	11%	0	0	0	#DIV/0!
EAST BOUND	Left	361	397	36	10%	0	0	0	#DIV/0!
	Through	1,279	1,426	147	11%	0	0	0	#DIV/0!
	Right	60	63	3	5%	0	0	0	#DIV/0!
	EB Total	1,700	1,886	186	11%	0	0	0	#DIV/0!
WEST BOUND	Left	45	51	6	13%	0	0	0	#DIV/0!
	Through	990	1,085	95	10%	0	0	0	#DIV/0!
	Right	36	43	7	19%	0	0	0	#DIV/0!
	WB Total	1,071	1,179	108	10%	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		3,463	3,835	372	11%	0	0	0	#DIV/0!

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		SUN MD	PM	SUN MD	PM	ADT
North Leg	Inbound	534	0			
North Leg	Outbound	495	0			
North Leg	**TOTAL**	**1,029**	**0**	**8%**	**0%**	**12,300**
South Leg	Inbound	236	0			
South Leg	Outbound	160	0			
South Leg	**TOTAL**	**396**	**0**	**8%**	**0%**	**4,800**
East Leg	Inbound	1,179	0			
East Leg	Outbound	1,570	0			
East Leg	**TOTAL**	**2,749**	**0**	**8%**	**0%**	**32,700**
West Leg	Inbound	1,886	0			
West Leg	Outbound	1,610	0			
West Leg	**TOTAL**	**3,496**	**0**	**8%**	**0%**	**41,800**
OVERALL TOTAL		***7,670***	**-**	**8%**	***0%***	***91,600***

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Project: MOONCAMP
Scenario: Year 2030 with Project (Friday PM)

Job #: 4409
Analyst: JS
Date: 4/1/07

LOCATION: Northshore (NS) / Big Bear Boulevard (EW)
FORECAST YEAR: 2030

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		FRI PM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	IY 2010 VOLUME	GP BUILDOUT VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	269	383	114	42%	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	39	246	207	531%	0	0	0	#DIV/0!
	NB Total	308	629	321	104%	0	0	0	#DIV/0!
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	470	544	74	16%	0	0	0	#DIV/0!
	Right	353	417	64	18%	0	0	0	#DIV/0!
	EB Total	823	961	138	17%	0	0	0	#DIV/0!
WEST BOUND	Left	110	553	443	403%	0	0	0	#DIV/0!
	Through	411	457	46	11%	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	521	1,010	489	94%	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,652	2,600	948	57%	0	0	0	#DIV/0!

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		FRI PM	PM	FRI PM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	629	0			
South Leg	Outbound	970	0			
South Leg	**TOTAL**	**1,599**	**0**	**8%**	**0%**	**19,000**
East Leg	Inbound	1,010	0			
East Leg	Outbound	790	0			
East Leg	**TOTAL**	**1,800**	**0**	**9%**	**0%**	**19,000**
West Leg	Inbound	961	0			
West Leg	Outbound	840	0			
West Leg	**TOTAL**	**1,801**	**0**	**9%**	**0%**	**21,000**
OVERALL TOTAL		***5,200***	***-***	**9%**	***0%***	***59,000***

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Project: MOONCAMP
Scenario: Year 2030 with Project (Friday PM)

Job #: 4409
Analyst: JS
Date: 7/5/06

LOCATION: Stanfield Cutoff (NS) / North Shore Drive (SR-38) (EW)
FORECAST YEAR: 2030

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		FRI PM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	IY 2010 VOLUME	GP BUILDOUT VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	123	445	322	262%	0	0	0	#DIV/0!
	Through	6	11	5	83%	0	0	0	#DIV/0!
	Right	301	331	30	10%	0	0	0	#DIV/0!
	NB Total	430	787	357	83%	0	0	0	#DIV/0!
SOUTH BOUND	Left	6	8	2	33%	0	0	0	#DIV/0!
	Through	12	17	5	42%	0	0	0	#DIV/0!
	Right	1	5	4	400%	0	0	0	#DIV/0!
	SB Total	19	30	11	58%	0	0	0	#DIV/0!
EAST BOUND	Left	1	6	5	500%	0	0	0	#DIV/0!
	Through	131	438	307	234%	0	0	0	#DIV/0!
	Right	144	505	361	251%	0	0	0	#DIV/0!
	EB Total	276	949	673	244%	0	0	0	#DIV/0!
WEST BOUND	Left	307	338	31	10%	0	0	0	#DIV/0!
	Through	93	320	227	244%	0	0	0	#DIV/0!
	Right	7	12	5	71%	0	0	0	#DIV/0!
	WB Total	407	670	263	65%	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,132	2,436	1304	115%	0	0	0	#DIV/0!

