EXHIBIT 5-E

GENERAL PLAN BUILDOUT WITH PROJECT FRIDAY PM PEAK HOUR INTERSECTION VOLUMES

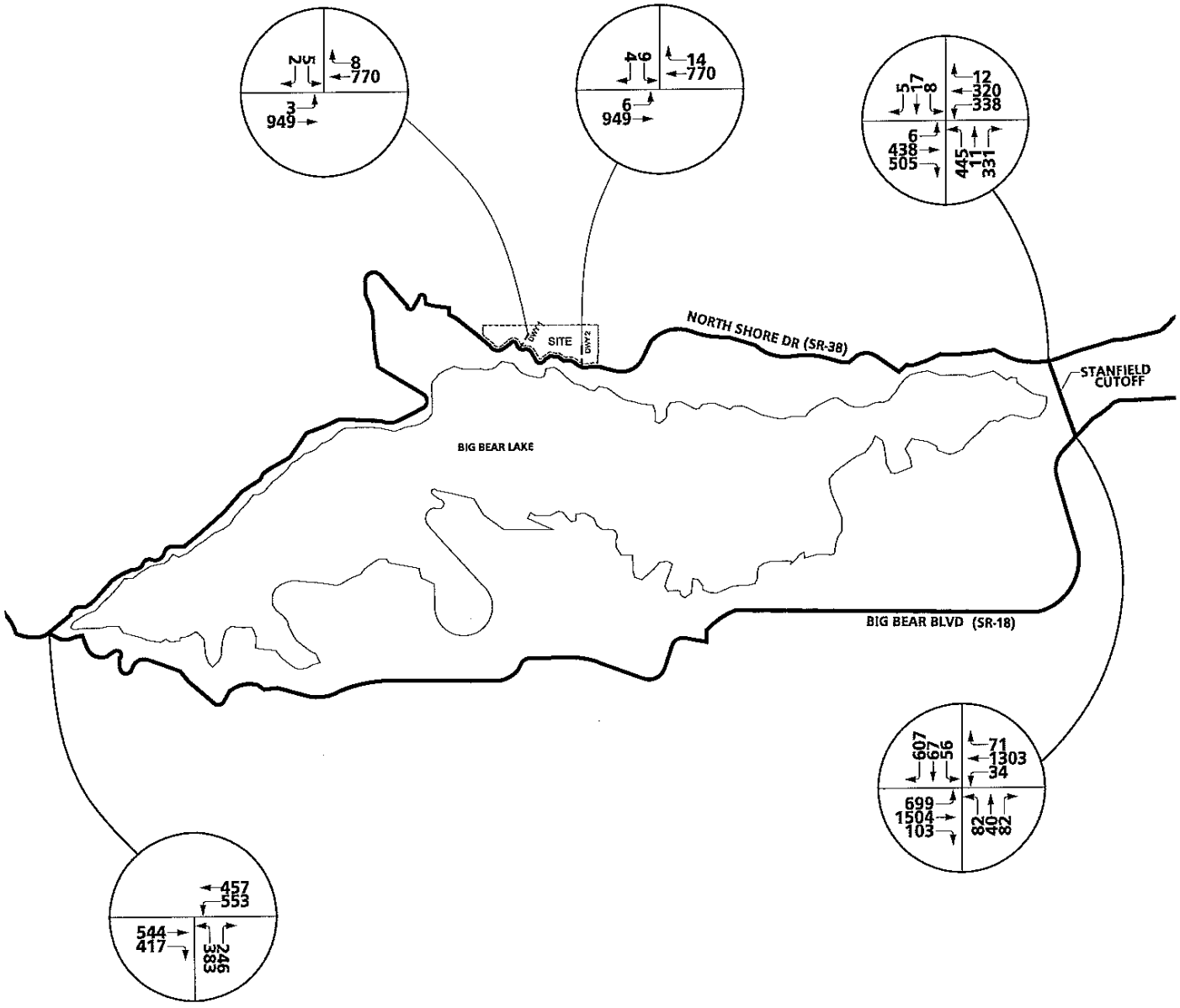
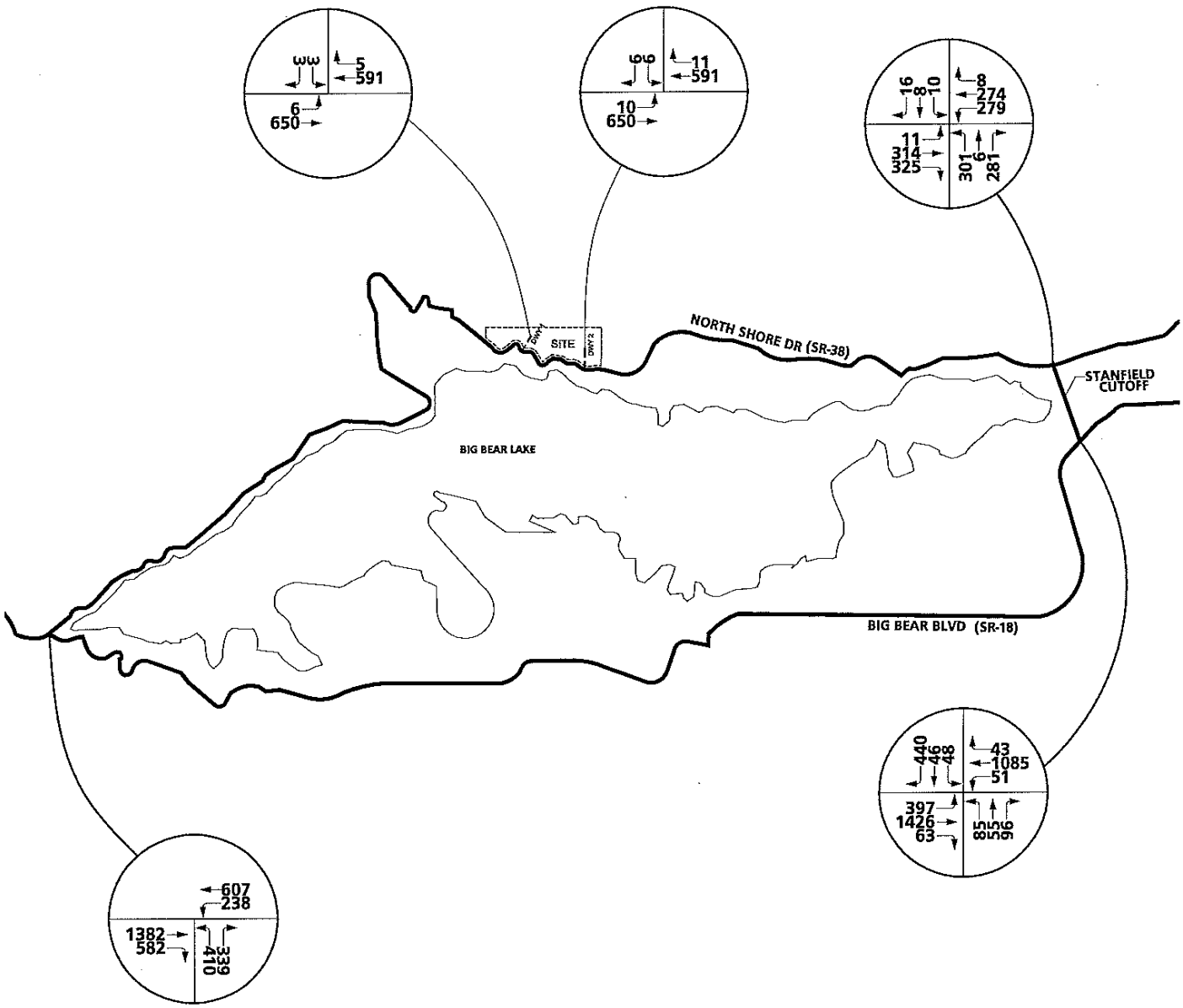


EXHIBIT 5-F

GENERAL PLAN BUILDOUT WITH PROJECT SUNDAY MIDDAY PEAK HOUR INTERSECTION VOLUMES



Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

Driveway #1 (NS) at:

- North Shore Drive (SR-38) (EW)

Driveway #2 (NS) at:

- North Shore Drive (SR-38) (EW)

The operations analysis worksheets for General Plan Buildout With Project (2030) traffic conditions are included in Appendix "H".

6.0 SUMMARY AND RECOMMENDATIONS

This chapter summarizes the findings of this traffic impact analysis, and provides a series of recommendations related to project implementation.

6.1 Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA) and the San Bernardino County Congestion Management Program (CMP). In conformance with the requirements of the San Bernardino County Congestion Management Program (CMP), the proposed project does not require a CMP traffic study. The CMP requires no analysis for projects that generate less than 250 peak hour trips. The project generates approximately 51 and 51 trips during the AM and PM peak hours, respectively; which is less than the required threshold for a CMP traffic study. However, a long-range traffic analysis has been required by County staff.

Project traffic volumes for all future conditions were estimated using a manual approach. The trip generation calculation is based on the most recent Institute of Transportation Engineers Trip Generation Rates, 7th Edition. The project trip distributions are derived from a select zone run of the San Bernardino Mountain Model.

Long Range General Plan Buildout (2030) conditions have been estimated based on the San Bernardino Mountain Model and the addition of both the project related peak hour volumes and the known cumulative development peak hour volumes per discussions with County staff.

6.1.1 The Project

The Moon Camp residential project is proposed to include 50 new single-family detached dwelling units and three lots for open space and common area on approximately 62.43 acres. Exhibit 1-B illustrates the project site plan.

The traffic related to the project has been calculated in accordance with the following accepted procedural steps:

- Trip Generation
- Trip Distribution
- Traffic Assignment

Table 2-2 (previously presented) summarizes the projected trip generation for the proposed development. As indicated in Table 2-2, the proposed Moon Camp residential development is projected to generate 479 trip-ends per day with 51 vehicles per hour during the weekday PM peak hour.

6.1.2 Existing Study Area Conditions

Regional access to the site is provided via North Shore Boulevard.

6.1.3 Future Conditions

An Interim Year (2010) analysis and long-range General Plan Buildout (2030) analysis are included in this report. Interim Year (2010) traffic operations analysis has been completed for the Friday PM and Sunday Mid-day peak hours and are shown in Tables 5-1 and 5-2 (previously presented). Friday PM peak hour and Sunday Mid-day peak hour traffic operations analysis are summarized in Tables 5-3 (previously presented)

for General Plan Buildout With Project (2030) conditions. All study intersections are projected to experience Level of Service "C" or better operations during the peak hours for all scenario analyzed.

6.2 Recommendations

The recommendations in this section address all necessary on-site improvements and off-site transportation improvements.

6.2.1 On-Site Improvements

On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself. Exhibit 6-A illustrates the recommended improvement measures to address on-site circulation requirements of the proposed site, which include the following:

- Sight distance at the project access roadway should be reviewed with respect to Caltrans / County of San Bernardino sight distance standards at the time of final grading landscape and street improvement plans.

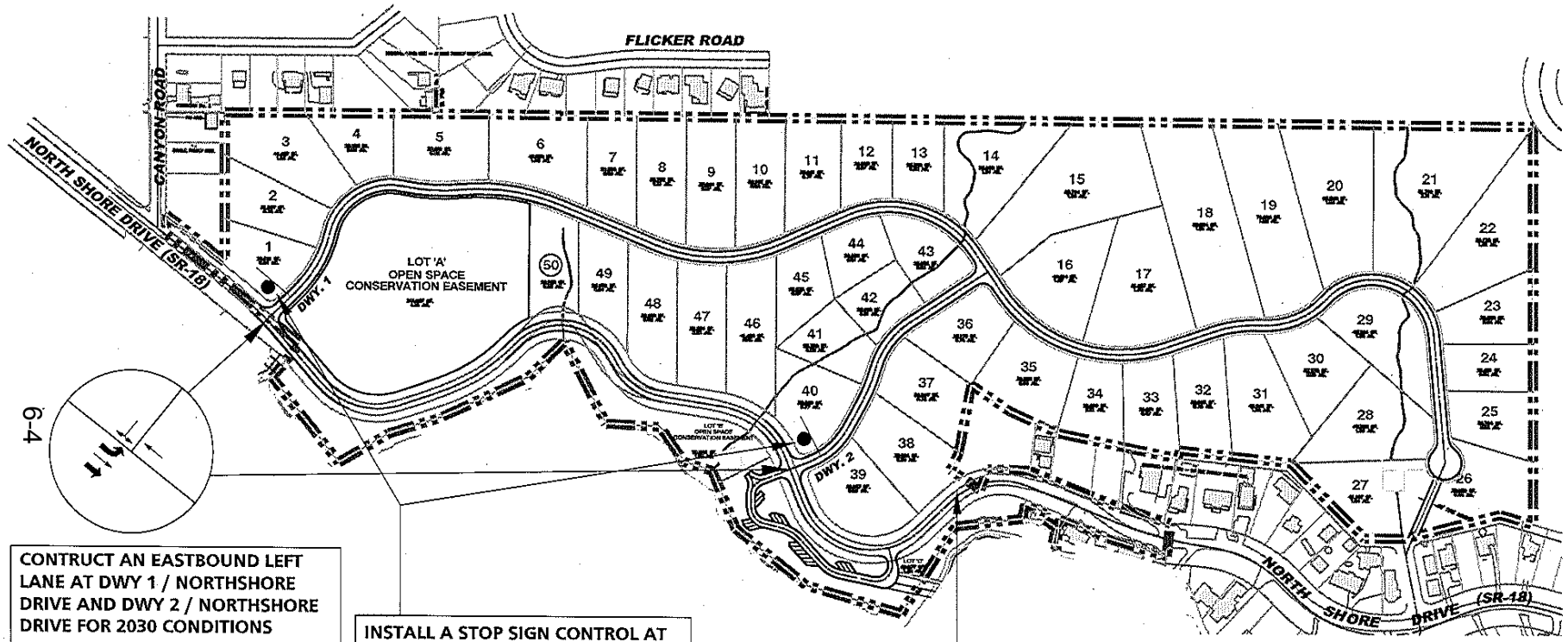
- Traffic signing / striping should be implemented in conjunction with detailed construction plans for the project site.

- Construct North Shore Drive at its ultimate half-section width as a Mountain Major highway from Canyon Drive to the Easterly project boundary.

- Install a stop sign control at Driveway #1 and Driveway #2

EXHIBIT 6-A

CIRCULATION RECOMMENDATIONS



CONTRUCT AN EASTBOUND LEFT LANE AT DWY 1 / NORTHSHORE DRIVE AND DWY 2 / NORTHSHORE DRIVE FOR 2030 CONDITIONS

CONTRUCT A SECOND EASTBOUND THROUGH LANE AT DWY 1 / NORTHSHORE DRIVE AND DWY 2 / NORTHSHORE DRIVE FOR 2030 CONDITIONS

INSTALL A STOP SIGN CONTROL AT THE DRIVEWAY 1 AND DRIVEWAY 2.

TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS ROADWAY SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND COUNTY OF SAN BERNARDINO SIGHT DISTANCE STANDARDS AT THE TIME OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

CONSTRUCT NORTH SHORE DRIVE AT ITS ULTIMATE HALF-SECTION AS A MOUNTAIN MAJOR HIGHWAY FROM CANYON ROAD TO THE EASTERLY PROJECT BOUNDARY.

LEGEND:

= STOP SIGN

= RECOMMENDED IMPROVEMENT

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URBAN CROSSROADS

- Construct an Eastbound Left Turn Lane at Driveway 1 / North Shore Drive and Driveway 2/ North Shore Drive for 2030 Buildout Conditions

- Construct a 2nd Eastbound Through Lane at Driveway 1 / North Shore Drive and Driveway 2/ North Shore Drive for 2030 Buildout Conditions

6.2.2 Off-Site Improvements

The necessary off-site improvement recommendations were described in previous sections of this report. Exhibit 6-B illustrates the recommended improvements for 2010 Without Project and With Project traffic conditions. There are no additional recommended improvements for 2010 With Project traffic conditions compared to 2010 Without Project traffic conditions. Exhibit 6-C illustrates the recommended improvements for General Plan Buildout (2030) traffic conditions compared to the improvements shown on Exhibit 6-B.

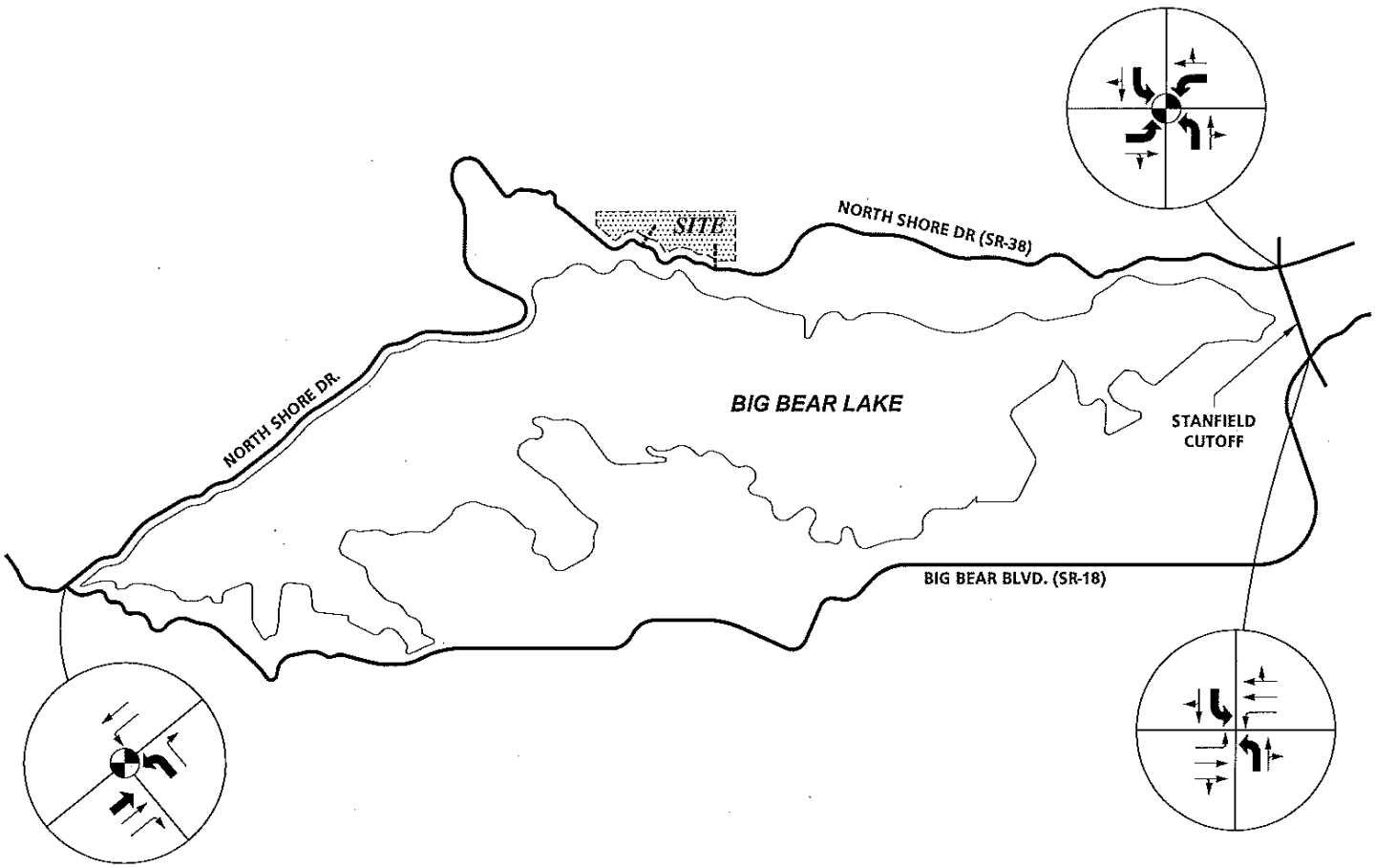
6.2.3 Project Fair Share Analysis

This section of the report summarizes the improvements and associated costs required to meet San Bernardino Congestion Management Program (CMP) level of service requirements for long range traffic condition, per discussion with County staff.