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		FRI PM	PM	FRI PM	PM	ADT
North Leg	Inbound	30	0			
North Leg	Outbound	29	0			
North Leg	**TOTAL**	**59**	**0**	**11%**	**0%**	**550**
South Leg	Inbound	787	0			
South Leg	Outbound	860	0			
South Leg	**TOTAL**	**1,647**	**0**	**9%**	**0%**	**18,000**
East Leg	Inbound	670	0			
East Leg	Outbound	777	0			
East Leg	**TOTAL**	**1,447**	**0**	**10%**	**0%**	**15,000**
West Leg	Inbound	949	0			
West Leg	Outbound	770	0			
West Leg	**TOTAL**	**1,719**	**0**	**9%**	**0%**	**20,000**
OVERALL TOTAL		***4,872***	**-**	**9%**	***0%***	***53,550***

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Project: MOONCAMP
Scenario: Year 2030 with Project (Friday PM)

Job #: 4409
Analyst: JS
Date: 4/12/07

LOCATION: Stanfield Cutoff (NS) / Big Bear Boulevard (EW)
FORECAST YEAR: 2030

INDIVIDUAL TURN VOLUME GROWTH REVIEW

APPROACH	TURNING MOVEMENT	FRI PM PEAK HOUR INPUT DATA: IY 2010 VOLUME	GP BUILDOUT VOLUME	DIFF-ERENCE	% CHANGE	PM PEAK HOUR INPUT DATA: EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	74	82	8	11%	0	0	0	#DIV/0!
	Through	22	40	18	82%	0	0	0	#DIV/0!
	Right	74	82	8	11%	0	0	0	#DIV/0!
	NB Total	170	204	34	20%	0	0	0	#DIV/0!
SOUTH BOUND	Left	31	56	25	81%	0	0	0	#DIV/0!
	Through	34	67	33	97%	0	0	0	#DIV/0!
	Right	396	607	211	53%	0	0	0	#DIV/0!
	SB Total	461	730	269	58%	0	0	0	#DIV/0!
EAST BOUND	Left	436	699	263	60%	0	0	0	#DIV/0!
	Through	1,367	1,504	137	10%	0	0	0	#DIV/0!
	Right	94	103	9	10%	0	0	0	#DIV/0!
	EB Total	1,897	2,306	409	22%	0	0	0	#DIV/0!
WEST BOUND	Left	21	34	13	62%	0	0	0	#DIV/0!
	Through	1,033	1,303	270	26%	0	0	0	#DIV/0!
	Right	29	71	42	145%	0	0	0	#DIV/0!
	WB Total	1,083	1,408	325	30%	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		3,611	4,648	1037	29%	0	0	0	#DIV/0!

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES: FRI PM	PM	PERCENT OF ADT: FRI PM	PM	ADT
North Leg	Inbound	730	0			
North Leg	Outbound	810	0			
North Leg	**TOTAL**	**1,540**	**0**	**9%**	**0%**	**18,100**
South Leg	Inbound	204	0			
South Leg	Outbound	204	0			
South Leg	**TOTAL**	**408**	**0**	**10%**	**0%**	**4,200**
East Leg	Inbound	1,408	0			
East Leg	Outbound	1,642	0			
East Leg	**TOTAL**	**3,050**	**0**	**9%**	**0%**	**34,000**
West Leg	Inbound	2,306	0			
West Leg	Outbound	1,992	0			
West Leg	**TOTAL**	**4,298**	**0**	**10%**	**0%**	**45,000**
OVERALL TOTAL		***9,296***	***-***	**9%**	***0%***	***101,300***