Table 6-1 indicates the needed long range 2030 improvements and resulting costs for the study area intersections. The cost data is provided in Appendix "G" of the San Bernardino Congestion Management Program, 2003 update (see Appendix "I"). Estimated cost (per SANBAG CMP table)

EXHIBIT 6-B

RECOMMENDED IMPROVEMENTS FOR 2010 WITHOUT AND WITH PROJECT CONDITIONS



LEGEND:

= TRAFFIC SIGNAL

= EXISTING LANE

= CURRENT PHASE IMPROVEMENTS

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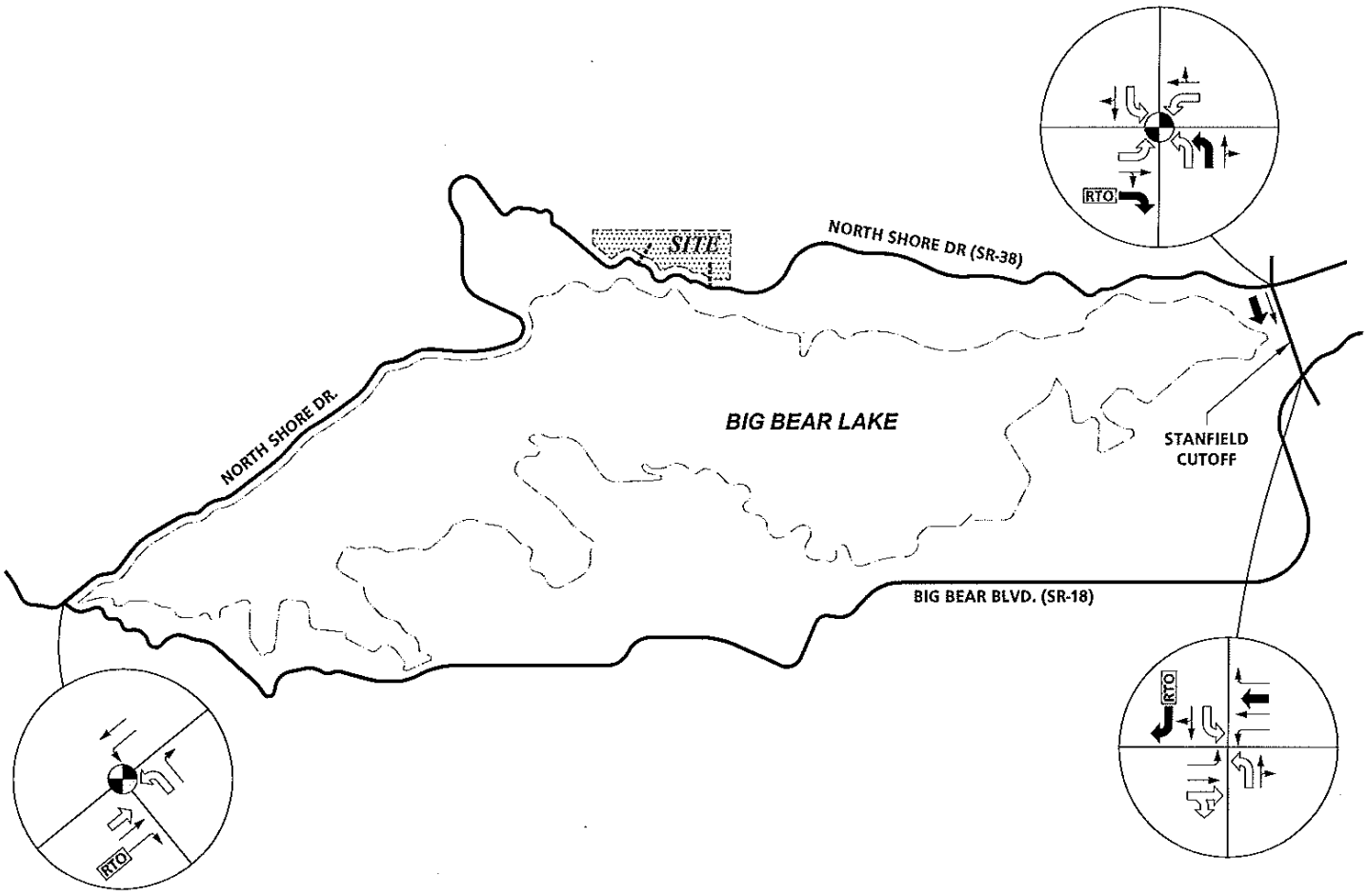
EXHIBIT 6-C

ADDITIONAL RECOMMENDED IMPROVEMENTS FOR GENERAL PLAN BUILDOUT (2030) CONDITIONS



LEGEND:

- = TRAFFIC SIGNAL
- = EXISTING LANE
- = CURRENT PHASE IMPROVEMENTS
- = PREVIOUS PHASE IMPROVEMENTS
- RTO = RIGHT TURN OVERLAP PHASING IMPROVEMENTS

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TABLE 6-1

ROADWAY IMPROVEMENTS COST

INTERSECTION	2030 IMPROVEMENTS	COST
North Shore Dr. (SR-38) (NS) at:	Install Traffic Signal	$250,000
• Big Bear Blvd. (SR-18) (EW)	Construct NB Left Turn Lane	$50,000
	Construct EB Through Lane	$289,720
	Add Right Turn Overlap Phasing	$25,000
		$614,720
Standfield Cutoff (NS) at:		
• North Shore Dr. (EW)		
	Install Traffic Signal	$250,000
	Construct 2 NB left turn lanes	$100,000
	Construct SB left turn lane	$50,000
	Construct EB left turn lane	$50,000
	Construct EB right turn lane	$50,000
	Add Right Turn Overlap Phasing	$25,000
	Construct WB left turn lane	$50,000
		$575,000
Stanfield Cutoff (NS) at:		
• Big Bear Blvd. (EW)		
	Construct NB left turn lane	$50,000
	Construct SB left turn lane	$50,000
	Add Right Turn Overlap Phasing	$25,000
	Construct EB through lane	$289,720
	Construct WB through lane	$289,720
		$704,440
TOTAL - COST OF CONSTRUCTION		**$1,894,160**

Source: Appendix "G" of the San Bernardino Congestion Management Program, 2003 update.

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for a through lane is $289,720 (600 feet long for upstream and 600 feet long including taper for downstream). As indicated in Table 6-1, the total cost of needed intersection improvements is $1,894,160.

The project fair share contribution towards the required improvements has also been calculated. Table 6-2 includes the project's cost contribution based on the project's percent of new traffic. As indicated in Table 6-2, the highest Friday PM or Sunday Mid-day fair share cost is approximately $129,193.

6.2.4 Transportation System Management Actions

a. Off-Site

As development in the area occurs, transit agencies should consider expanding service within the area.

b. On-Site

The on-site design should accommodate private and/or public bus access design and parking as necessary.

TABLE 6-2

PROJECT FAIR SHARE

SEGMENT	COST	PEAK HOUR	EXISTING TRAFFIC	2030 WITH PROJECT TRAFFIC	PROJECT TRAFFIC	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	(A) FRIDAY PM PROJECT COST SHARE	(B) SUNDAY MID. PROJECT COST SHARE	HIGHEST FRIDAY PM OR SUNDAY MID. COST SHARE
North Shore Dr. (SR-38) (NS) at:										
• Big Bear Blvd. (EW)	$614,720									
		Friday PM	906	1625	15	719	2.09%	$12,824	$37,083	$37,083
		Sunday Midday	2208	2639	26	431	6.03%			
Standfield Cutoff (NS) at:										
• North Shore Dr. (EW)	$575,000									
		Friday PM	822	1,119	35	297	11.78%	$67,761	$51,199	$67,761
		Sunday Midday	904	1,196	26	292	8.90%			
Stanfield Cutoff (NS) at:										
• Big Bear Blvd. (EW)	$704,440									
		Friday PM	2,745	3,584	29	839	3.46%	$24,349	$17,653	$24,349
		Sunday Midday	2,625	3,463	21	838	2.51%			
GRAND TOTAL - COST SHARE FOR IMPROVEMENTS								**$104,934**	**$105,935**	**$129,193**

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E.2 - Revised Traffic Study (Urban Crossroads, June 2007)

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CROSSROADS

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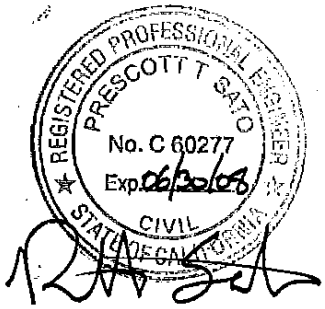

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MOON CAMP
TRAFFIC IMPACT ANALYSIS
COUNTY OF SAN BERNARDINO, CALIFORNIA

June 29, 2007 (REVISED)
April 24, 2007

JN:04409-02
SS:RA:JCS :dl

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LIST OF TABLES

MOON CAMP
TRAFFIC IMPACT ANALYSIS
COUNTY OF SAN BERNARDINO, CALIFORNIA

1.0 INTRODUCTION

This report summarizes the traffic impact analysis conducted to assess the potential impacts of the proposed Moon Camp residential development on the roadway system in the study area. The proposed development is generally located along North Shore Drive in the County of San Bernardino. The Moon Camp residential project is proposed to include 50 new single-family detached dwelling units and three lots for open space and common area on approximately 62.43 acres. The general location of the project site is presented on Exhibit 1-A.

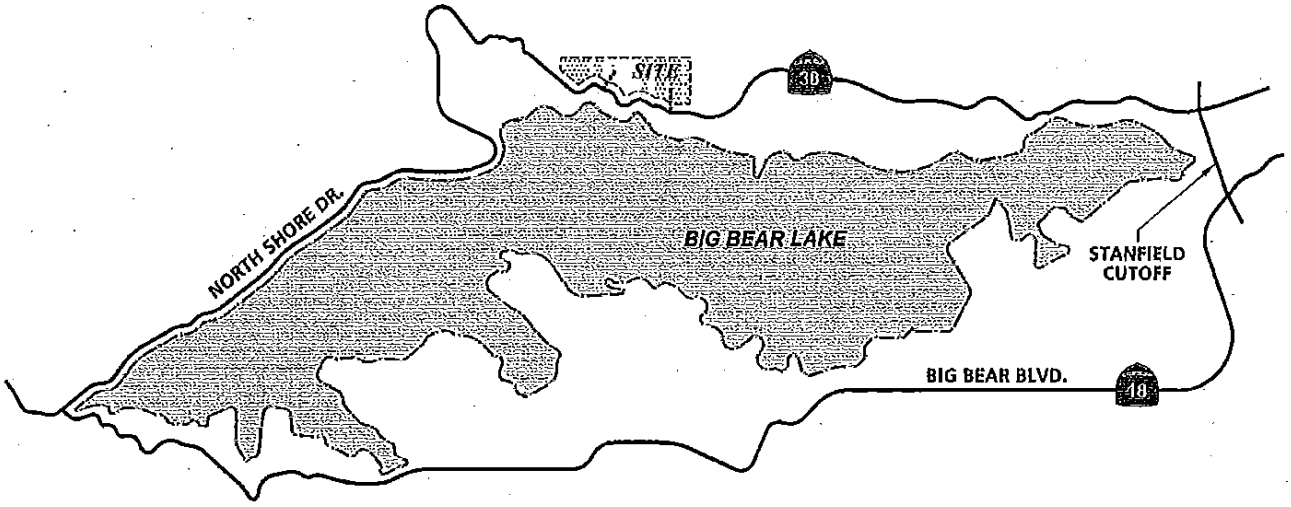
In conformance with the requirements of the San Bernardino County Congestion Management Program (CMP), the proposed project does not require a CMP traffic study. The CMP requires no analysis for projects generating less than 250 peak hour trips. The project generates approximately 51 and 51 trips during the AM and PM peak hours, respectively; which is less than the required threshold for a CMP traffic study. However, per discussion with County staff, the traffic study should follow CMP guidelines and a long-range traffic analysis is required.

The introduction to this report presents an overview of the project and provides a brief description of the study area. The analysis methodologies used to evaluate the impacts of the project are described and the definitions of roadway system deficiencies and significant project impacts are presented in the context of the County of San Bernardino and CEQA requirements.

Subsequent sections of the report will describe the project in detail and provide a complete description of existing and projected traffic conditions within the study area.

EXHIBIT 1-A

LOCATION MAP



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1.1 Project Overview

The proposed Moon Camp residential development is generally located north of North Shore Drive south of Flicker Road and east of Canyon Road in San Bernardino County. The Moon Camp residential project is proposed to include 50 new single-family detached dwelling units and three open space lots and common area. Exhibit 1-B illustrates the site plan.

There are two (2) primary full access points to the project site located off North Shore Drive.

Additional detailed discussion of the roadway network features of the project and its traffic generation characteristics will be provided in subsequent sections of this report.

1.2 Study Area

The overall study area evaluated in this study is presented on Exhibit 1-A. Based on discussion with County transportation staff, the study area includes the following existing study intersections:

Stanfield Cutoff (NS) at:

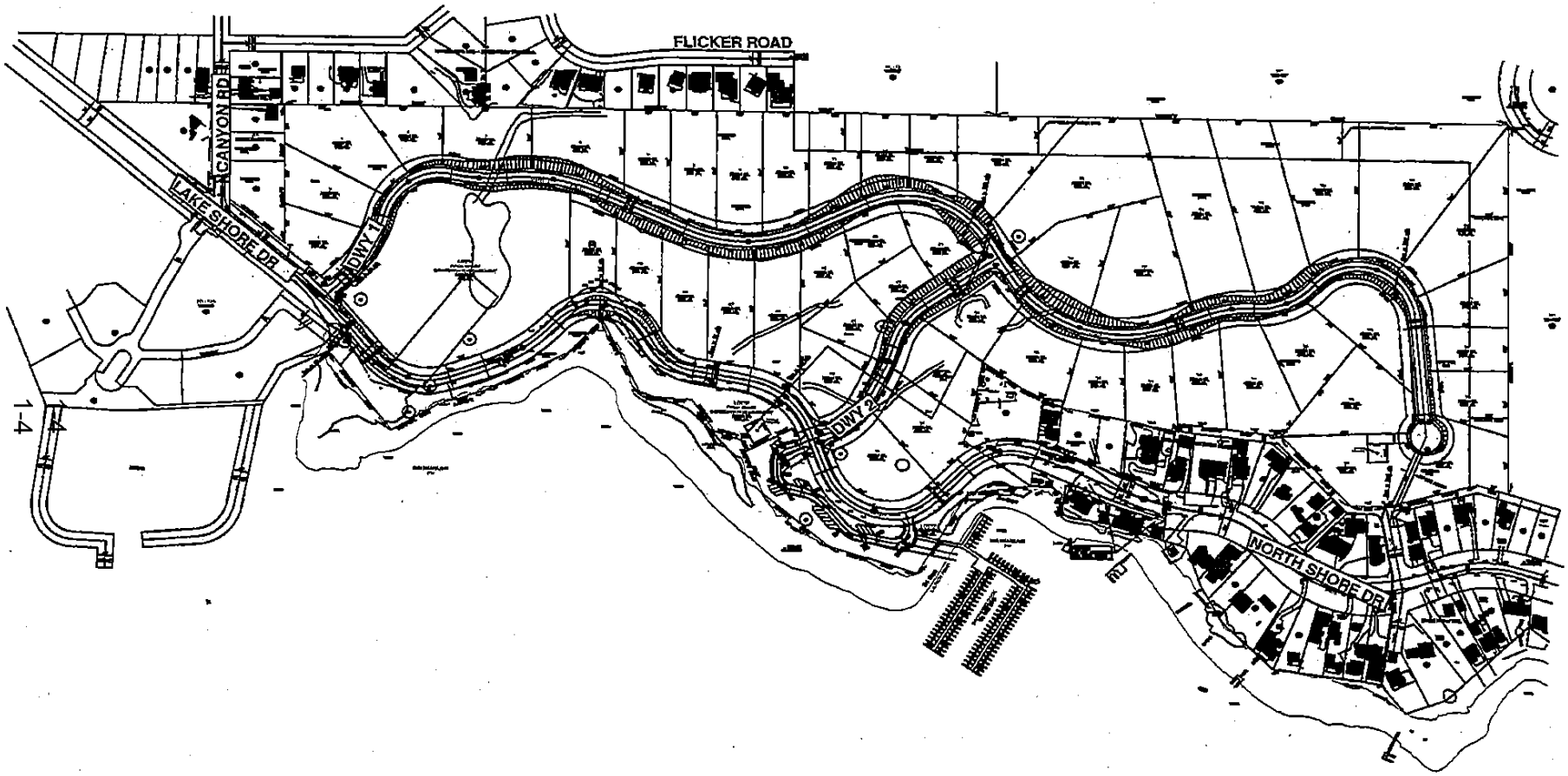
- North Shore Drive (SR-38) (EW)
- Big Bear Boulevard (SR-18) (EW)

North Shore Drive (SR-38) (NS) at:

- Big Bear Boulevard (SR-18) (EW)

EXHIBIT 1-B

SITE PLAN



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1.3 Analysis Methodologies

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with the San Bernardino County Congestion Management Program. The following analysis years are considered in this report:

- Existing Condition – 2007
- Interim Year – 2010
- Long Range – 2030

The overall methodologies used to develop future traffic volume forecasts, and the explicit traffic operations analysis methodologies are summarized herein. The primary section of interest to the non-technically oriented reviewer is Section 1.4.2 (Definition of Significant Impact).

1.3.1 Overall Analysis Methodology

As described previously, traffic conditions are evaluated in this report for existing conditions, 2010 Interim Year Without Project conditions, 2010 Interim Year With Project conditions, and Long Range General Plan Buildout (2030) conditions.

Actual traffic count data was obtained from manual intersection counts (conducted in March 2007, see Appendix "A") to quantify existing traffic conditions. Per discussion with County staff, the peak season of the study area occurs during the summer months, thus a 16% growth is applied to manual intersection counts to represent existing peak hour intersection volumes.

Project traffic volumes for all future conditions were estimated using the manual approach. Trip generation has been estimated based on data collected by the Institute of Transportation Engineers (ITE). The project trip distribution was derived from a select zone run of the San Bernardino Mountain Model.

Interim Year conditions have been estimated based on areawide growth (other projects that are approved, pending, or under construction) and the addition of the project related peak hour volumes. An area-wide growth of 2% per year is applied to adjusted existing volumes (with 16% growth).

The Interim Year 2010 without project traffic volumes are estimated based on the 2007 existing traffic volumes (with 16% adjustment) plus the 2007 to 2010 background growth volumes (2%) plus the known cumulative development volumes.

Project traffic volumes for all future conditions were estimated using the manual approach described in the CMP guidelines. The trip generation calculation is based on the most recent Institute of Transportation Engineers Trip Generation Rates, 7th Edition. The project trip distribution was developed from a select zone run of the San Bernardino Mountain Model and was reviewed by the County of San Bernardino staff. The project only traffic forecasts have been generated by applying the trip generation, distribution and traffic assignment calculations.

Long Range General Plan Buildout (2030) conditions have been estimated based on the San Bernardino Mountain Model and the addition of both the project related peak hour volumes and the known cumulative development peak hour volumes per discussions with County staff.

1.3.2 Traffic Operations Analysis

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

Uninterrupted flow is generally found only on limited access (freeway) facilities in urban areas. The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM methodology.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. Levels of service at signalized study intersections have been evaluated using an HCM intersection analysis program.

The study area intersections which are stop sign controlled with stop-control on the minor street only have been analyzed using the two-way stop

controlled unsignalized intersection analysis methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations to calculate average intersection delay; the level of service has been calculated. The level of service criteria for this type of intersection analysis is based on total delay per vehicle for the worst minor street movement(s).

The levels of service are defined in terms of average delay for the intersection analysis methodology as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0 to 10.00	0 to 10.00
B	10.1 to 20.00	10.01 to 15.00
C	20.1 to 35.00	15.01 to 25.00
D	35.1 to 55.00	25.01 to 35.00
E	55.1 to 80.00	35.01 to 50.00
F	Over 80.0 or V/C ≥ 1.00	50.01 and up

Per the CMP guidelines, signalized intersections are considered deficient (LOS "F") if the overall intersection critical volume to capacity (V/C) ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined LOS standard. The V/C ratio is defined as the critical volumes divided by the intersection capacity. A V/C ratio greater than 1.0 implies an infinite queue.

The LOS analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase in accordance with San Bernardino CMP recommended default values. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossing have also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all HCM runs:

[(Curb to Curb distance) / (4 feet/second)] + 5 seconds

The resulting minimum green times are shown in the appendices for each analyzed scenario. Saturation flow rates of 1,800 vehicles per hour of green (vphg) for through and right-turn lanes and 1,700 vphg for single left-turn lanes, 1,600 vphg per lane for dual left-turn lanes, and 1,500 vphg per lane for triple left-turn lanes have been assumed for all capacity analysis under 2007 Existing and 2010 Interim Year conditions. Under 2030 Horizon Year conditions, saturation flow rates of 1,900 vphg for through and right-turn lanes and 1,800 vphg for single left-turn lanes, 1,700 vphg per lane for dual left-turn lanes, and 1,600 vphg per lane for triple left-turn lanes have been assumed. These are the default values recommended by the CMP guidelines.

The 2030 peak hour factor has been adjusted upwards to 0.95. This is specifically allowed by the San Bernardino CMP guidelines to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

1.4 Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the County of San Bernardino requirements.

1.4.1 Definition of Deficiency

County of San Bernardino guidelines indicate that peak hour intersection operations of LOS "C" or better are considered acceptable. Therefore, any intersection operating at LOS "D" or worse is considered deficient. Per CMP direction, state controlled facilities (state highways, freeway ramp intersection, etc.) are subject to local jurisdiction (California Department of Transportation) traffic operations requirements, with no greater than 45 seconds average stopped delay per vehicle allowed during peak hour operations (middle of LOS "D")

The identification of a CMP deficiency requires further analysis in satisfaction of CMP and County requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level of service with respect to CMP and local jurisdiction LOS standards.
- Calculation of the project share of new traffic on the impacted CMP facility during peak hours of traffic.
- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable level of service as described above.

This study incorporates each of these aspects for all locations where a CMP deficiency is identified.

1.4.2 Definition of Significant Impact

The identification of significant impacts is a requirement of CEQA, and is not directly addressed in the CMP document. The County of San Bernardino General Plan and Circulation Element have been adopted in accordance with CEQA requirements, and any roadway improvements within the County of San Bernardino which are consistent with these documents are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

A traffic impact is considered significant and immitigable if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the level of service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the County of San Bernardino General Plan cannot be constructed.

2.0 PROJECT DESCRIPTION

This section describes the project land uses and traffic characteristics for each of the future conditions analyzed.

2.1 Project Description

The proposed Moon Camp residential development is located along North Shore Drive in the County of San Bernardino. The Moon Camp residential project is proposed to include 50 new single-family detached dwelling units and one existing single-family detached dwelling unit. Exhibit 1-B (previously presented) illustrates the site plan.

There are two (2) primary full access points to the project site located off North Shore Drive.

2.2 Project Traffic

The traffic related to the project has been calculated in accordance with the following accepted procedural steps:

- Trip Generation
- Trip Distribution
- Traffic Assignment

These steps are described in detail below.

2.2.1 Project Trip Generation

The trip generation calculation is based on the most recent Institute of Transportation Engineers Trip Generation Rates, 7th Edition. Table 2-1 indicates the proposed trip generation rates. As indicated in Table 2-2, the

TABLE 2-1

TRIP GENERATION RATES[1]

LAND USE	ITE CODE	QUANTITY	UNITS[2]	FRIDAY PM PEAK HOUR			SUNDAY MID-DAY PEAK HOUR			DAILY
				IN	OUT	TOTAL	IN	OUT	TOTAL	
PROJECT										
Single Family Residential	210	50	DU	0.64	0.37	1.01	0.64	0.37	1.01	9.57
CUMULATIVE PROJECTS										
Hotel	310	Varies	ROOMS	0.31	0.28	0.59	0.31	0.28	0.59	8.17
Townhomes/Condominium	230	78	DU	0.35	0.17	0.52	0.35	0.17	0.52	5.86
Fast Food Restaurant With Drive-Thru	934	2.5	TSF	18.01	16.63	34.64	18.01	16.63	34.64	496.12
Shopping Center	820	10	TSF	6.57	7.12	13.70	6.57	7.12	13.70	152.03
Shopping Center	820	22.517	TSF	4.99	5.40	10.39	4.99	5.40	10.39	114.43
Automobile Care Center	942	4.375	TSF	1.69	1.69	3.38	1.69	1.69	3.38	20.00
Mini-Warehouse	151	3	AC	1.99	1.84	3.83	1.99	1.84	3.83	38.87
Office	710	6.3	TSF	0.17	0.83	1.00	0.17	0.83	1.00	11.01
Church	560	20	TSF	0.34	0.32	0.66	0.34	0.32	0.66	9.11

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 7th Edition, 2003.

[2] DU = Dwelling Units

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TABLE 2-2

PROJECT TRIP GENERATION SUMMARY

LAND USE	QUANTITY	UNITS[1]	FRIDAY PM PEAK HOUR			SUNDAY MID-DAY PEAK HOUR			DAILY
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Residential	50	DU	32	19	51	32	19	51	479

[1] DU = Dwelling Units

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proposed Moon Camp residential development is projected to generate 479 trip-ends per day with 51 vehicles per hour during the weekday AM peak hour and 51 vehicles per hour during the weekday PM peak hour. It is our understanding that the weekday PM peak hour generates more trips than the Sunday Midday peak hour. Based on discussions with County of San Bernardino staff, weekday PM peak hour trip generation has been used in both Friday PM peak hour analysis and Sunday Mid-day peak hour analysis to represent a conservative worst case condition.

2.2.2 Project Trip Distribution and Assignment

The project trip distribution and assignment process represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system.

Project trip distribution has been derived from a select zone run of the San Bernardino Mountain Model. The trip distribution pattern for both Friday PM peak and Sunday Mid-day peak is based on the Friday PM distribution per discussions with County staff. Exhibit 2-A illustrates the project trip distribution.

2.2.3 Project Only Traffic Volume Forecasts

The project only traffic forecasts have been generated by applying the trip generation, distribution and traffic assignment calculations. The project ADT volumes are presented on Exhibit 2-B. The project only Friday PM peak hour and Sunday Mid-day peak hour intersection volumes are depicted on Exhibit 2-C.

EXHIBIT 2-A

PROJECT TRIP DISTRIBUTION

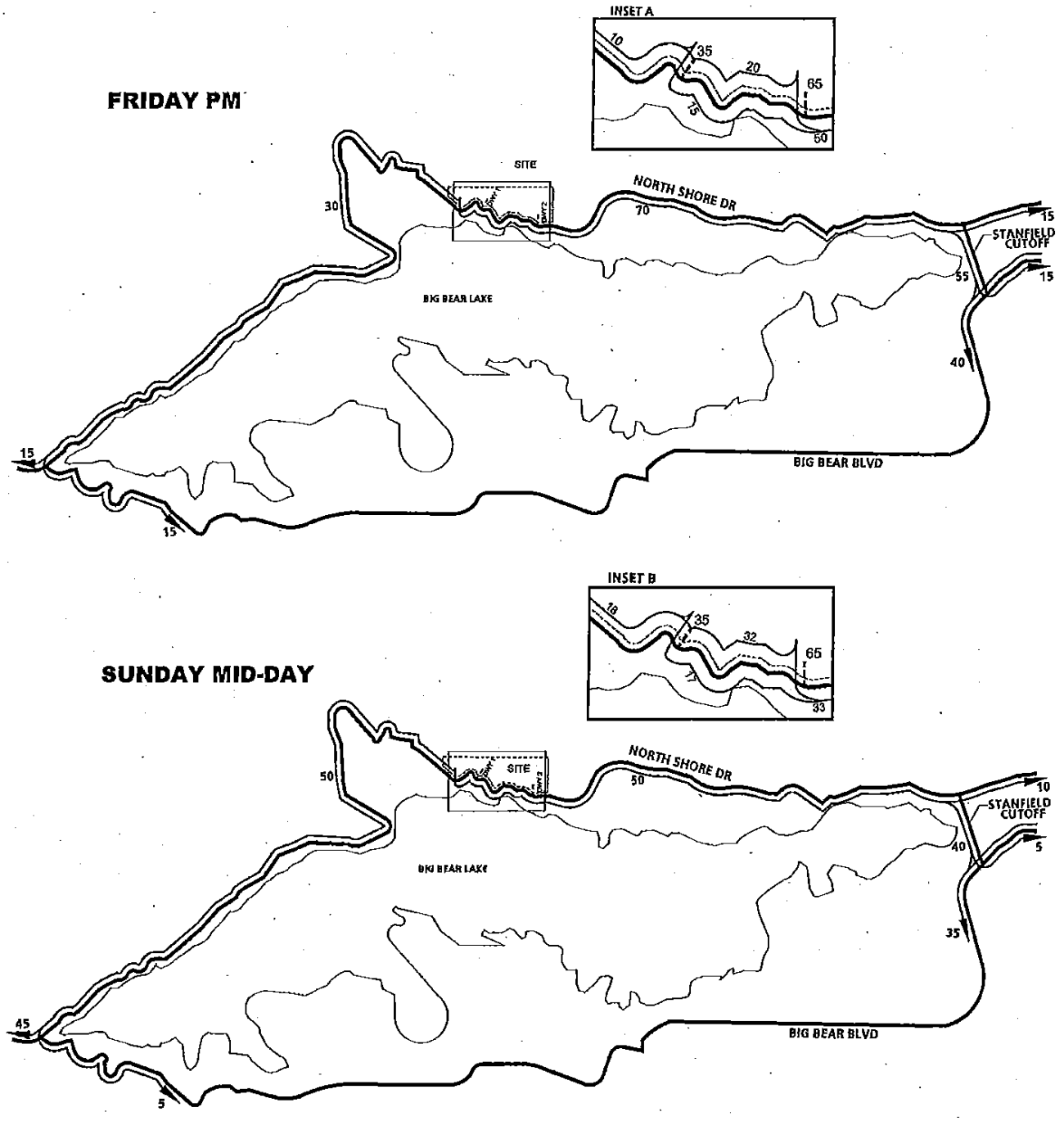
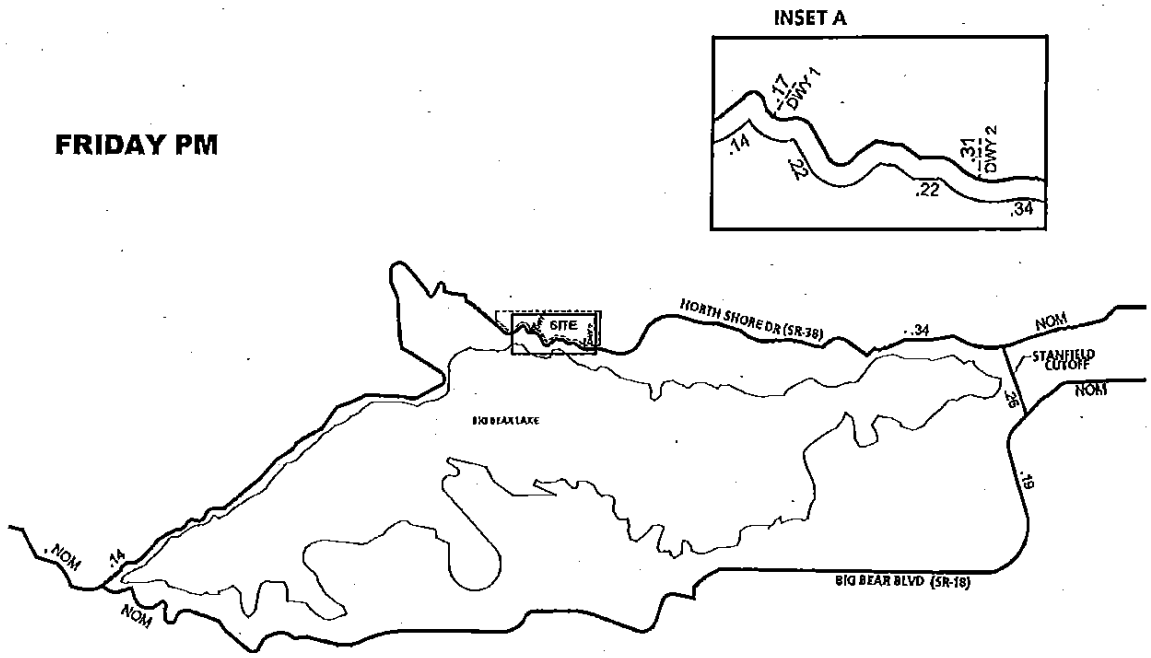


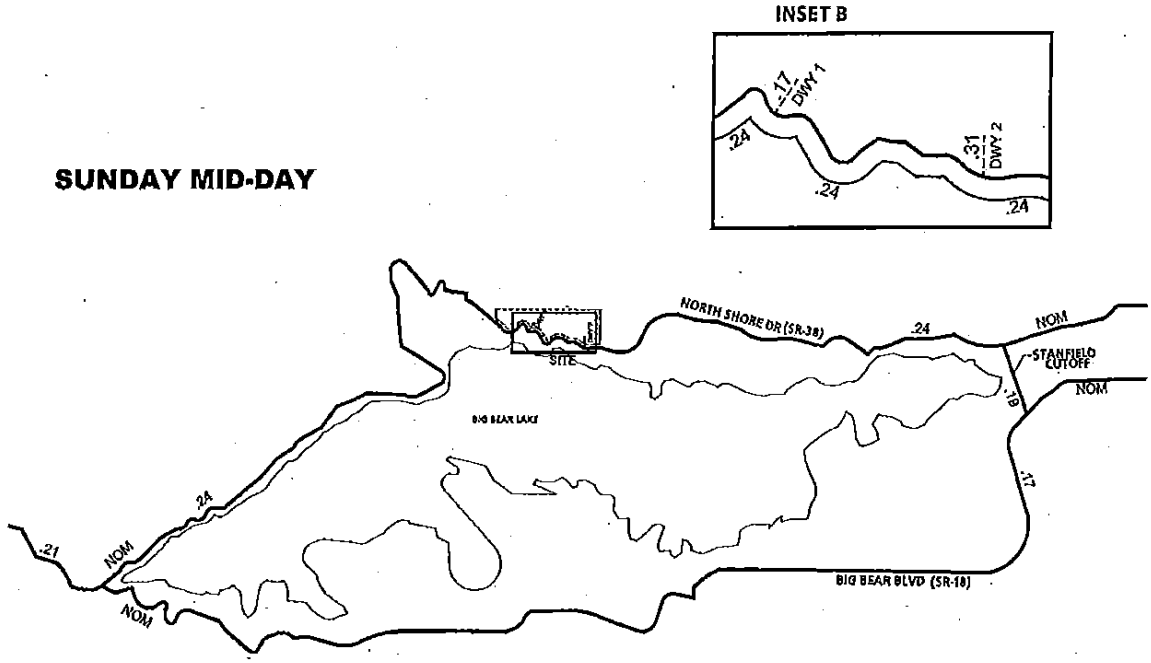
EXHIBIT 2-B

PROJECT AVERAGE DAILY TRAFFIC

FRIDAY PM



SUNDAY MID-DAY

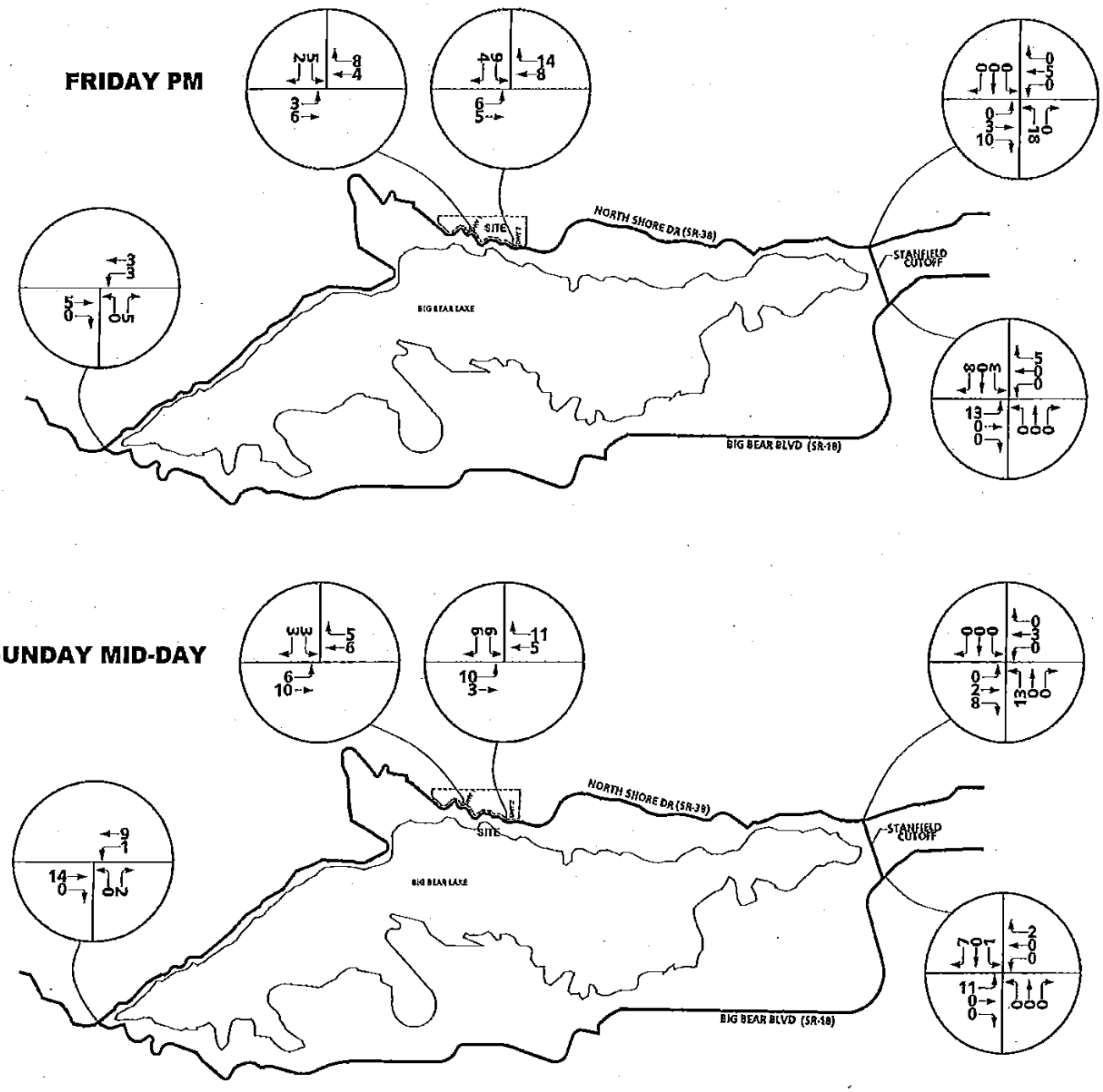


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)
NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

EXHIBIT 2-C

PROJECT FRIDAY PM PEAK HOUR / SUNDAY MIDDAY PEAK HOUR INTERSECTION VOLUMES



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3.0 EXISTING CONDITIONS

This section of the report summarizes existing roadway and traffic conditions in the study area. All analysis locations which exist today have been analyzed. The number of through travel lanes for existing roadways and intersection controls are presented, along with existing traffic count data collected for this study. This data was used to analyze existing traffic operations in the study area. Existing plans for roadway improvements are also described in this section.

3.1 Existing Roadway System and Daily Traffic Volumes

The number of through travel lanes for existing roadways and existing intersection controls within the study area are presented on Exhibit 3-A.

Exhibits 3-B and 3-C depict the current average daily traffic (ADT) volumes in the study area on Friday and Sunday, respectively. Existing ADT volumes are estimated based upon the latest traffic data collected by Urban Crossroads, Inc. (see Appendix "A"). Peak hour data has been used to estimate the average daily traffic volumes on each leg using the following formula:

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

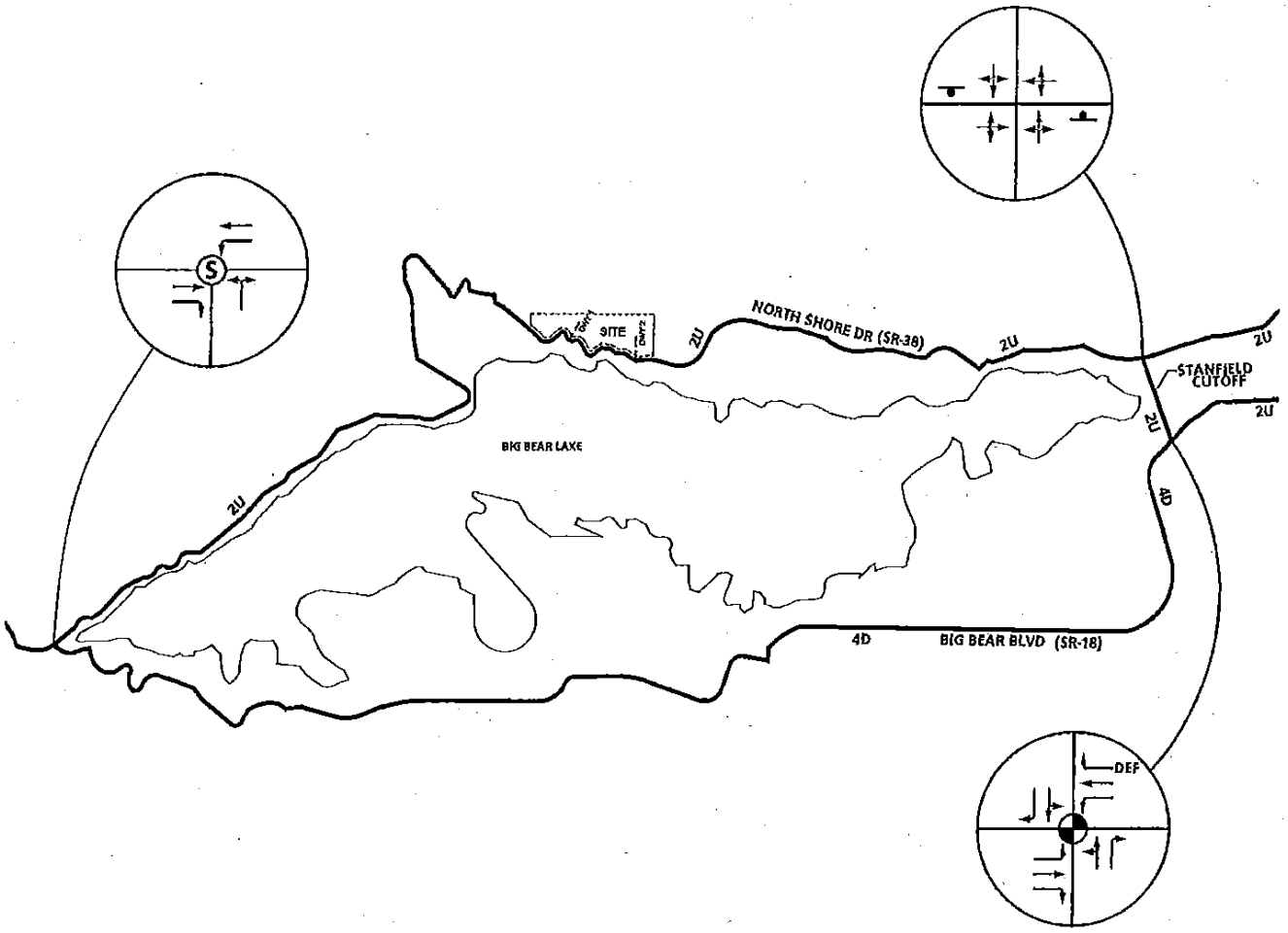
Regional access to the site is provided by North Shore Drive (SR-38)

3.2 Existing Peak Hour Traffic Volumes

Actual traffic count data was obtained from manual intersection counts (March 2007, see Appendix "A") to quantify existing traffic conditions. The Friday PM peak hour traffic volumes were determined by counting the two hour period between 4:00 PM- 6:00 PM in the evening. The Sunday Mid-day peak hour traffic volumes were identified by counting the two hour period from 12:00 PM – 2:00 PM. Per discussions with County staff, since the peak season of the study area occurs during the summer months, a 16% growth is applied to the manual intersection counts to represent existing peak hour intersection volumes.