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APPENDIX H

GENERAL PLAN BUILDOUT WITH PROJECT (2030) CONDITIONS
INTERSECTION ANALYSIS

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
FRIDAY PM PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	383	0	246		0	0	0		0	544	417		553	457	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:	383	0	246		0	0	0		0	544	417		553	457	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:	403	0	259		0	0	0		0	573	439		582	481	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	403	0	259		0	0	0		0	573	439		582	481	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	6.5	6.2		7.1	6.5	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.0	3.3		3.5	4.0	xxxxx	
Capacity Module:																
Cnflict Vol:	0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1065	0		1222	936	xxxxx	
Potent Cap.:	900	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	224	900		158	267	xxxxx	
Move Cap.:	900	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	95	900		0	113	xxxxx	
Volume/Cap:	0.45	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	6.04	0.49		xxxx	4.26	xxxx	
Level Of Service Module:																
2Way95thQ:	2.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	63.1	2.7		xxxx	49.6	xxxxx	
Control Del:	12.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	2355	12.7		xxxxx	1544	xxxxx	
LOS by Move:	B	*	*		*	*	*		*	F	B		*	F	*	
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				1338.5				xxxxxx			
ApproachLOS:	*				*				F				F			

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.4
Optimal Cycle:	48	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			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	17	0	17	0	0	0	0	12	12	12	12	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	383	0	246	0	0	0	0	544	417	553	457	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:	383	0	246	0	0	0	0	544	417	553	457	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:	403	0	259	0	0	0	0	573	439	582	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	0	259	0	0	0	0	573	439	582	481	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:	403	0	259	0	0	0	0	573	439	582	481	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1800	0	1900	0	0	0	0	3800	1900	1800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.23	0.32	0.25	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.20	0.49	0.42	0.62	0.00
Volume/Cap:	0.77	0.00	0.47	0.00	0.00	0.00	0.00	0.77	0.47	0.77	0.41	0.00
Delay/Veh:	31.3	0.0	21.6	0.0	0.0	0.0	0.0	32.2	10.5	21.5	4.5	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:	31.3	0.0	21.6	0.0	0.0	0.0	0.0	32.2	10.5	21.5	4.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	B	C	A	A
HCM2kAvgQ:	10	0	4	0	0	0	0	7	5	12	3	0

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
FRIDAY PM PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Average Delay (sec/veh): 7869.9 Worst Case Level Of Service: F[24333.0]

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	1!	0 0	0	0	1!	0 0	0	1	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	445	11	331		8	17	5		6	438	505		338	320	12	
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:	445	11	331		8	17	5		6	438	505		338	320	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	468	12	348		8	18	5		6	461	532		356	337	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	468	12	348		8	18	5		6	461	532		356	337	13	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1806	1801	496		1304	2060	343		349	xxxx	xxxxx		993	xxxx	xxxxx	
Potent Cap.:	62	81	578		139	56	704		1221	xxxx	xxxxx		705	xxxx	xxxxx	
Move Cap.:	9	30	578		20	20	704		1221	xxxx	xxxxx		705	xxxx	xxxxx	
Volume/Cap:	53.02	0.39	0.60		0.42	0.87	0.01		0.01	xxxx	xxxx		0.50	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		2.9	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		15.2	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		C	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx		15	xxxxx	xxxx		24	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx		105	xxxxx	xxxxx		3.9	xxxxx	0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		527	xxxxx	8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*		*	F	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				526.9				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	52	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	12	12	10	12	12	10	12	12	10	12	12
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	445	11	331	8	17	5	6	438	505	338	320	12
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:	445	11	331	8	17	5	6	438	505	338	320	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	468	12	348	8	18	5	6	461	532	356	337	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	12	348	8	18	5	6	461	532	356	337	13
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:	468	12	348	8	18	5	6	461	532	356	337	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	0.03	0.97	1.00	0.77	0.23	1.00	1.00	1.00	1.00	0.96	0.04
Final Sat.:	3378	61	1839	1800	1468	432	1800	1900	1900	1800	1831	69
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.00	0.01	0.01	0.00	0.24	0.28	0.20	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.22	0.22	0.15	0.20	0.20	0.23	0.28	0.45	0.23	0.28	0.28
Volume/Cap:	0.82	0.87	0.87	0.03	0.06	0.06	0.02	0.87	0.63	0.87	0.67	0.67
Delay/Veh:	38.6	46.0	46.0	23.6	21.2	21.2	19.4	39.9	15.0	45.9	27.5	27.5
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:	38.6	46.0	46.0	23.6	21.2	21.2	19.4	39.9	15.0	45.9	27.5	27.5
LOS by Move:	D	D	D	C	C	C	B	D	B	D	C	C
HCM2kAvgQ:	8	10	10	0	0	0	0	12	8	11	7	7