EXHIBIT 3-A

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



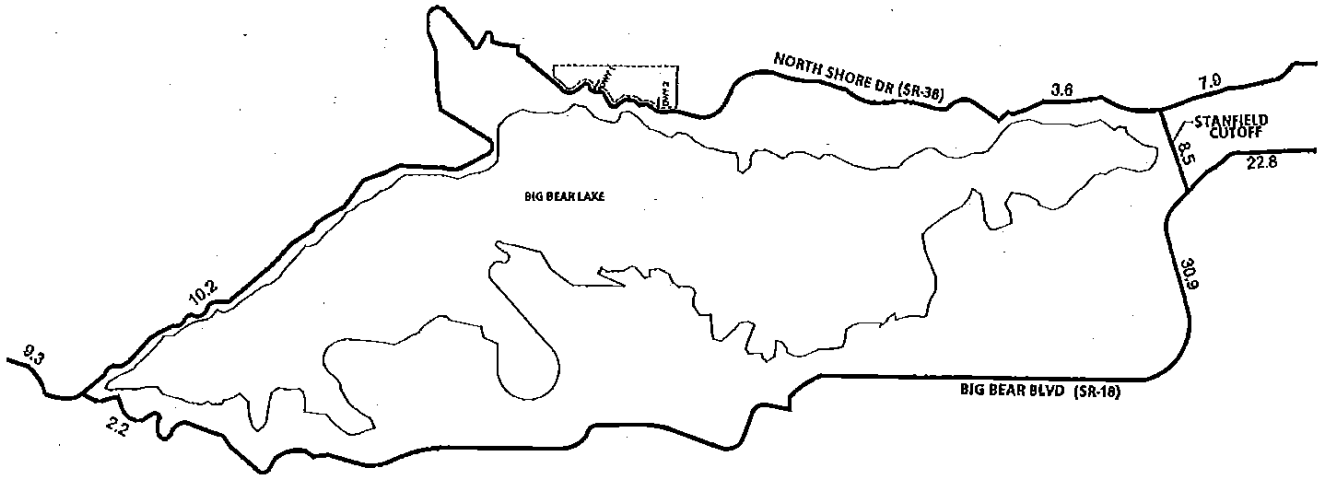
LEGEND:

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- DEF = DEFACTO RIGHT TURN LANE

N

EXHIBIT 3-B

EXISTING FRIDAY AVERAGE DAILY TRAFFIC (ADT)



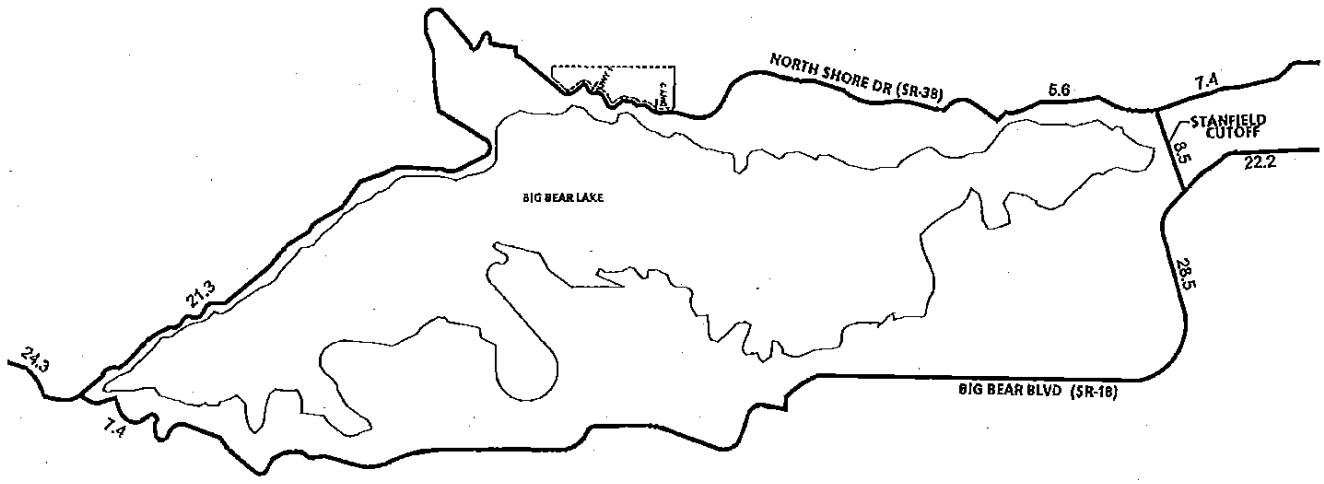
LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

EXHIBIT 3-C

EXISTING SUNDAY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

N

Existing intersection level of service calculations are based upon the adjusted manual Friday PM and Sunday Mid-day peak hour turning movement counts, as shown on Exhibits 3-D and 3-E.

3.3 Existing Traffic Operations

Existing peak hour traffic operations have been evaluated for both the Friday PM and Sunday Mid-day peak hours of traffic throughout the study area. The results of this analysis are summarized in Table 3-1, along with the existing intersection geometrics and control devices at each analysis location. As indicated in Table 3-1, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

The operations analysis worksheets for existing conditions are included in Appendix "B".

Traffic signal warrant analysis (included in Appendix "C") has been conducted for existing conditions and traffic signals are currently warranted at the following study area intersections:

Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

EXHIBIT 3-D

EXISTING FRIDAY PM PEAK HOUR INTERSECTION VOLUMES

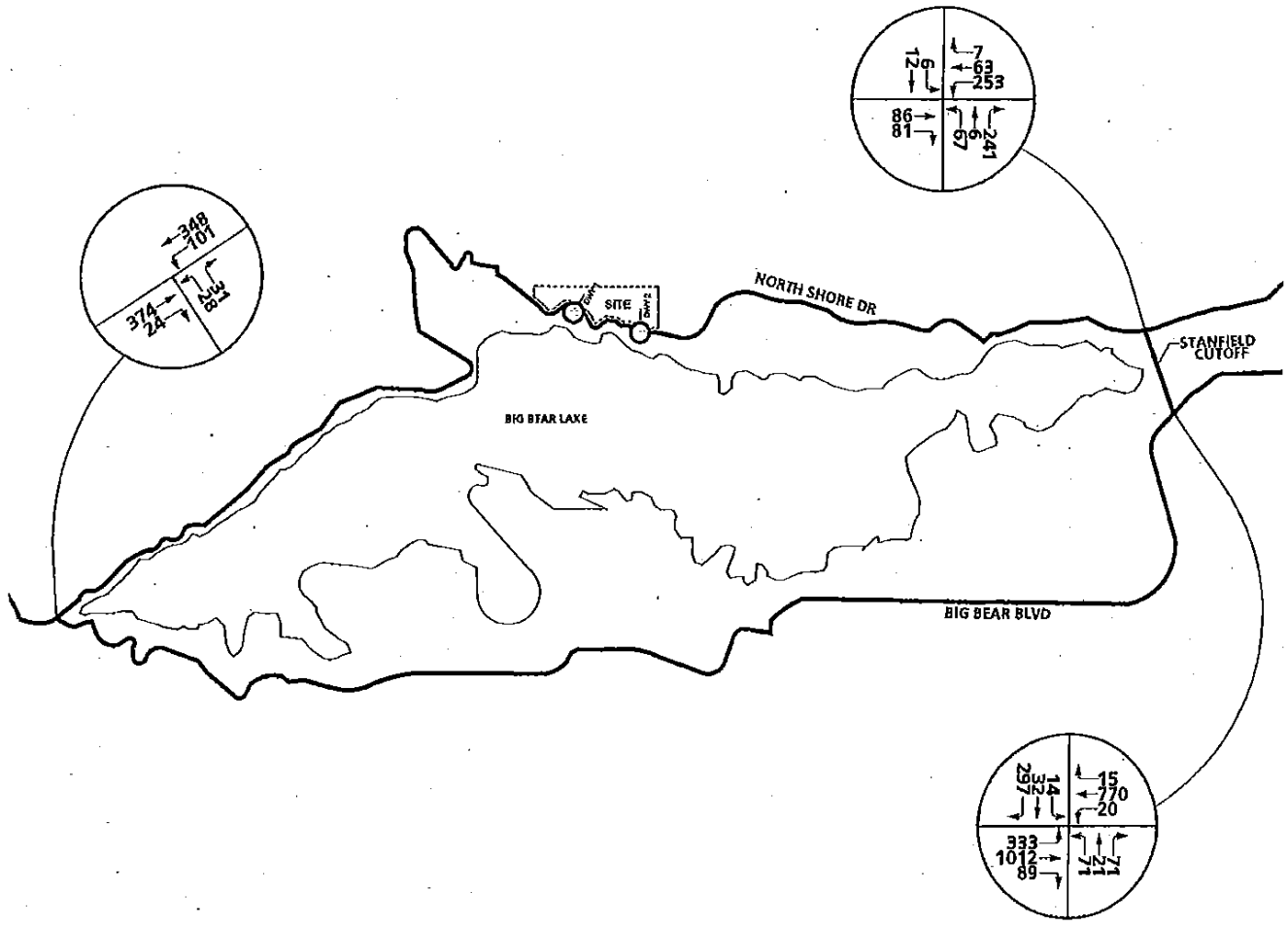


EXHIBIT 3-E

EXISTING SUNDAY MID-DAY PEAK HOUR INTERSECTION VOLUMES

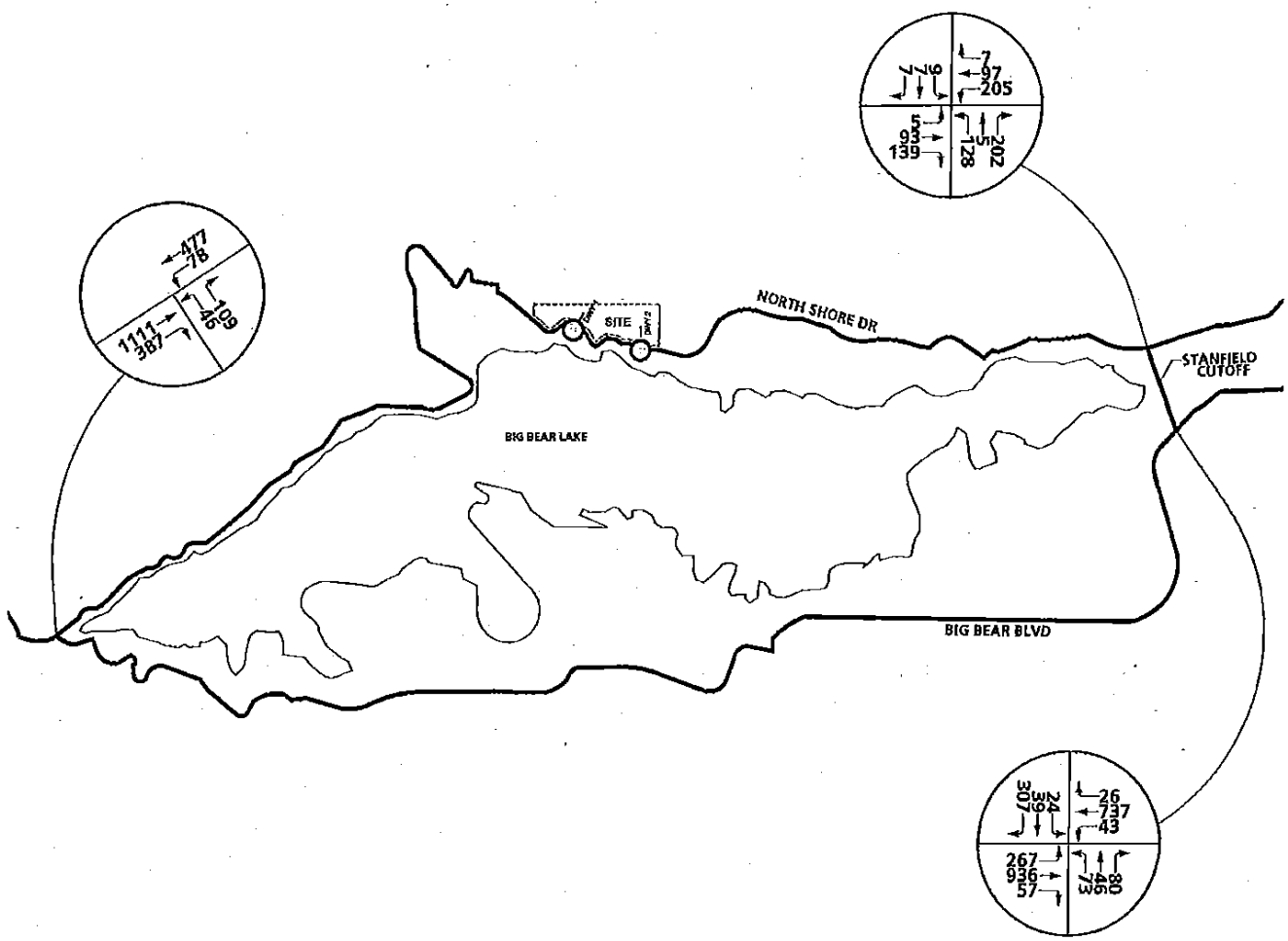


TABLE 3-1

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	Fri. PM	Sun. MD	Fri. PM	Sun. MD
North Shore Dr. (SR-38) (NS) at:																	
• Big Bear Blvd. (SR-18) (EW)	CSS	0	1	0	0	0	0	0	1	1	1	1	0	22.5	--[4]	C	F
Stanfield Cutoff (NS) at:																	
• North Shore Dr. (SR-38) (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	25.5	34.5	D	D
• Big Bear Blvd. (SR-18) (EW)	TS	0	1	1	0	1	1	1	1	1	1	1	1	--[4]	81.1	F	F

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

L = Left; T = Through; R = Right;

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.8 R3 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

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

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

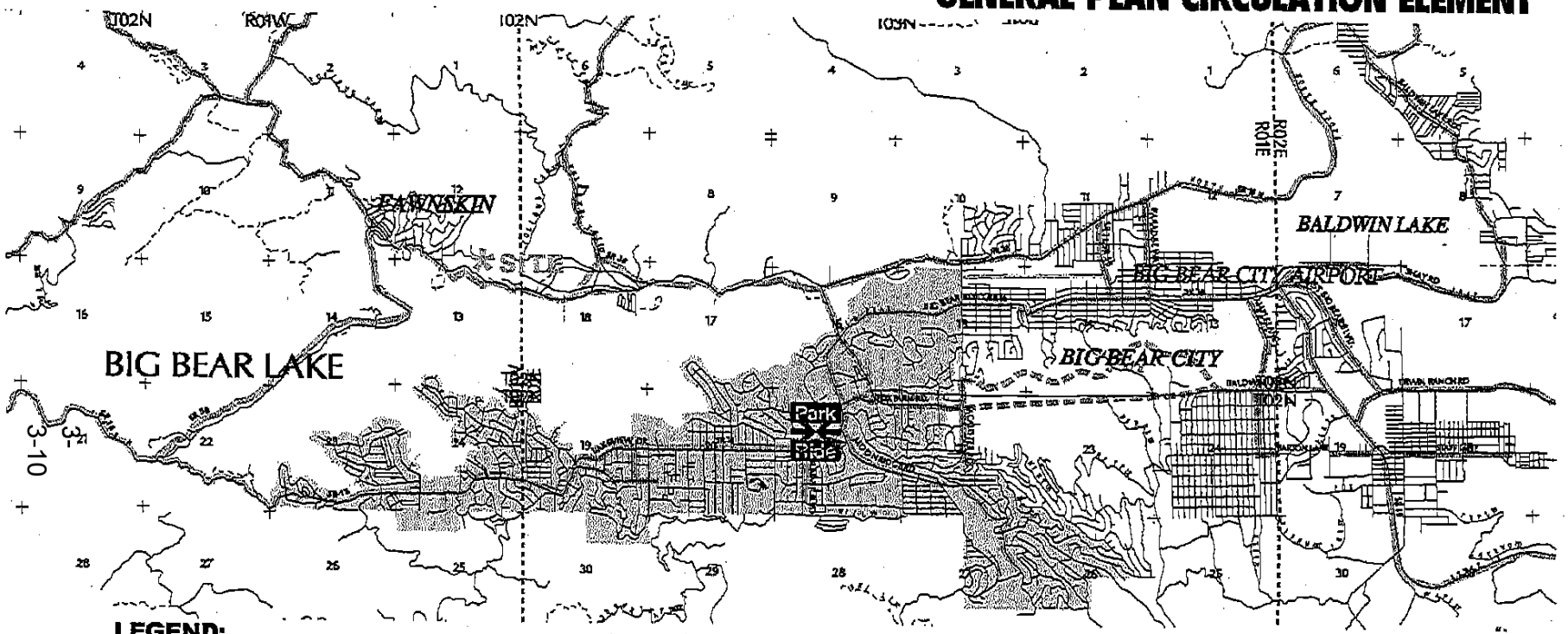
S:\Carlsbad_Jobs_04400\04409\excel\[04409-05.xls]T 3-1

3.4 Planned Transportation Improvements and Relationships to General Plan

The long-range transportation system within the study area is expected to undergo significant improvement as a result of work to be performed by Caltrans, the County of San Bernardino, and City of Big Bear Lake. The County of San Bernardino General Plan Circulation Element and General Plan roadway cross-sections are shown on Exhibits 3-F and 3-G, respectively. The City of Big Bear Lake General Plan Circulation Element and General Plan roadway cross-sections are shown on Exhibits 3-H and 3-I, respectively.

EXHIBIT 3-F

SAN BERNARDINO COUNTY GENERAL PLAN CIRCULATION ELEMENT



LEGEND:

Circulation and Transportation

EXISTING PROPOSED

- Freeway
- Major Divided Highway
- Major Arterial Highway
- Major Highway
- Secondary Highway
- Controlled/Limited Access Collector
- Mountain Major Highway
- Mountain Secondary Highway
- State Highway (Special Standards or Conditions)
- Railroads
- Park Ride Ridesharing Facilities

Airport Runways

Runway Location

Map data compiled on 7 and 1/2 and 1 angle maps by J. J. VanHouton and A

Positional accuracy of map data is ± 750 feet

Jurisdictional Control

Private Unincorporated Lands

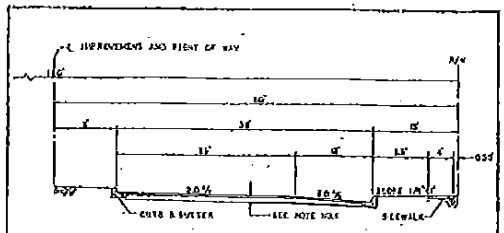
- Bureau of Land Management
- National Parks and Monuments, National Forests and Wildlife Refuges
- Military Reservations (Includes U.S. Army, Navy, Air Force, and Army, Corps of Engineers)
- State, County, and Municipal Lands
- Indian Lands and Reservations
- Unclassed Water Body
- Incorporated Cities

MOON CAMP TIA, San Bernardino County, California - 04409: SAN BERNARDINO COUNTY GPCE

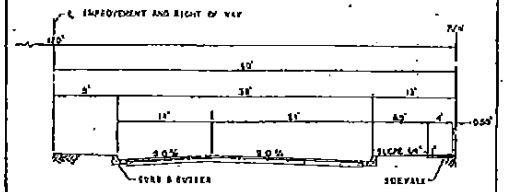
URBAN

EXHIBIT 3-G

SAN BERNARDINO COUNTY GENERAL PLAN ROADWAY CROSS-SECTIONS (PAGE 1 OF 2)



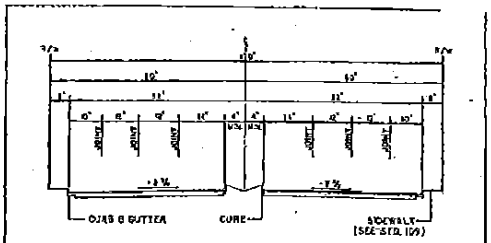
TYPICAL HALF SECTION



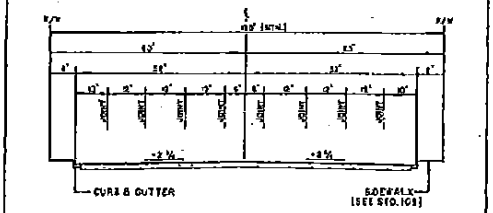
TYPICAL HALF SECTION

NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.

SAN BERNARDINO COUNTY ROAD DEPARTMENT	KEN A. MILLER Director of Transportation	MAJOR DIVIDED HIGHWAY	100



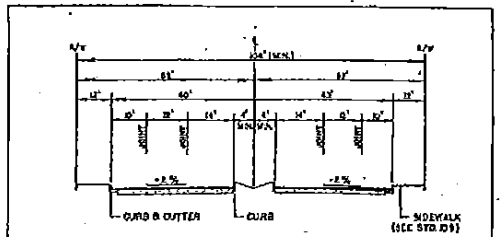
TYPICAL SECTION
WITH RAISED MEDIAN



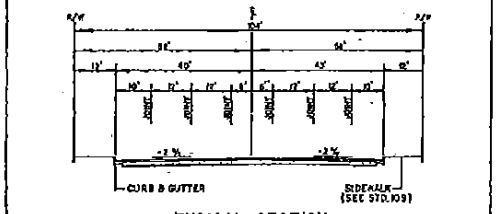
TYPICAL SECTION
WITH CONTINUOUS LEFT TURN LANE

NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DRAIN RAISED MEDIAN AREAS.
3. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT	JOHN R. SHONE DIRECTOR OF TRANSPORTATION	MAJOR ARTERIAL	100 A



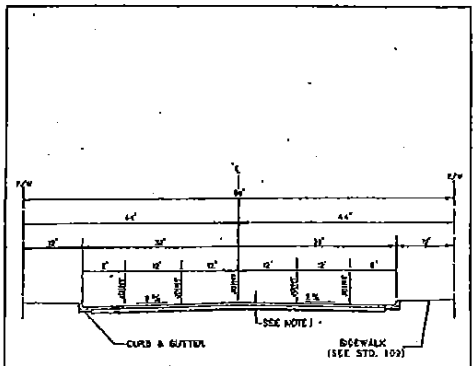
TYPICAL SECTION
WITH RAISED MEDIAN



TYPICAL SECTION
WITH CONTINUOUS LEFT TURN LANE

NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DRAIN RAISED MEDIAN AREAS.
3. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT	JOHN R. SHONE	MAJOR HIGHWAY	101



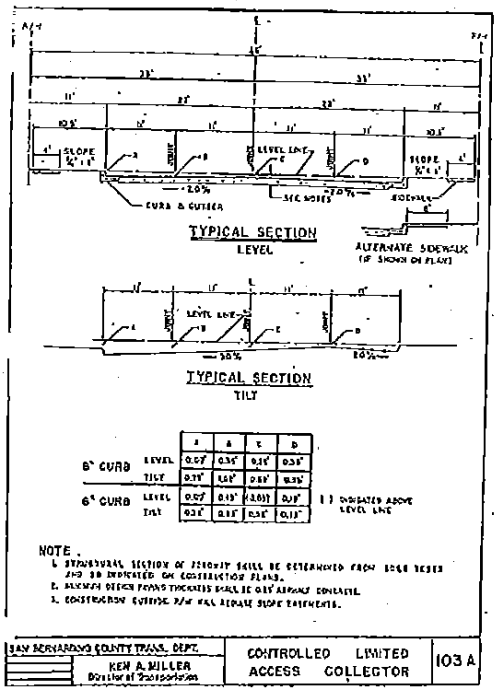
TYPICAL SECTION

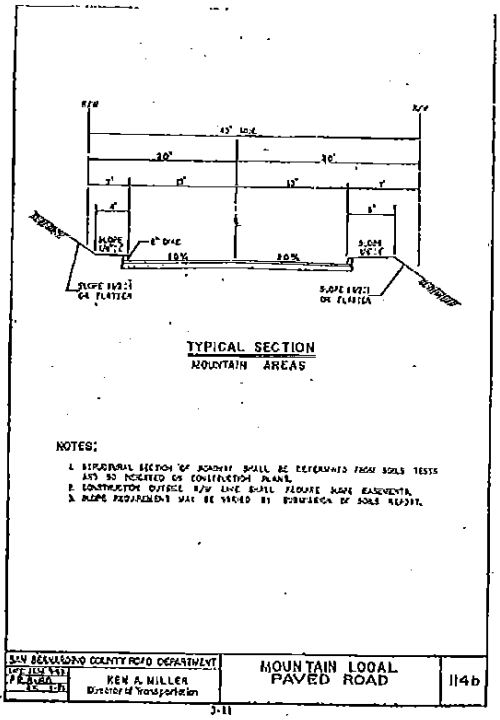
NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

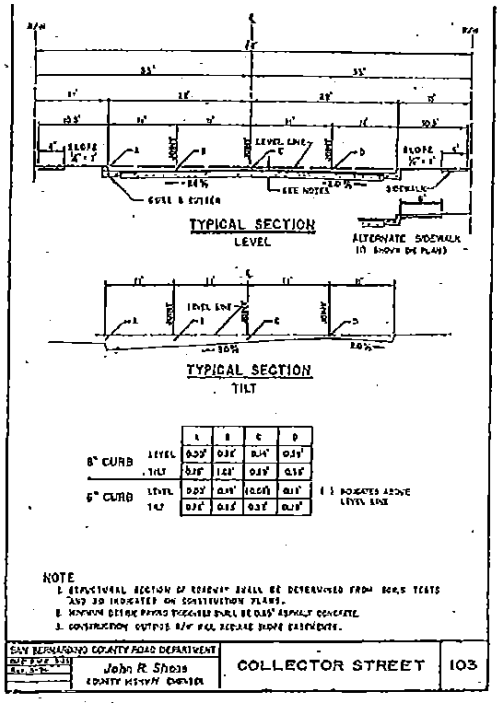
SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT	JOHN R. SHONE DIRECTOR OF TRANSPORTATION	SECONDARY HIGHWAY	102

EXHIBIT 3-G

SAN BERNARDINO COUNTY GENERAL PLAN ROADWAY CROSS-SECTIONS (PAGE 2 OF 2)







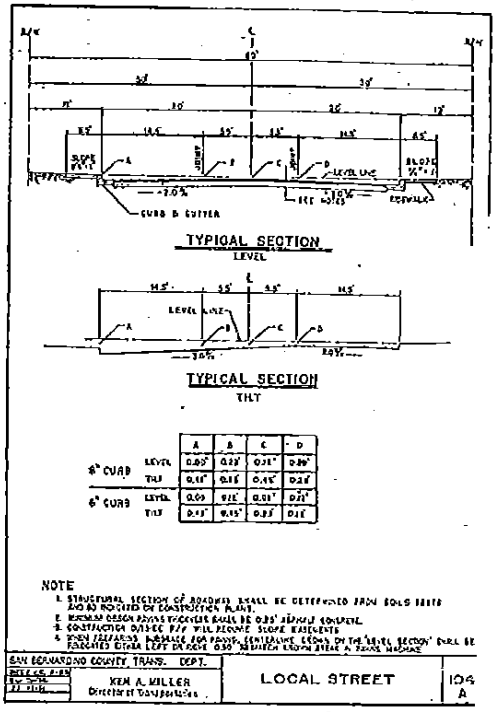
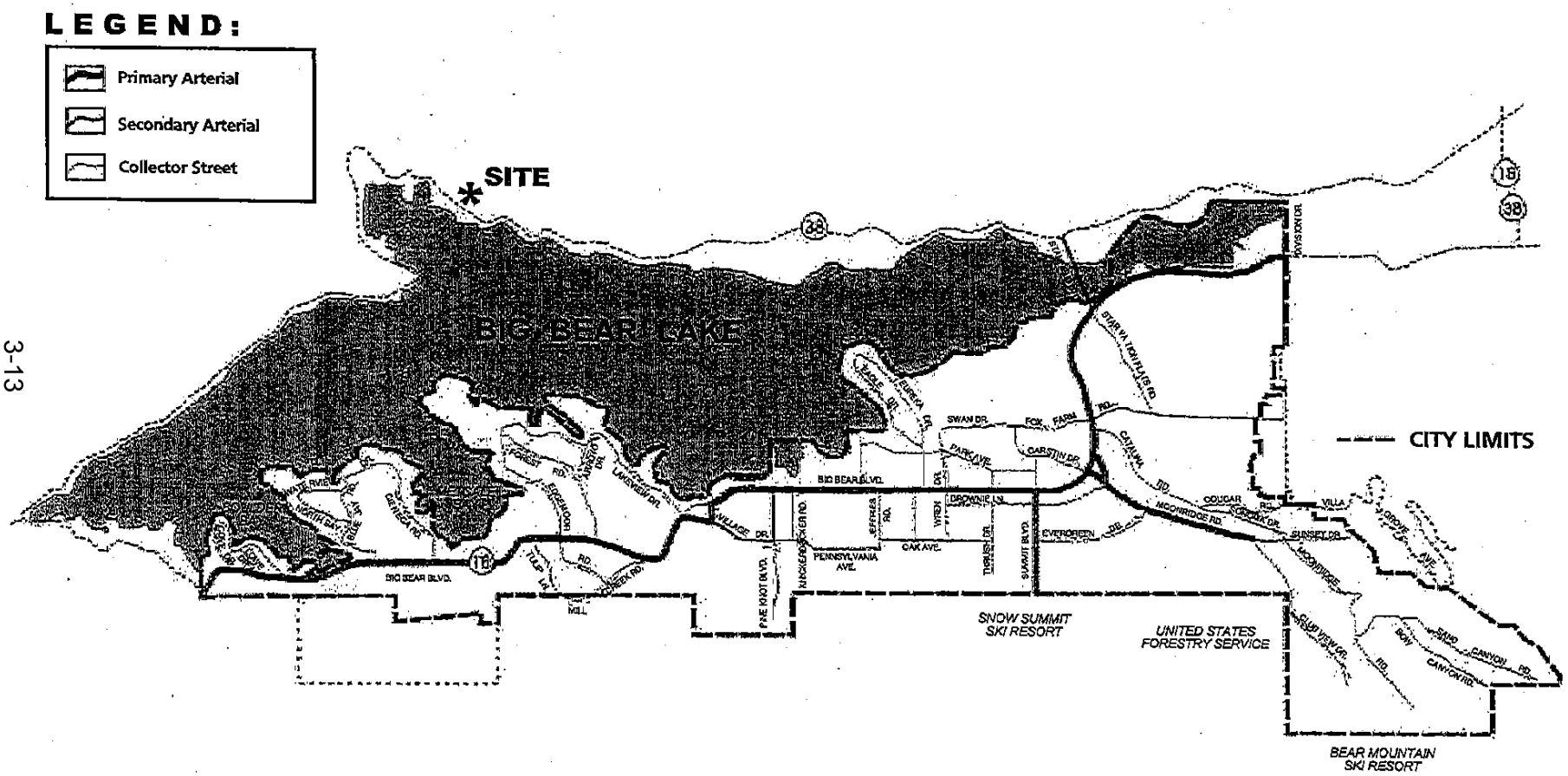


EXHIBIT 3-H

CITY OF BIG BEAR LAKE
GENERAL PLAN CIRCULATION ELEMENT



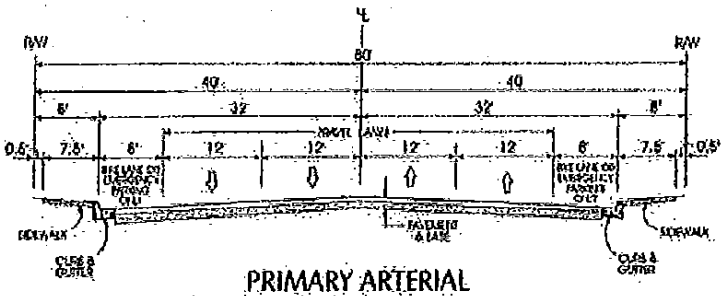
N

MOON CAMP TIA, San Bernardino County, California - 04409: Big Bear GPCE

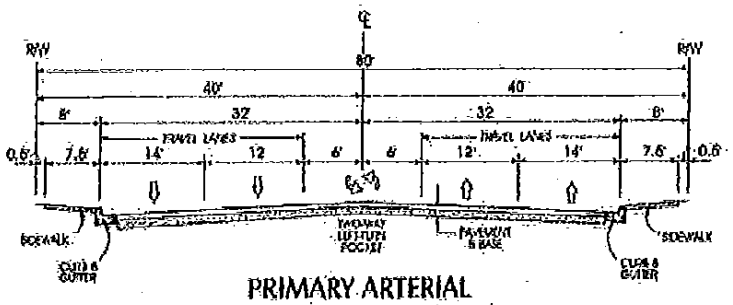
URBAN

EXHIBIT 3-I

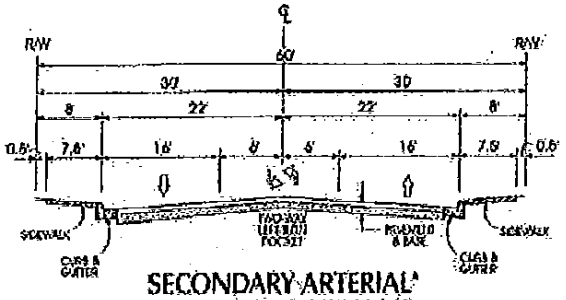
CITY OF BIG BEAR LAKE GENERAL PLAN ROADWAY CROSS-SECTIONS (PAGE 1 OF 2)



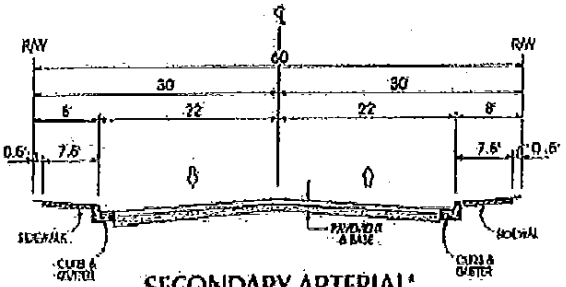
PRIMARY ARTERIAL
(WITH BIKE LANES OR EMERGENCY PARKING)
TYPICAL SECTION



PRIMARY ARTERIAL
(WITH TWO-WAY LEFT-TURN POCKET)
TYPICAL SECTION



SECONDARY ARTERIAL*
(WITH TWO-WAY LEFT-TURN POCKET)
TYPICAL SECTION

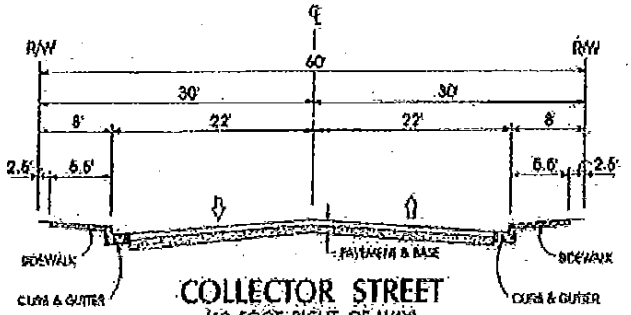


SECONDARY ARTERIAL*
(NO TWO-WAY LEFT-TURN POCKET)
TYPICAL SECTION

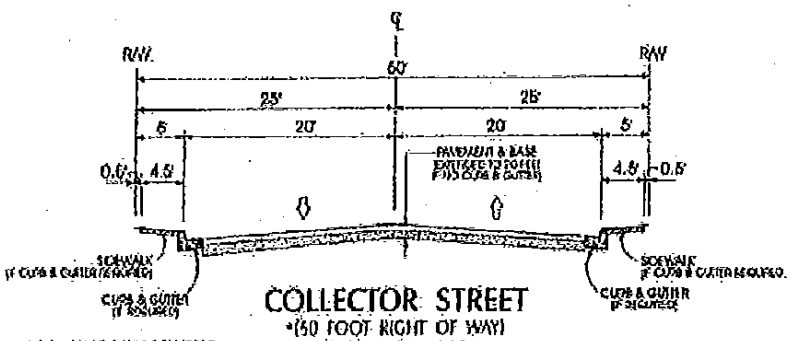
*THESE CROSS SECTIONS MAY BE MODIFIED BASED UPON ADOPTED SPECIFIC PLANS OR EXISTING CONDITIONS

EXHIBIT 3-I

CITY OF BIG BEAR LAKE
GENERAL PLAN ROADWAY CROSS-SECTIONS
(PAGE 2 OF 2)

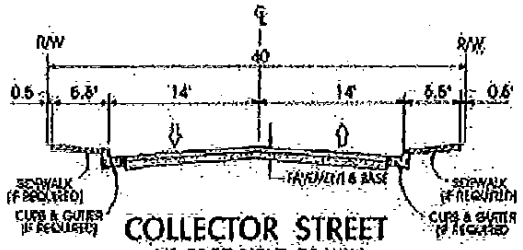


COLLECTOR STREET
(60 FOOT RIGHT OF WAY)
TYPICAL SECTION

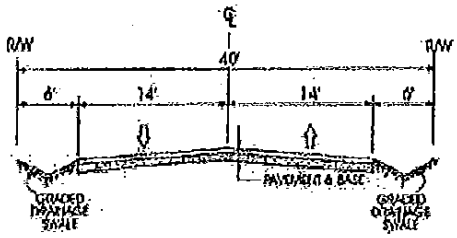


COLLECTOR STREET
*(60 FOOT RIGHT OF WAY)
TYPICAL SECTION

*ACCEPTABLE ONLY IF EXISTING DEVELOPMENT PRECLUDES A 60 FOOT RIGHT OF WAY.



COLLECTOR STREET
*(40 FOOT RIGHT OF WAY)
TYPICAL SECTION



COLLECTOR STREET
with no curb and gutter
*(40 FOOT RIGHT OF WAY)
TYPICAL SECTION

*ACCEPTABLE ONLY IF EXISTING DEVELOPMENT PRECLUDES A 40 FOOT RIGHT OF WAY.

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4.0 FUTURE DAILY TRAFFIC CONDITIONS

This chapter of the report describes the development of the future year traffic volume forecasts and presents the resulting daily traffic volumes which will be used for traffic operations analysis. Future traffic conditions without the project are presented first, followed by the future with project traffic volumes. Traffic signal warrant analysis for future conditions has also been presented in this chapter.

4.1 Future With and Without Project Traffic Conditions

Per discussion with County staff, the areawide growth has been interpolated from adjusted existing volumes (with 16% growth) to General Plan Buildout (2030) volumes. The areawide growth varies for each movement at each intersection (see Appendix "D"). The interpolated area-wide growth rate has been added to peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project and other development.

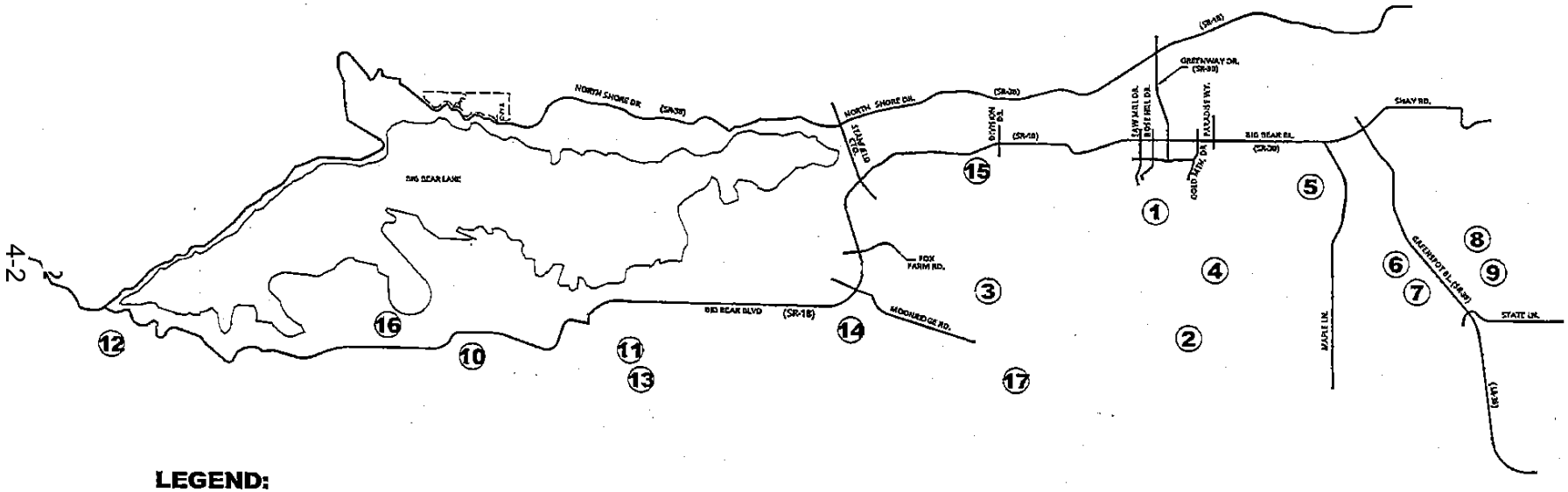
Long Range General Plan Buildout (2030) conditions have been estimated based on a select zone run of the San Bernardino Mountain Model, in addition to traffic generated by the project and the known cumulative development.

The County of San Bernardino was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on information given by the County of San Bernardino and City of Big Bear staff, a total of 17 cumulative projects were identified to affect the study intersections. The location of each of these other developments is shown on Exhibit 4-A.

As indicated in Table 4-1, other developments are projected to generate 15,111 trip-ends per day with 1,455 vehicles per hour during the AM peak hour and 1,455 vehicles per hour during the PM peak hour. Appendix "D" contains the

EXHIBIT 4-A

OTHER DEVELOPMENT LOCATION MAP



LEGEND:

1. = TT 16771
2. = TT 16934
3. = TT 17217 & TPM 17022
4. = TT 16036
5. = TT 14916
6. = TT 16980
7. = TT 17764
8. = TT 16749
9. = TT 17201
10. = HILTON GARDEN INN
11. = MIXED USE DEVELOPMENT
12. = RESIDENTIAL LOTS
13. = CONDOMINIUMS
14. = 41820 BIG BEAR BLVD
15. = WORLD HARVEST FAITH CENTER
16. = BOAT PARTS RETAIL & SERVICE
17. = STORAGE YARD

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URBAN

TABLE 4-1
FRIDAY PM PEAK HOUR/SUNDAY MIDDAY PEAK HOUR

OTHER DEVELOPMENT TRIP GENERATION

ID #	PROJECT NAME	LAND USE[1]	QUANTITY	UNITS[2]	PEAK HOUR						DAILY
					FRIDAY PM			SUNDAY MIDDAY			
					IN	OUT	TOTAL	IN	OUT	TOTAL	
SAN BERNARDINO COUNTY											
1	TT 16771[3]	SFR	242	DU	155	90	245	155	90	245	2,316
2	TT 16934[4]	SFR	228	DU	146	84	230	146	84	230	2,182
3	TT 17217 & TT 17022[4]	SFR	53	DU	34	20	54	34	20	54	507
4	TT 16036	SFR	116	DU	74	43	117	74	43	117	1,110
5	TT 14916	SFR	51	DU	33	19	52	33	19	52	488
6	TT 16980	SFR	15	DU	10	6	16	10	6	16	144
7	TT 17761	SFR	10	DU	6	4	10	6	4	10	96
8	TT 16749	SFR	86	DU	55	32	87	55	32	87	823
9	TT 17201	SFR	66	DU	42	24	66	42	24	66	632
	TOTAL (COUNTY OF SAN BERNARDINO)				555	322	877	555	322	877	8,298
CITY OF BIG BEAR											
10	Hilton Garden Inn	Hotel	91	ROOMS	28	25	53	28	25	53	743
11	Mixed Use Development	Retail	22.5	TSF	112	122	234	112	122	234	2,575
		Less Pass-By (15%)			-17	-18	-35	-17	-18	-35	-386
		Subtotal Commercial			95	104	199	95	104	199	2,189
		Office	6.3	TSF	1	5	6	1	5	6	69
		SFR	10	DU	6	4	10	6	4	10	96
	Sub-Total				102	113	215	102	113	215	2,354
12	Residential Lots	SFR	8	DU	5	3	8	5	3	8	77
13	Condominiums	MFDU	78	DU	27	13	40	27	13	40	457
14	41820 Big Bear Blvd.	Hotel	55	ROOMS	17	15	32	17	15	32	449
		Retail	10	TSF	66	71	137	66	71	137	1,520
		Fast-Food	2.6	TSF	45	42	87	45	42	87	1,240
		Less Pass-By (15%)			-17	-17	-34	-17	-17	-34	-414
		Subtotal Commercial			94	96	190	94	96	190	2,346
	Sub-Total				111	111	222	111	111	222	2,795
15	World Harvest Faith Center	Church	20	TSF	7	6	13	7	6	13	182
16	Boat Parts Retail & Service	Auto Care Center	4.375	TSF	7	7	14	7	7	14	88
17	Storage Yard	Mini Warehouse	3	AC	6	6	12	6	6	12	117
	TOTAL (CITY OF BIG BEAR)				294	284	578	294	284	578	6,813
	TOTAL				**849**	**606**	**1,455**	**849**	**606**	**1,455**	**15,111**

[1] SFR = Single Family Residential
[2] DU = Dwelling Unit
TSF= Thousand Square Feet
AC = Acres

[3] Source: TT 16771 Traffic Impact Analysis, County of San Bernardino, Urban Crossroads, Inc. July 2006

[4] Source: TT 17217 and TT 17022 Traffic Impact Analysis, County of San Bernardino, Urban Crossroads, Inc. July 2006

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directional distribution and assignment of the other development traffic. Based on the identified trip distribution for the other development on arterial highways throughout the study area, other development average daily traffic (ADT) and Friday PM/Sunday Mid-day peak hour intersection turning movement volumes (based on PM peak hour trip generation) are shown on Exhibits 4-B and 4-C, respectively.

Project traffic volumes on study area roadway segments are determined by generating project trips and manually routing the traffic through the roadway network. The routing patterns follow the trip distributions which were previously presented in Section 2. Trips are assigned to each individual roadway link and intersection occurring along a specific route.