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
FRIDAY PM PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec):	180	Critical Vol./Cap.(X):	1.579
Loss Time (sec):	8 (Y+R=2.0 sec)	Average Delay (sec/veh):	303.8
Optimal Cycle:	180	Level Of Service:	F

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	18	18	10	18	18
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	82	40	82	56	67	607	699	1504	103	34	1303	71
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:	82	40	82	56	67	607	699	1504	103	34	1303	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	85	41	85	58	69	627	722	1554	106	35	1346	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	41	85	58	69	627	722	1554	106	35	1346	73
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:	85	41	85	58	69	627	722	1554	106	35	1346	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.68	0.32	1.00	0.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1231	601	1900	844	1009	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.04	0.07	0.07	0.33	0.40	0.82	0.06	0.02	0.71	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.13	0.13	0.19	0.19	0.19	0.23	0.58	0.58	0.06	0.40	0.40
Volume/Cap:	0.52	0.52	0.33	0.36	0.36	1.75	1.75	1.41	0.10	0.35	1.75	0.10
Delay/Veh:	80.2	80.2	74.3	66.5	66.5	422.3	417.2	216	10.8	91.3	391	29.8
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:	80.2	80.2	74.3	66.5	66.5	422.3	417.2	216	10.8	91.3	391	29.8
LOS by Move:	F	F	E	E	E	F	F	F	B	F	F	C
HCM2kAvgQ:	7	7	4	6	6	67	81	138	1	2	142	2

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
FRIDAY PM PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 6 (Y+R=2.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 81 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	20	20	10	20	20	14	14	14	14	14	14
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	82	40	82	56	67	607	699	1504	103	34	1303	71
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:	82	40	82	56	67	607	699	1504	103	34	1303	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	85	41	85	58	69	627	722	1554	106	35	1346	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	41	85	58	69	627	722	1554	106	35	1346	73
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:	85	41	85	58	69	627	722	1554	106	35	1346	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	1.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1800	623	1277	1800	1900	1900	1800	3556	244	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.03	0.04	0.33	0.40	0.44	0.44	0.02	0.35	0.04
Crit Moves:		****					****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.58	0.42	0.62	0.62	0.17	0.37	0.37
Volume/Cap:	0.28	0.40	0.40	0.19	0.22	0.57	0.96	0.71	0.71	0.12	0.96	0.11
Delay/Veh:	46.1	48.3	48.3	44.5	44.8	11.7	55.2	10.0	10.0	43.5	51.4	23.5
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:	46.1	48.3	48.3	44.5	44.8	11.7	55.2	10.0	10.0	43.5	51.4	23.5
LOS by Move:	D	D	D	D	D	B	E	B	B	D	D	C
HCM2kAvgQ:	3	4	4	2	2	10	32	14	14	1	29	1

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
FRIDAY PM PEAK HOUR

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

****

Intersection #104 Site Driveway #1 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: E[39.5]

****

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:	0	0	0	0	0		1	0	0	0	1		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				5	0	2				3	949	0				0	770	8			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				5	0	2				3	949	0				0	770	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	0	0				5	0	2				3	999	0				0	811	8			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				5	0	2				3	999	0				0	811	8			
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				1820	xxxx	815				819	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				86	xxxx	381				818	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				86	xxxx	381				818	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.06	xxxx	0.01				0.00	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.2	xxxx	0.0				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				49.5	xxxx	14.5				9.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				E	*	B				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				9.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				A	*	*				*	*	*			
ApproachDel:	xxxxxx						39.5						xxxxxx						xxxxxx					
ApproachLOS:	*						E						*						*					