The accumulation of traffic assigned to each roadway link represents the project traffic volume for that link. Project only ADT volumes were previously presented in Section 2.

4.1.1 2010 Without Project Daily Traffic Volumes

The ADT's for 2010 Without Project traffic conditions have been determined by adding the 2007 existing traffic volumes (with 16% adjustment) plus the 2% background growth volumes per year (6% for three years) plus the known cumulative development volumes. 2010 Friday ADT and Sunday ADT volumes for without project traffic conditions are shown on Exhibit 4-D and 4-E, respectively.

For 2010 Without Project traffic conditions, no new traffic signals are projected to be warranted (see Appendix "C"), compared to Existing Conditions.

EXHIBIT 4-B

OTHER DEVELOPMENT AVERAGE DAILY TRAFFIC

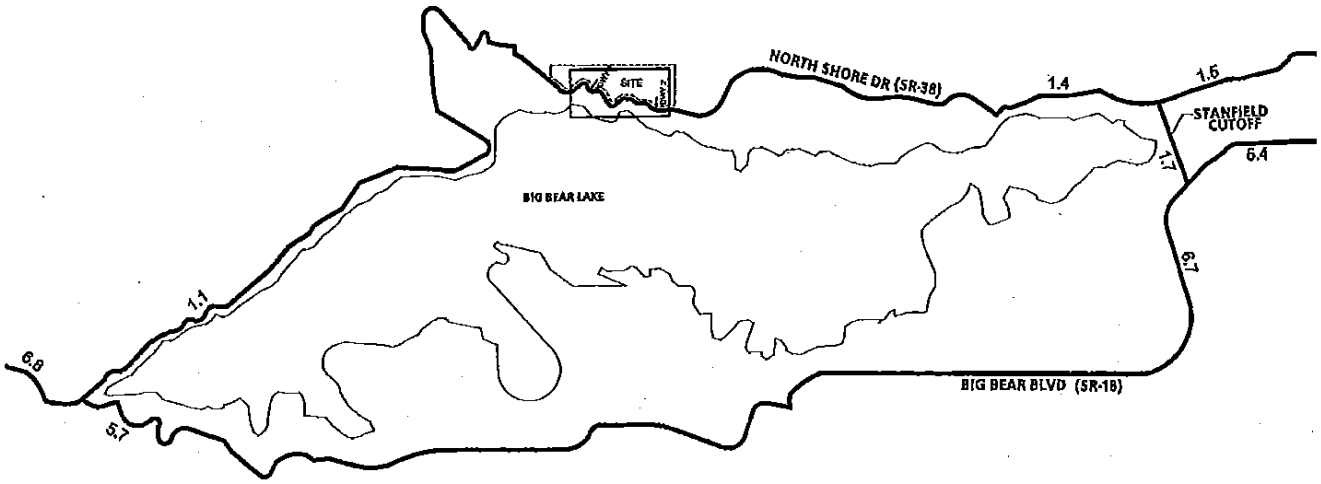


EXHIBIT 4-C

OTHER DEVELOPMENT FRIDAY PM PEAK HOUR/ SUNDAY MIDDAY PEAK HOUR INSTERSECTION VOLUMES

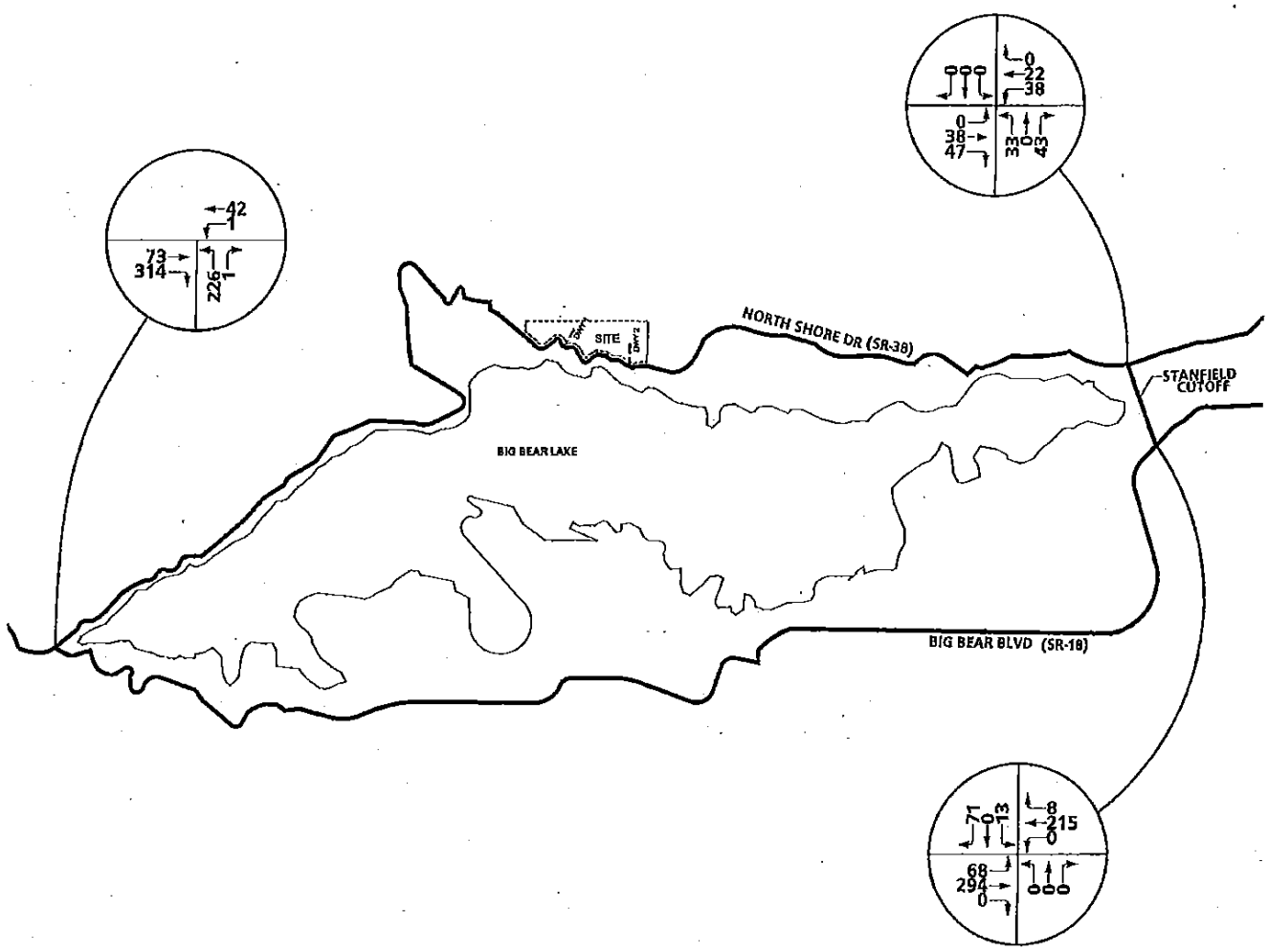
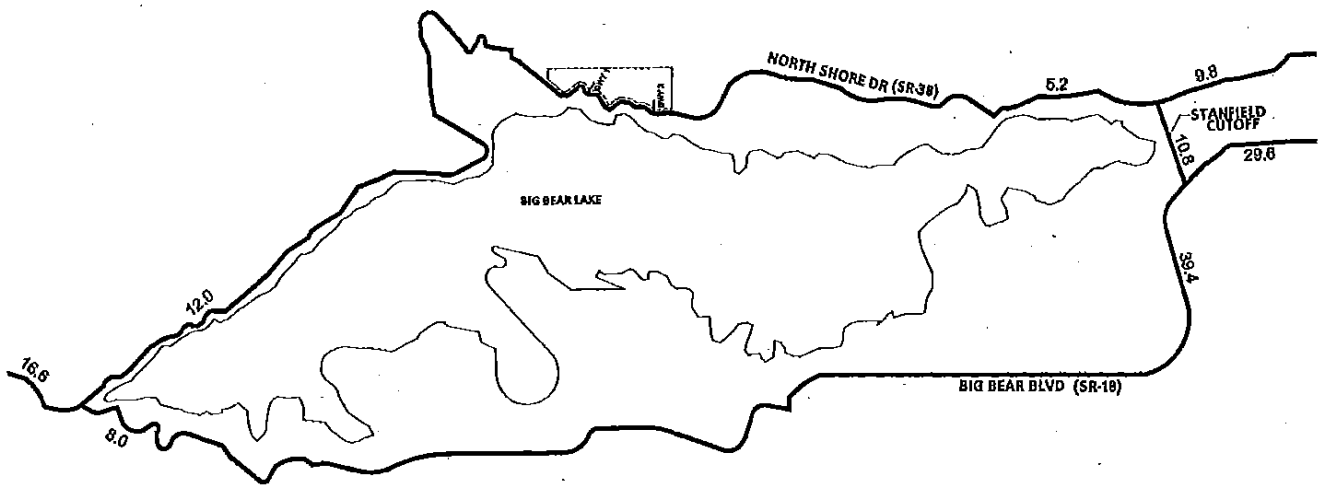


EXHIBIT 4-D

2010 WITHOUT PROJECT FRIDAY AVERAGE DAILY TRAFFIC

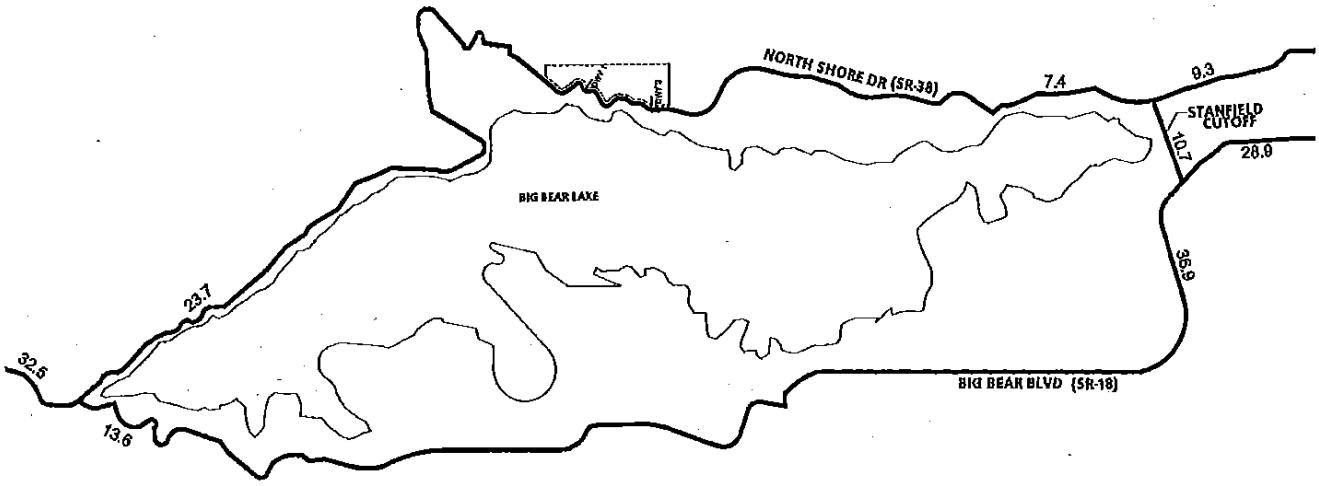


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

EXHIBIT 4-E

2010 WITHOUT PROJECT SUNDAY AVERAGE DAILY TRAFFIC



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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MOON CAMP TIA, San Bernardino County, California - 04409: 20

4.1.2 2010 With Project Daily Traffic Volumes

The ADT's for the 2010 With Project have been determined by adding the project only traffic volumes to the 2010 Without Project traffic volumes. 2010 Friday and Sunday ADT volumes with the project traffic are shown on Exhibit 4-F and 4-G, respectively.

For 2010 With Project traffic conditions, no new traffic signals are projected to be warranted (see Appendix "C"), as compared to 2010 Without Project conditions.

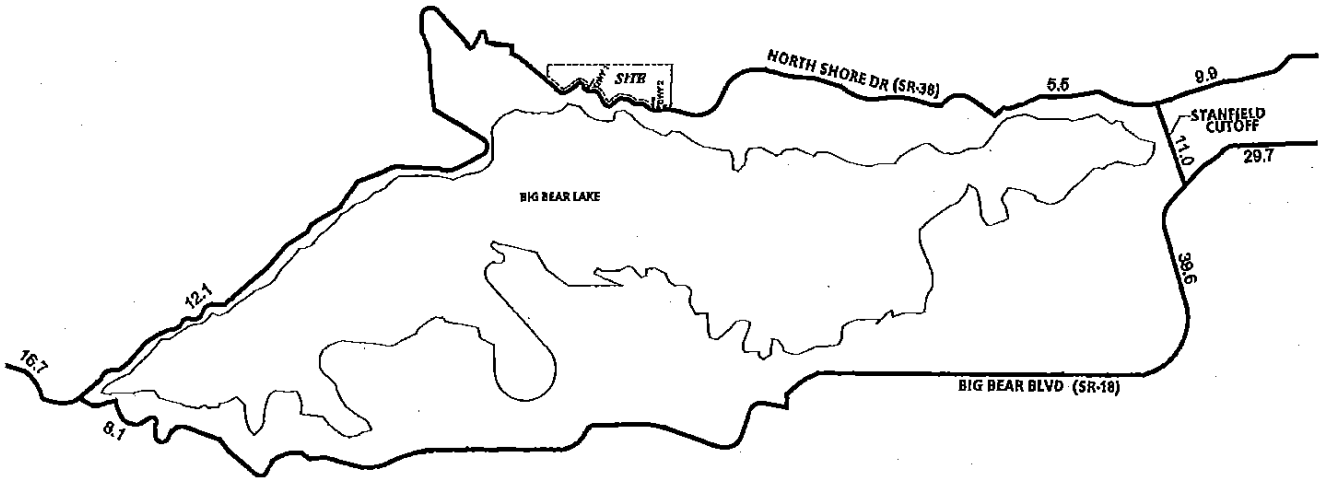
4.1.3 General Plan Buildout (2030) Daily Traffic Volumes

The ADT's for General Plan Buildout (2030) conditions have been determined by adding the project only and other cumulative development traffic volumes to the 2030 ADT volumes derived from the San Bernardino Mountain Model. General Plan Buildout Without Project (2030) Winter Friday and Sunday ADT volumes are shown on Exhibits 4-H and 4-I, respectively. Based on the San Bernardino Mountain Model for General Plan Buildout (2030), the peak season is shown to be winter. Therefore, the winter ADT results were used for post-processing peak hour turning volumes and level of service analysis to achieve a conservative analysis. General Plan Buildout With Project (2030) Winter Friday and Sunday ADT volumes are shown on Exhibits 4-J and 4-K, respectively.

For General Plan Buildout With Project (2030) traffic conditions, no new traffic signals are projected to be warranted (see Appendix "C") at study area analysis intersections.

EXHIBIT 4-F

2010 WITH PROJECT FRIDAY AVERAGE DAILY AVERAGE TRAFFIC



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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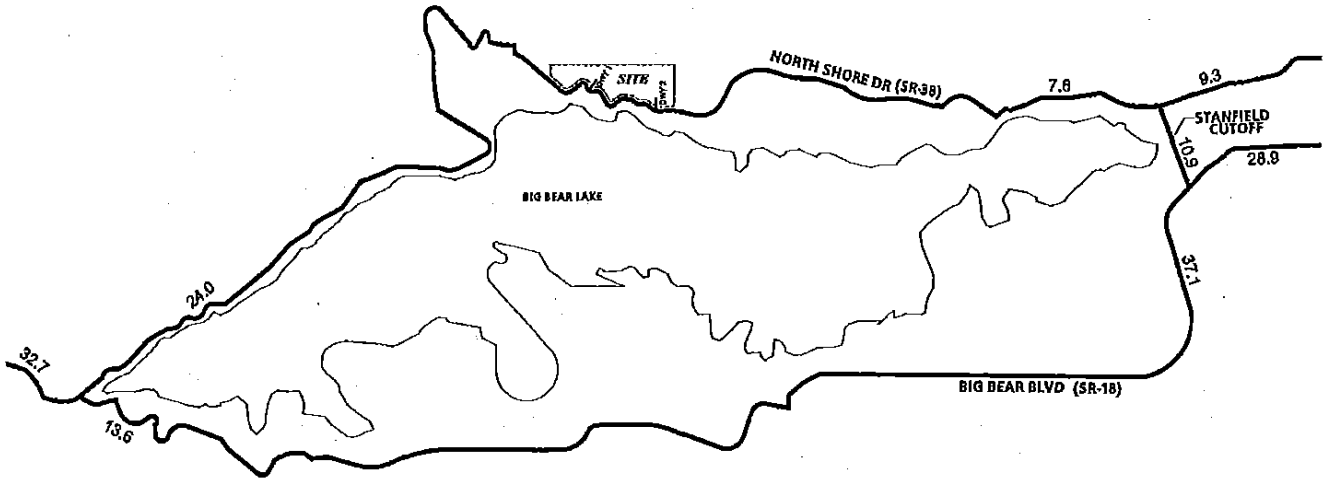
EXHIBIT 4-G

2010 WITH PROJECT SUNDAY AVERAGE DAILY TRAFFIC



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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URBAN CROSSROADS

EXHIBIT 4-H

GENERAL PLAN BUILDOUT (2030)
WINTER FRIDAY AVERAGE DAILY TRAFFIC

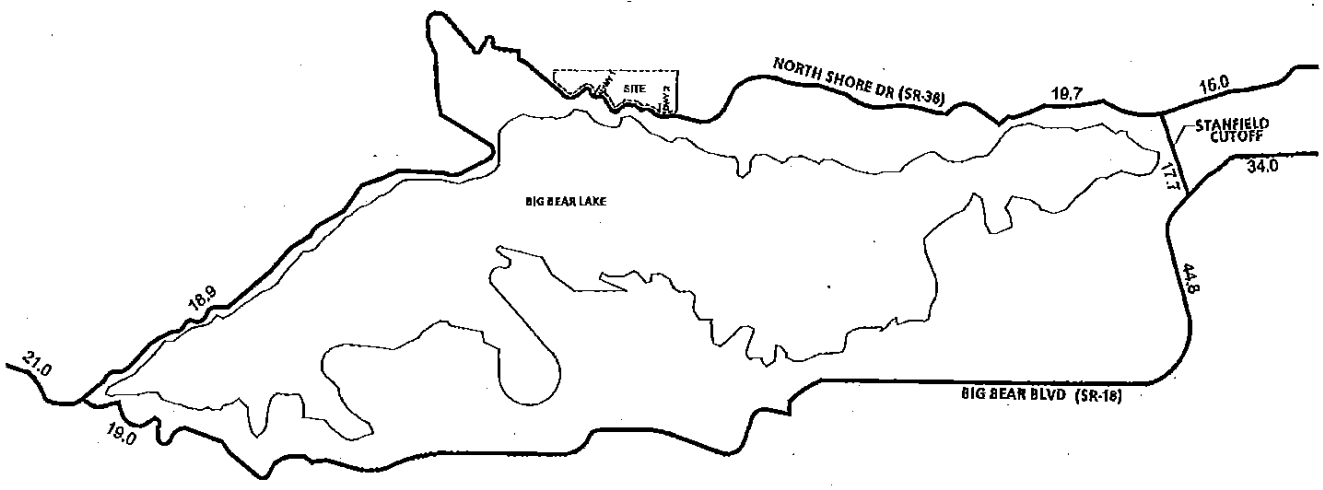


EXHIBIT 4-I

GENERAL PLAN BUILDOUT (2030) WINTER SUNDAY AVERAGE DAILY TRAFFIC (ADT)