****

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

****

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
FRIDAY PM PEAK HOUR

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

****

Intersection #104 Site Driveway #1 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[23.1]

****

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:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	5	0	2	3	949	0	0	770	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	2	3	949	0	0	770	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	2	3	949	0	0	770	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	0	0	5	0	2	3	999	0	0	811	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	2	3	999	0	0	811	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1321	1820	815	819	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	175	78	381	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	174	78	381	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	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	206	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			23.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

****

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
FRIDAY PM PEAK HOUR

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

****

Intersection #105 Site Driveway #2 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: E[41.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	9	0	4	6	949	0	0	770	14
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	9	0	4	6	949	0	0	770	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	0	0	9	0	4	6	999	0	0	811	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	4	6	999	0	0	811	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1829	1829	818	825	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	85	77	379	814	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	85	77	379	814	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	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	111	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	41.9	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			41.9			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

****

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

****

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
FRIDAY PM PEAK HOUR

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

****

Intersection #105 Site Driveway #2 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[23.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	9	0	4	6	949	0	0	770	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	4	6	949	0	0	770	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	4	6	949	0	0	770	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	0	0	9	0	4	6	999	0	0	811	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	4	6	999	0	0	811	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1325	1825	813	816	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	173	78	381	821	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	172	77	381	821	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	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	207	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			23.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

****

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

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

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	410	0	339				0	0	0				0	1382	582				238	607	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:	410	0	339				0	0	0				0	1382	582				238	607	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:	432	0	357				0	0	0				0	1455	613				251	639	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	432	0	357				0	0	0				0	1455	613				251	639	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx						6.5	6.2					7.1	6.5	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx						4.0	3.3					3.5	4.0	xxxxx			
Capacity Module:																								
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						1220	0					1769	1042	xxxxx			
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						182	900					66	232	xxxxx			
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						67	900					0	86	xxxxx			
Volume/Cap:	0.48	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						21.69	0.68					xxxx	7.47	xxxx			
Level Of Service Module:																								
2Way95thQ:	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						177	5.5					xxxx	72.5	xxxxx			
Control Del:	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx						9426	17.1					xxxxx	3007	xxxxx			
LOS by Move:	B	*		*	*		*						F	C					*	F	*			
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									6637.8						xxxxxx					
ApproachLOS:	*			*									F						F					

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

Intersection #101 Big Bear Blvd (NS)/ North Shore (SR-38) (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	17	0	17	0	0	0	0	12	12	12	12	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	410	0	339	0	0	0	0	1382	582	238	607	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:	410	0	339	0	0	0	0	1382	582	238	607	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:	432	0	357	0	0	0	0	1455	613	251	639	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	0	357	0	0	0	0	1455	613	251	639	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:	432	0	357	0	0	0	0	1455	613	251	639	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.95 1.00	1.00		0.95 1.00	1.00		0.95 1.00	1.00		0.95 1.00	1.00	
Lanes:	1.00 0.00	1.00		0.00 0.00	0.00		0.00 2.00	1.00		1.00 1.00	0.00	
Final Sat.:	1800	0	1900	0	0	0	0	3800	1900	1800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.24 0.00	0.19		0.00 0.00	0.00		0.00 0.38	0.32		0.14 0.34	0.00	
Crit Moves:	****							****		****		
Green/Cycle:	0.28 0.00	0.28		0.00 0.00	0.00		0.00 0.44	0.72		0.18 0.63	0.00	
Volume/Cap:	0.86 0.00	0.67		0.00 0.00	0.00		0.00 0.86	0.45		0.75 0.53	0.00	
Delay/Veh:	39.7 0.0	27.6		0.0 0.0	0.0		0.0 19.7	1.6		39.8 5.1	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:	39.7 0.0	27.6		0.0 0.0	0.0		0.0 19.7	1.6		39.8 5.1	0.0	
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	12	0	7	0	0	0	0	16	1	7	5	0

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

****

Average Delay (sec/veh): 583.9 Worst Case Level Of Service: F[1812.4]

****

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 1!	0	0	0 0 1!	0	0	0 1	0	1 0	0 0 1!	0	0
Volume Module:												
Base Vol:	301	6	281	10	8	16	11	314	325	279	274	8
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
Initial Bse:	301	6	281	10	8	16	11	314	325	279	274	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 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
PHF Volume:	317	6	296	11	8	17	12	331	342	294	288	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	317	6	296	11	8	17	12	331	342	294	288	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1417	1409	336	1072	1576	293	297	xxxx	xxxxx	673	xxxx	xxxxx
Potent Cap.:	116	140	710	200	111	751	1276	xxxx	xxxxx	928	xxxx	xxxxx
Move Cap.:	72	86	710	77	68	751	1276	xxxx	xxxxx	928	xxxx	xxxxx
Volume/Cap:	4.39	0.07	0.42	0.14	0.12	0.02	0.01	xxxx	xxxx	0.32	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	127	xxxxx	xxxx	127	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	65.1	xxxxx	xxxxx	1.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1812	xxxxx	xxxxx	44.1	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	E	*	A	*	*	*	*	*
ApproachDel:	1812.4			44.1			xxxxxx			xxxxxx		
ApproachLOS:	F			E			*			*		

****

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

****

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

Intersection #102 Stanfield Cut Off (NS) / North Shore Dr. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 52 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	12	12	10	12	12	10	12	12	10	12	12
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	301	6	281	10	8	16	11	314	325	279	274	8
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:	301	6	281	10	8	16	11	314	325	279	274	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:	317	6	296	11	8	17	12	331	342	294	288	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	6	296	11	8	17	12	331	342	294	288	8
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:	317	6	296	11	8	17	12	331	342	294	288	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	0.02	0.98	1.00	0.33	0.67	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3378	40	1860	1800	633	1267	1800	1900	1900	1800	1846	54
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.01	0.01	0.01	0.17	0.18	0.16	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.23	0.23	0.15	0.21	0.21	0.22	0.25	0.43	0.24	0.27	0.27
Volume/Cap:	0.54	0.69	0.69	0.04	0.06	0.06	0.03	0.69	0.42	0.69	0.58	0.58
Delay/Veh:	27.8	31.2	31.2	23.7	20.8	20.8	19.9	29.7	12.7	31.2	25.5	25.5
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:	27.8	31.2	31.2	23.7	20.8	20.8	19.9	29.7	12.7	31.2	25.5	25.5
LOS by Move:	C	C	C	C	C	C	B	C	B	C	C	C
HCM2kAvgQ:	4	7	7	0	0	0	0	7	4	7	6	6

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
SUNDAY MID-DAY PEAK HOUR

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

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

Cycle (sec): 180 Critical Vol./Cap.(X): 1.182
Loss Time (sec): 8 (Y+R=2.0 sec) Average Delay (sec/veh): 175.0
Optimal Cycle: 180 Level Of Service: F

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			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	24	24	24	24	24	24	10	18	18		10	18	18	
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	0 1		1 0	1	0 1	
Volume Module:														
Base Vol:	85	55	96	48	46	440	397	1426	63		51	1085	43	
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:	85	55	96	48	46	440	397	1426	63		51	1085	43	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	88	57	100	50	48	457	413	1482	65		53	1128	45	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	88	57	100	50	48	457	413	1482	65		53	1128	45	
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:	88	57	100	50	48	457	413	1482	65		53	1128	45	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.62	0.38	1.00	0.52	0.48	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1116	722	1900	943	904	1900	1800	1900	1900		1800	1900	1900	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.05	0.05	0.05	0.24	0.23	0.78	0.03		0.03	0.59	0.02	
Crit Moves:		****				****		****			****			
Green/Cycle:	0.13	0.13	0.13	0.18	0.18	0.18	0.18	0.59	0.59		0.06	0.46	0.46	
Volume/Cap:	0.59	0.59	0.39	0.29	0.29	1.33	1.28	1.33	0.06		0.53	1.28	0.05	
Delay/Veh:	83.6	83.6	75.9	66.0	66.0	241.7	222.9	178	9.8		101.4	176	21.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	83.6	83.6	75.9	66.0	66.0	241.7	222.9	178	9.8		101.4	176	21.9	
LOS by Move:	F	F	E	E	E	F	F	F	A		F	F	C	
HCM2kAvgQ:	8	8	5	5	5	40	37	124	1		4	91	1	