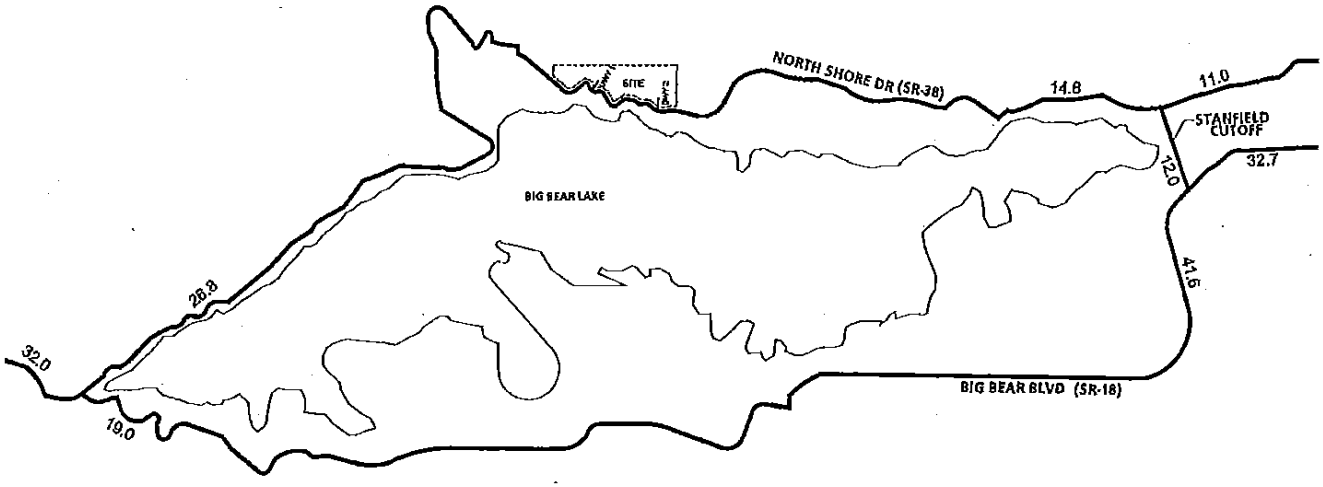
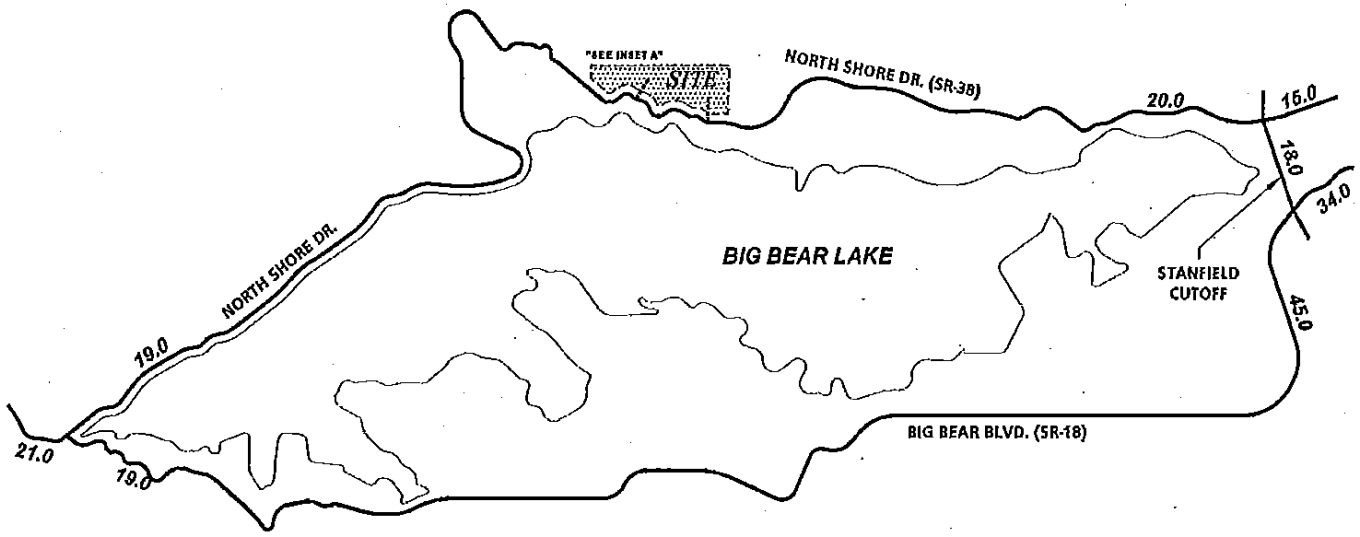
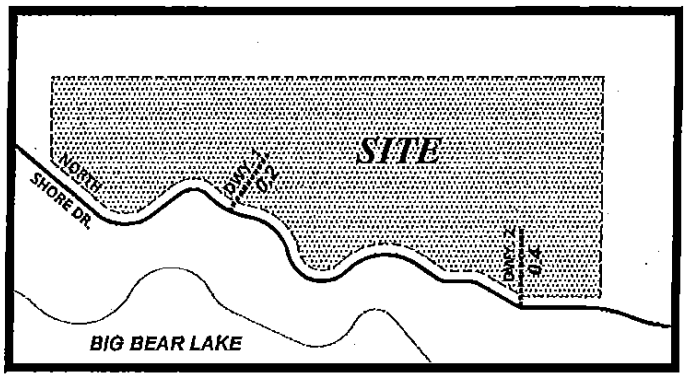


EXHIBIT 4-J

GENERAL PLAN BUILDOUT WITH PROJECT (2030) WINTER FRIDAY AVERAGE DAILY TRAFFIC



INSET A



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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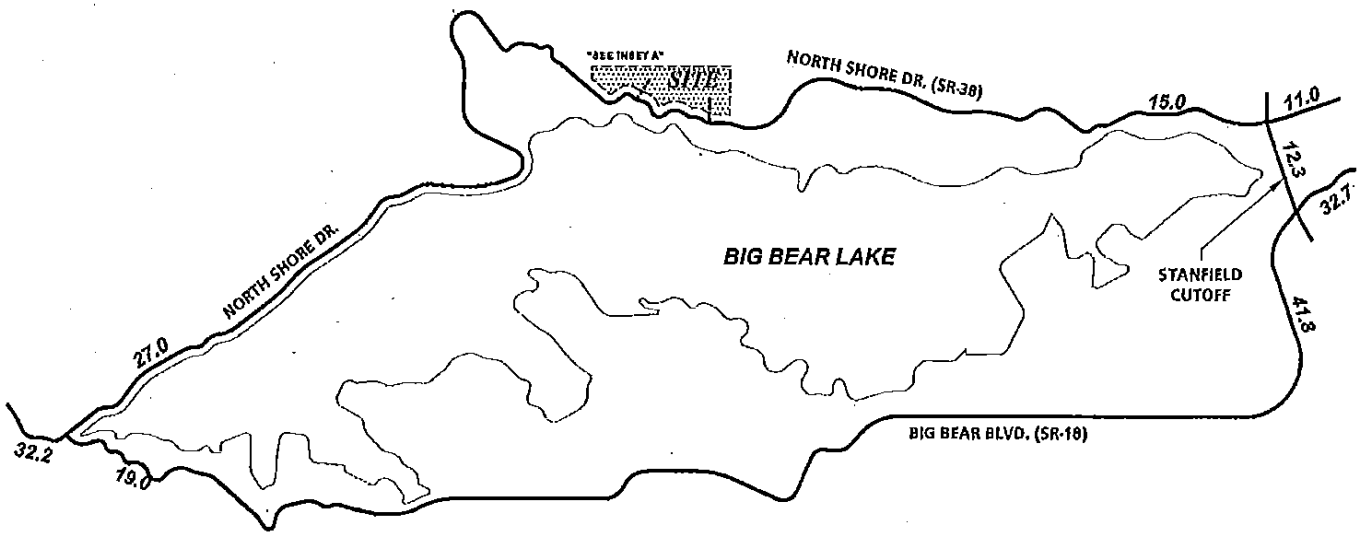
MOON CAMP TIA, San Bernardino County, California - 04409: 29A (REVISED)

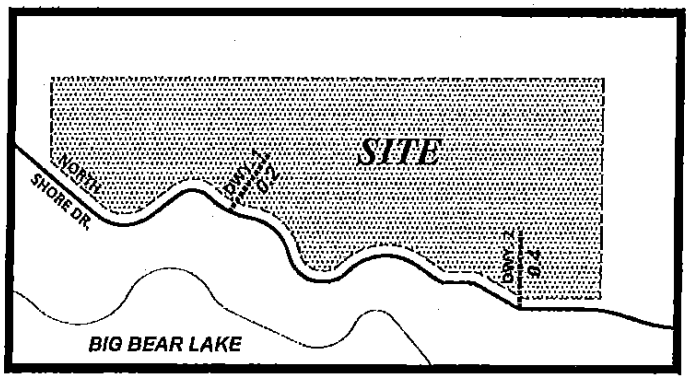
URBAN CROSSROADS

EXHIBIT 4-K

GENERAL PLAN BUILDOUT WITH PROJECT (2030) WINTER SUNDAY AVERAGE DAILY TRAFFIC



INSET A



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

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5.0 FUTURE TRAFFIC OPERATIONS ANALYSIS

This section of the report presents the operations analysis for the traffic volume forecasts for future traffic conditions without the project and for future traffic conditions with the project. The analysis procedures conform to the requirements of the County of San Bernardino CMP. The operations analysis for each analysis year is presented in a separate subsection.

5.1 Future Interim Year Traffic Operations

5.1.1 2010 Without Project Conditions

The intersection operations analysis for 2010 Without Project traffic conditions are summarized in Table 5-1, based on the geometrics analysis at the study area intersections, without and with improvements. 2010 Without Project Friday PM and Sunday Mid-day peak hour intersection turning movement volumes are shown on Exhibits 5-A and 5-B, respectively. As shown in Table 5-1, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

The operations analysis worksheets for 2010 Without Project conditions are included in Appendix "E".

TABLE 5-1

INTERSECTION ANALYSIS FOR 2010 WITHOUT PROJECT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	Fri. PM	Sun. MD	Fri. PM	Sun. MD
North Shore Dr. (SR-38) (NS) at:																	
• Big Bear Blvd. (SR-18) (EW)																	
- Without Improvements	CSS	0	1	0	0	0	0	0	1	1	1	1	0	--[4]	--[4]	F	F
- With Improvements	TS	1	0	1	0	0	0	0	2	1	1	1	0	14.0	21.2	B	C
Stanfield Cutoff (NS) at:																	
• North Shore Dr. (SR-38) (EW)																	
- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--[4]	--[4]	F	F
- With Improvements	TS	1	1	0	1	1	0	1	1	0	1	1	0	31.9	30.7	C	C
• Big Bear Blvd. (SR-18) (EW)																	
- Without Improvements	TS	0	1	1	0	1	1	1	1	1	1	1	1	--[4]	--[4]	F	F
- With Improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	31.4	26.8	C	C

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

L = Left; T = Through; R = Right; 1 = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.8 R3 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

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

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EXHIBIT 5-A

2010 WITHOUT PROJECT FRIDAY PM PEAK HOUR INTERSECTION VOLUMES

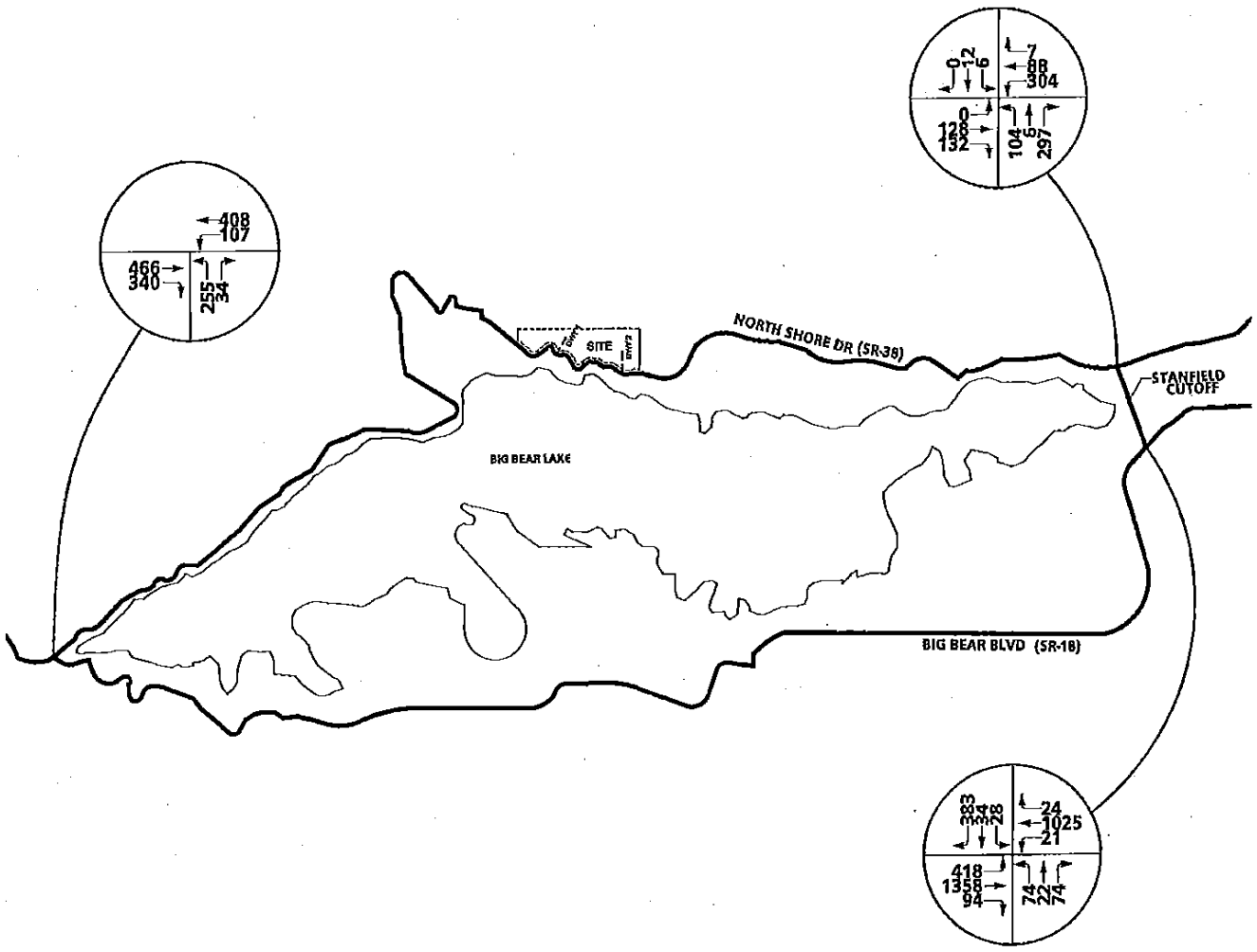
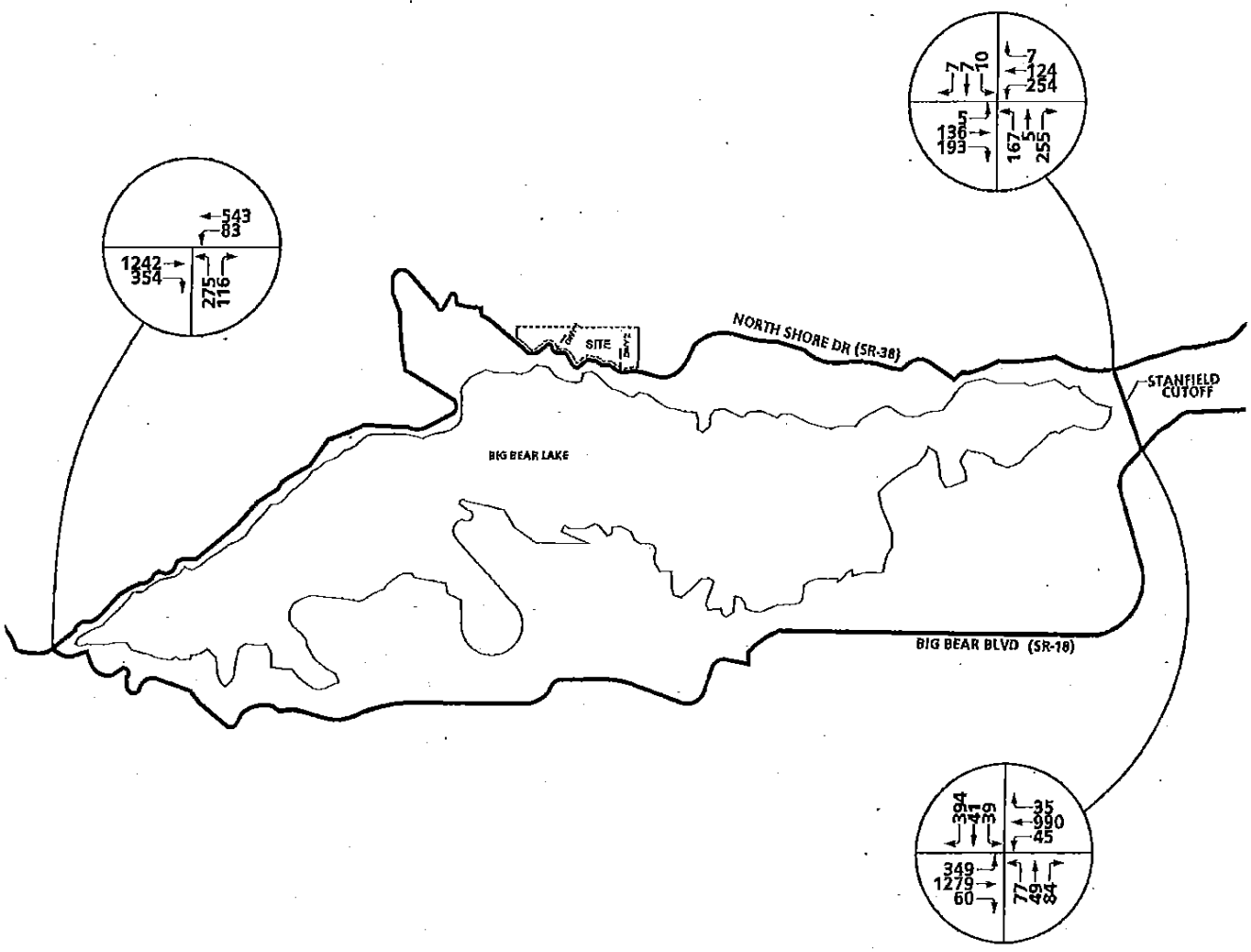


EXHIBIT 5-B

2010 WITHOUT PROJECT SUNDAY MID-DAY PEAK HOUR INTERSECTION VOLUMES



5.1.2 2010 With Project Conditions

The intersection operations analysis for 2010 With Project traffic conditions are summarized in Table 5-2, based on the geometrics analysis at the study area intersections, without and with improvements. 2010 With Project Friday PM and Sunday Mid-day peak hour intersection turning movement volumes are shown on Exhibits 5-C and 5-D, respectively. As shown in Table 5-2, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

The operations analysis worksheets for 2010 With Project conditions are included in Appendix "F".

5.2 General Plan Buildout With Project (2030) Traffic Operations

The intersection operations analysis for General Plan Buildout With Project (2030) traffic conditions are summarized in Table 5-3, based on the geometrics analysis at the study area intersections, without and with improvements. General Plan Buildout With Project (2030) Friday PM and Sunday Mid-day peak hour intersection turning movement volumes are shown on Exhibits 5-E and 5-F, respectively. The General Plan Buildout post-processed volumes worksheets are provided in Appendix "G". As shown in Table 5-3, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

TABLE 5-2

INTERSECTION ANALYSIS FOR 2010 WITH PROJECT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	Fri. PM	Sun. MD	Fri. PM	Sun. MD
North Shore Dr. (SR-38) (NS) at:																	
• Big Bear Blvd. (SR-18) (EW)																	
- Without Improvements	CSS	0	1	0	0	0	0	0	1	1	1	1	0	--[4]	--[4]	F	F
- With Improvements	TS	1	0	1	0	0	0	0	2	1	1	1	0	14.0	22.1	B	C
Stanfield Cutoff (NS) at:																	
• North Shore Dr. (SR-38) (EW)																	
- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--[4]	--[4]	F	F
- With Improvements	TS	1	1	0	1	1	0	1	1	0	1	1	0	32.4	31.5	C	C
• Big Bear Blvd. (SR-18) (EW)																	
- Without Improvements	TS	0	1	1	0	1	1	1	1	1	1	1	1	--[4]	--[4]	F	F
- With Improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	32.5	27.6	C	C
Driveway # 1 (NS) at:																	
• North Shore Dr. (SR-38) (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	11.1	12.0	B	B
Driveway # 2 (NS) at:																	
• North Shore Dr. (SR-38) (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	11.2	12.1	B	B

---

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

L = Left; T = Through; R = Right; 1 = Improvement

[2] Delay and level of service calculated using the following analysis software: Trafix, Version 7.8 R3 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