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #103 Stanfield Cut Off (NS) / Big Bear Blvd. (SR-18) (EW)

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	6 (Y+R=2.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	54	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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	20	20	10	20	20	14	14	14	14	14	14
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	85	55	96	48	46	440	397	1426	63	51	1085	43
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:	85	55	96	48	46	440	397	1426	63	51	1085	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	88	57	100	50	48	457	413	1482	65	53	1128	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	57	100	50	48	457	413	1482	65	53	1128	45
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:	88	57	100	50	48	457	413	1482	65	53	1128	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.36	0.64	1.00	1.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1800	692	1208	1800	1900	1900	1800	3639	161	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.03	0.03	0.24	0.23	0.41	0.41	0.03	0.30	0.02
Crit Moves:		****					****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.51	0.34	0.61	0.61	0.17	0.44	0.44
Volume/Cap:	0.29	0.50	0.50	0.17	0.15	0.47	0.67	0.67	0.67	0.17	0.67	0.05
Delay/Veh:	46.3	50.9	50.9	44.0	43.8	16.1	37.9	10.1	10.1	43.3	24.7	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	50.9	50.9	44.0	43.8	16.1	37.9	10.1	10.1	43.3	24.7	16.3
LOS by Move:	D	D	D	D	D	B	D	B	B	D	C	B
HCM2kAvgQ:	3	6	6	2	1	8	13	13	13	2	15	1

****

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

****

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
SUNDAY MID-DAY PEAK HOUR

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

****

Intersection #104 Site Driveway #1 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[18.2]

****

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:	0 0 0	0	0	1 0 0	0	1	0 1 0	0	0	0 0 0	1	0
Volume Module:												
Base Vol:	0	0	0	3	0	3	6	650	0	0	591	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	3	6	650	0	0	591	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:	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 Volume:	0	0	0	3	0	3	6	650	0	0	591	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	3	6	650	0	0	591	5
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	1256	xxxx	594	596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	191	xxxx	509	990	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	190	xxxx	509	990	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.2	xxxx	12.1	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			18.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

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MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

Intersection #104 Site Driveway #1 (NS)/ North Shore (SR-38) (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.7]

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	0	0 0	1! 0	0	1 0	2 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	6	0	6	10	650	0	0	591	11
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	6	0	6	10	650	0	0	591	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	6	10	650	0	0	591	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	6	0	6	11	684	0	0	622	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	6	11	684	0	0	622	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	991	1333	628	634	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	275	155	487	959	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	273	154	487	959	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	350	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions
SUNDAY MID-DAY PEAK HOUR

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

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Intersection #105 Site Driveway #2 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.8]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	6	0	6	10	650	0	0	591	11
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	6	0	6	10	650	0	0	591	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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 Volume:	0	0	0	6	0	6	10	650	0	0	591	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	6	10	650	0	0	591	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1267	1267	597	602	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	188	170	507	985	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	187	169	507	985	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	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	273	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.8	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			18.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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MOONCAMP TRAFFIC IMPACT ANALYSIS (JN 04409)
General Plan Buildout Conditions With Improvements
SUNDAY MID-DAY PEAK HOUR

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

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Intersection #105 Site Driveway #2 (NS)/ North Shore (SR-38) (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.7]

****

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	0	0 0	1! 0	0	1 0	2 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	6	0	6	10	650	0	0	591	11
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	6	0	6	10	650	0	0	591	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	6	10	650	0	0	591	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	6	0	6	11	684	0	0	622	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	6	11	684	0	0	622	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	991	1333	628	634	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	275	155	487	959	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	273	154	487	959	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	350	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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