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

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EXHIBIT 5-C

2010 WITH PROJECT FRIDAY PM PEAK INTERSECTION VOLUMES

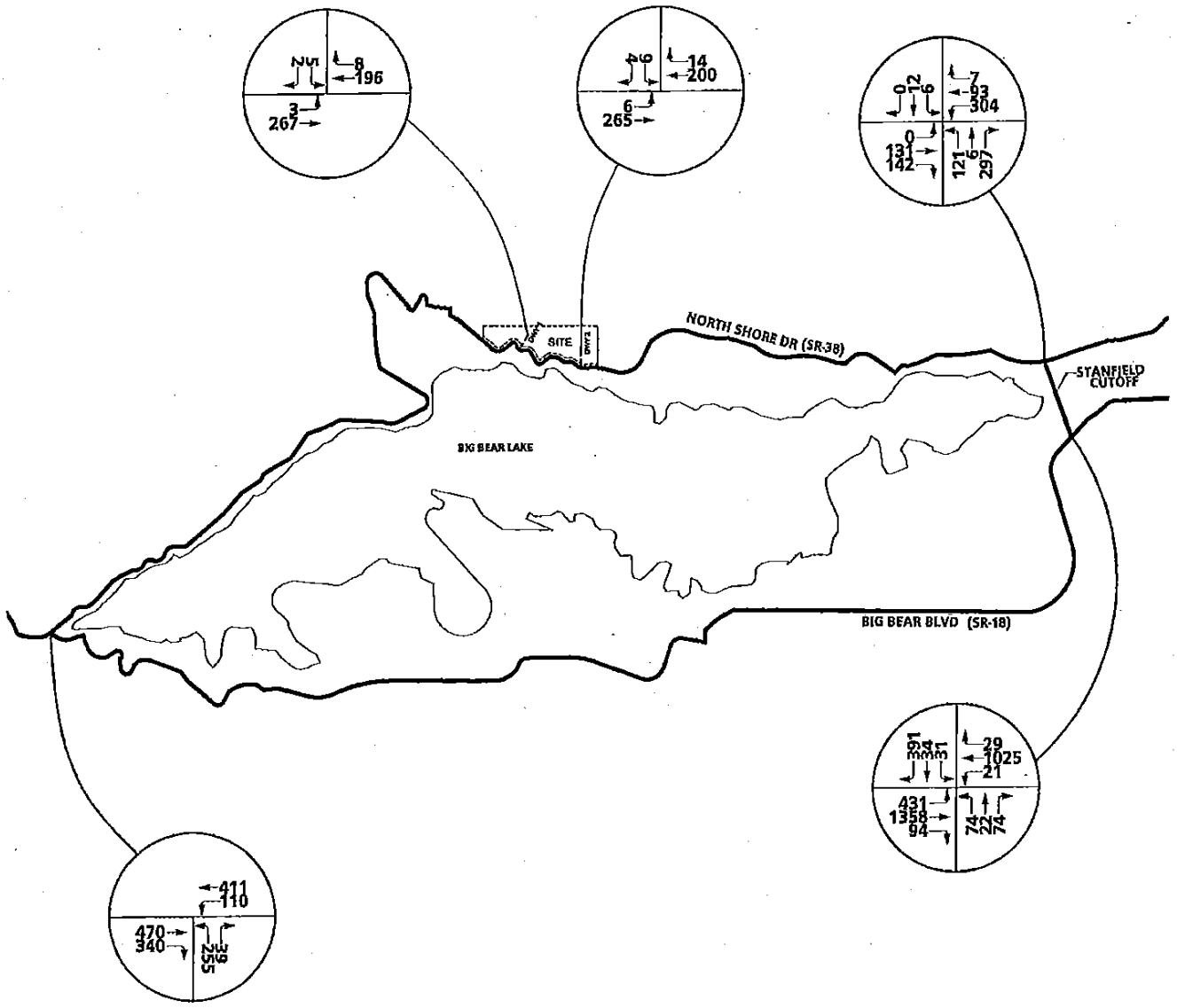

EXHIBIT 5-D

2010 WITH PROJECT SUNDAY MIDDAY PEAK INTERSECTION VOLUMES

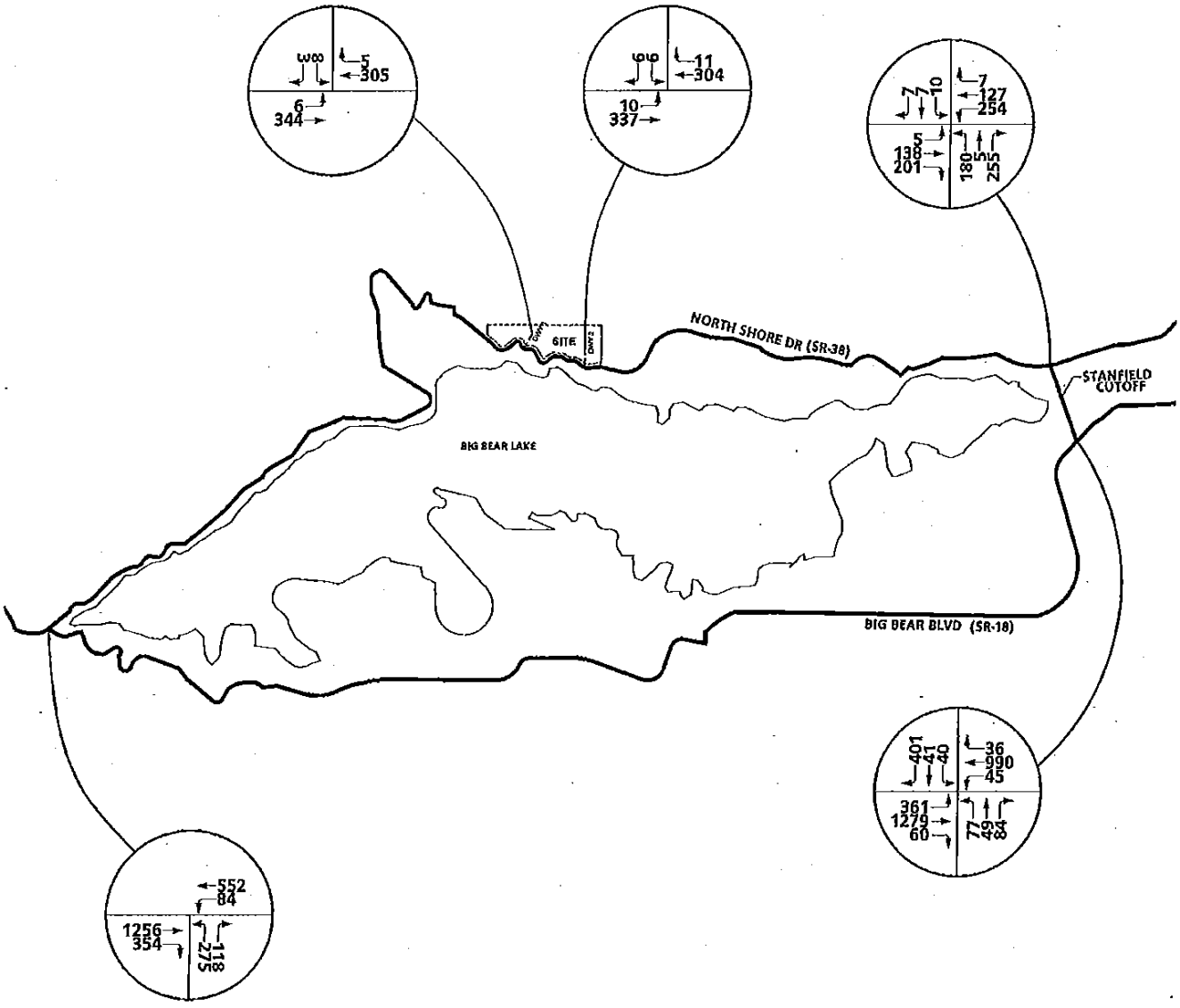

TABLE 5-3

INTERSECTION ANALYSIS FOR GENERAL PLAN BUILDOUT (2030) CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY[2] (SECS.) Fri. PM	Sun. MD	LEVEL OF SERVICE Fri. PM	Sun. MD
North Shore Dr. (SR-38) (NS) at:																	
• Big Bear Blvd. (SR-18) (EW)																	
- Without Improvements	CSS	0	1	0	0	0	0	0	1	1	1	1	0	--[4]	--[4]	F	F
- With Improvements	TS	1	0	1	0	0	0	0	2	1>	1	1	0	20.4	18.6	C	B
Stanfield Cutoff (NS) at:																	
• North Shore Dr. (SR-38) (EW)																	
- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--[5]	--[5]	F	F
- With Improvements	TS	2	1	0	1	1	0	1	1	1>	1	1	0	34.2	26.0	C	C
• Big Bear Blvd. (SR-18) (EW)																	
- Without Improvements	TS	0	1	1	0	1	1	1	1	1	1	1	1	--[5]	--[5]	F	F
- With Improvements	TS	1	1	0	1	1	1>	1	2	0	1	2	1	31.7	21.5	C	C
Driveway # 1 (NS) at:																	
• North Shore Dr. (SR-38) (EW)																	
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	49.6	24.2	E	C
- With Improvements	CSS	0	0	0	0	1	0	1	2	0	0	1	0	23.1	16.7	C	C
Driveway # 2 (NS) at:																	
• North Shore Dr. (SR-38) (EW)																	
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	41.9	18.8	E	C
- With Improvements	CSS	0	0	0	0	1	0	1	2	0	0	1	0	23.8	16.7	C	C

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

L = Left; T = Through; R = Right; 1 = Improvement; > = Right Turn Overlap Phase

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.7 R5 (2005). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

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

[5] Volume to Capacity ratio is greater than 1.00 = Level of Service "F".

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EXHIBIT 5-E

GENERAL PLAN BUILDOUT WITH PROJECT FRIDAY PM PEAK HOUR INTERSECTION VOLUMES

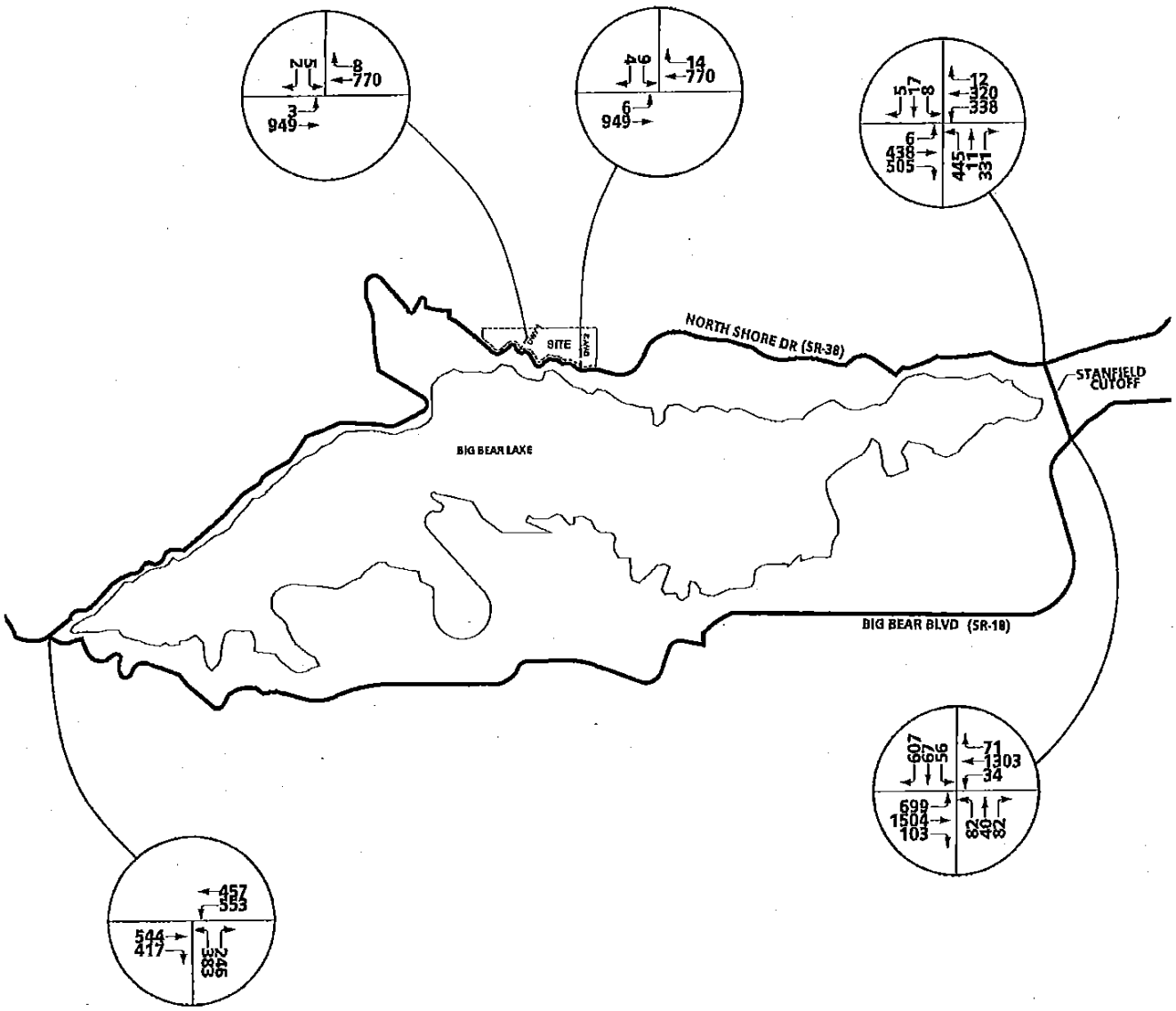
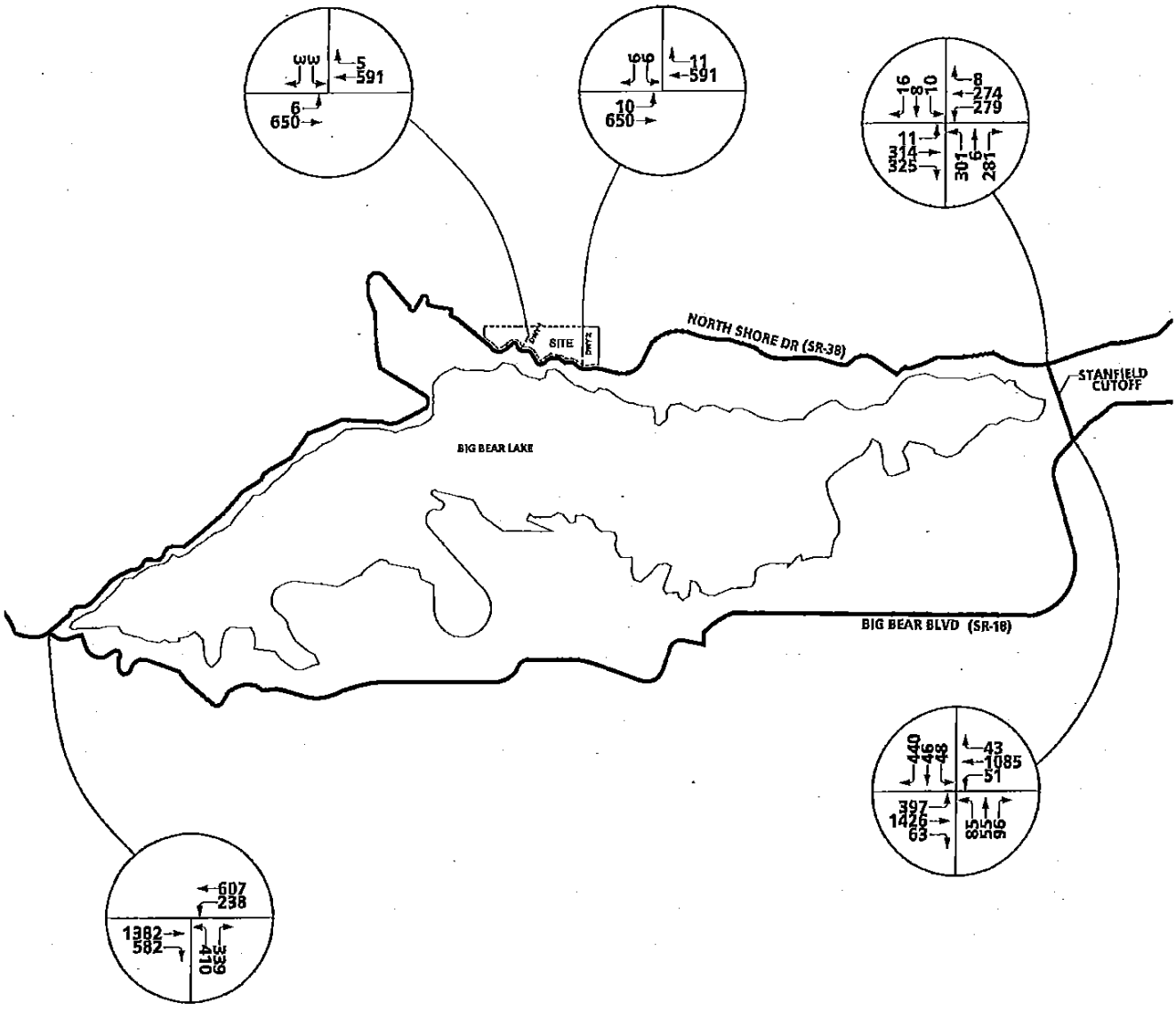


EXHIBIT 5-F

GENERAL PLAN BUILDOUT WITH PROJECT SUNDAY MIDDAY PEAK HOUR INTERSECTION VOLUMES



Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

Driveway #1 (NS) at:

- North Shore Drive (SR-38) (EW)

Driveway #2 (NS) at:

- North Shore Drive (SR-38) (EW)

The operations analysis worksheets for General Plan Buildout With Project (2030) traffic conditions are included in Appendix "H".

6.0 SUMMARY AND RECOMMENDATIONS

This chapter summarizes the findings of this traffic impact analysis, and provides a series of recommendations related to project implementation.

6.1 Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA) and the San Bernardino County Congestion Management Program (CMP). In conformance with the requirements of the San Bernardino County Congestion Management Program (CMP), the proposed project does not require a CMP traffic study. The CMP requires no analysis for projects that generate less than 250 peak hour trips. The project generates approximately 51 and 51 trips during the AM and PM peak hours, respectively; which is less than the required threshold for a CMP traffic study. However, a long-range traffic analysis has been required by County staff.

Project traffic volumes for all future conditions were estimated using a manual approach. The trip generation calculation is based on the most recent Institute of Transportation Engineers Trip Generation Rates, 7th Edition. The project trip distributions are derived from a select zone run of the San Bernardino Mountain Model.

Long Range General Plan Buildout (2030) conditions have been estimated based on the San Bernardino Mountain Model and the addition of both the project related peak hour volumes and the known cumulative development peak hour volumes per discussions with County staff.

6.1.1 The Project

The Moon Camp residential project is proposed to include 50 new single-family detached dwelling units and three lots for open space and common area on approximately 62.43 acres. Exhibit 1-B illustrates the project site plan.

The traffic related to the project has been calculated in accordance with the following accepted procedural steps:

- Trip Generation
- Trip Distribution
- Traffic Assignment

Table 2-2 (previously presented) summarizes the projected trip generation for the proposed development. As indicated in Table 2-2, the proposed Moon Camp residential development is projected to generate 479 trip-ends per day with 51 vehicles per hour during the weekday PM peak hour.

6.1.2 Existing Study Area Conditions

Regional access to the site is provided via North Shore Boulevard.

6.1.3 Future Conditions

An Interim Year (2010) analysis and long-range General Plan Buildout (2030) analysis are included in this report. Interim Year (2010) traffic operations analysis has been completed for the Friday PM and Sunday Mid-day peak hours and are shown in Tables 5-1 and 5-2 (previously presented). Friday PM peak hour and Sunday Mid-day peak hour traffic operations analysis are summarized in Tables 5-3 (previously presented)

for General Plan Buildout With Project (2030) conditions. All study intersections are projected to experience Level of Service "C" or better operations during the peak hours for all scenario analyzed.

6.2 Recommendations

The recommendations in this section address all necessary on-site improvements and off-site transportation improvements.

6.2.1 On-Site Improvements

On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself. Exhibit 6-A illustrates the recommended improvement measures to address on-site circulation requirements of the proposed site, which include the following:

- Sight distance at the project access roadway should be reviewed with respect to Caltrans / County of San Bernardino sight distance standards at the time of final grading landscape and street improvement plans.

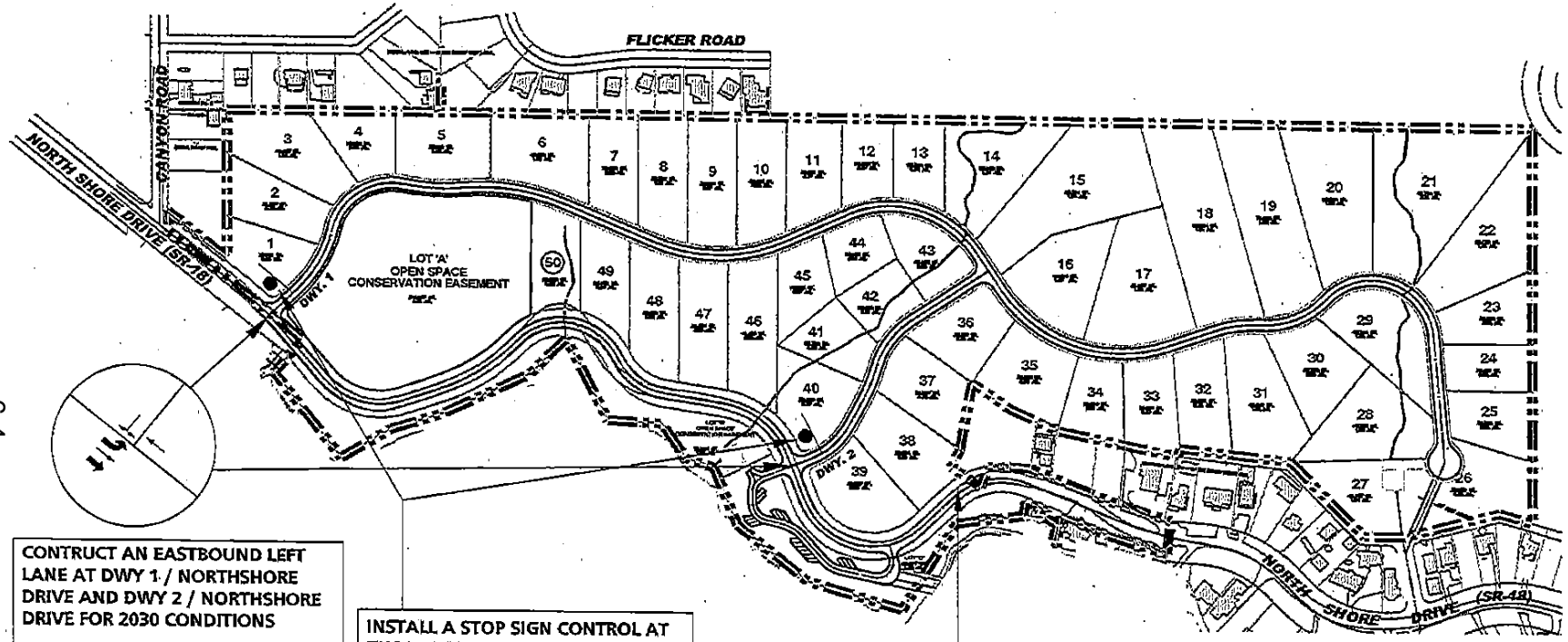
- Traffic signing / striping should be implemented in conjunction with detailed construction plans for the project site.

- Construct North Shore Drive at its ultimate half-section width as a Mountain Major highway from Canyon Drive to the Easterly project boundary.

- Install a stop sign control at Driveway #1 and Driveway #2

EXHIBIT 6-A

CIRCULATION RECOMMENDATIONS



CONTRUCT AN EASTBOUND LEFT LANE AT DWY 1 / NORTHSHORE DRIVE AND DWY 2 / NORTHSHORE DRIVE FOR 2030 CONDITIONS

INSTALL A STOP SIGN CONTROL AT THE DRIVEWAY 1 AND DRIVEWAY 2.

CONTRUCT A SECOND EASTBOUND THROUGH LANE AT DWY 1 / NORTHSHORE DRIVE AND DWY 2 / NORTHSHORE DRIVE FOR 2030 CONDITIONS

TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS ROADWAY SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND COUNTY OF SAN BERNARDINO SIGHT DISTANCE STANDARDS AT THE TIME OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

CONSTRUCT NORTH SHORE DRIVE AT ITS ULTIMATE HALF-SECTION AS A MOUNTAIN MAJOR HIGHWAY FROM CANYON ROAD TO THE EASTERLY PROJECT BOUNDARY.

LEGEND:

● = STOP SIGN

➡ = RECOMMENDED IMPROVEMENT

N

- Construct an Eastbound Left Turn Lane at Driveway 1 / North Shore Drive and Driveway 2/ North Shore Drive for 2030 Buildout Conditions

- Construct a 2nd Eastbound Through Lane at Driveway 1 / North Shore Drive and Driveway 2/ North Shore Drive for 2030 Buildout Conditions

6.2.2 Off-Site Improvements

The necessary off-site improvement recommendations were described in previous sections of this report. Exhibit 6-B illustrates the recommended improvements for 2010 Without Project and With Project traffic conditions. There are no additional recommended improvements for 2010 With Project traffic conditions compared to 2010 Without Project traffic conditions. Exhibit 6-C illustrates the recommended improvements for General Plan Buildout (2030) traffic conditions compared to the improvements shown on Exhibit 6-B.

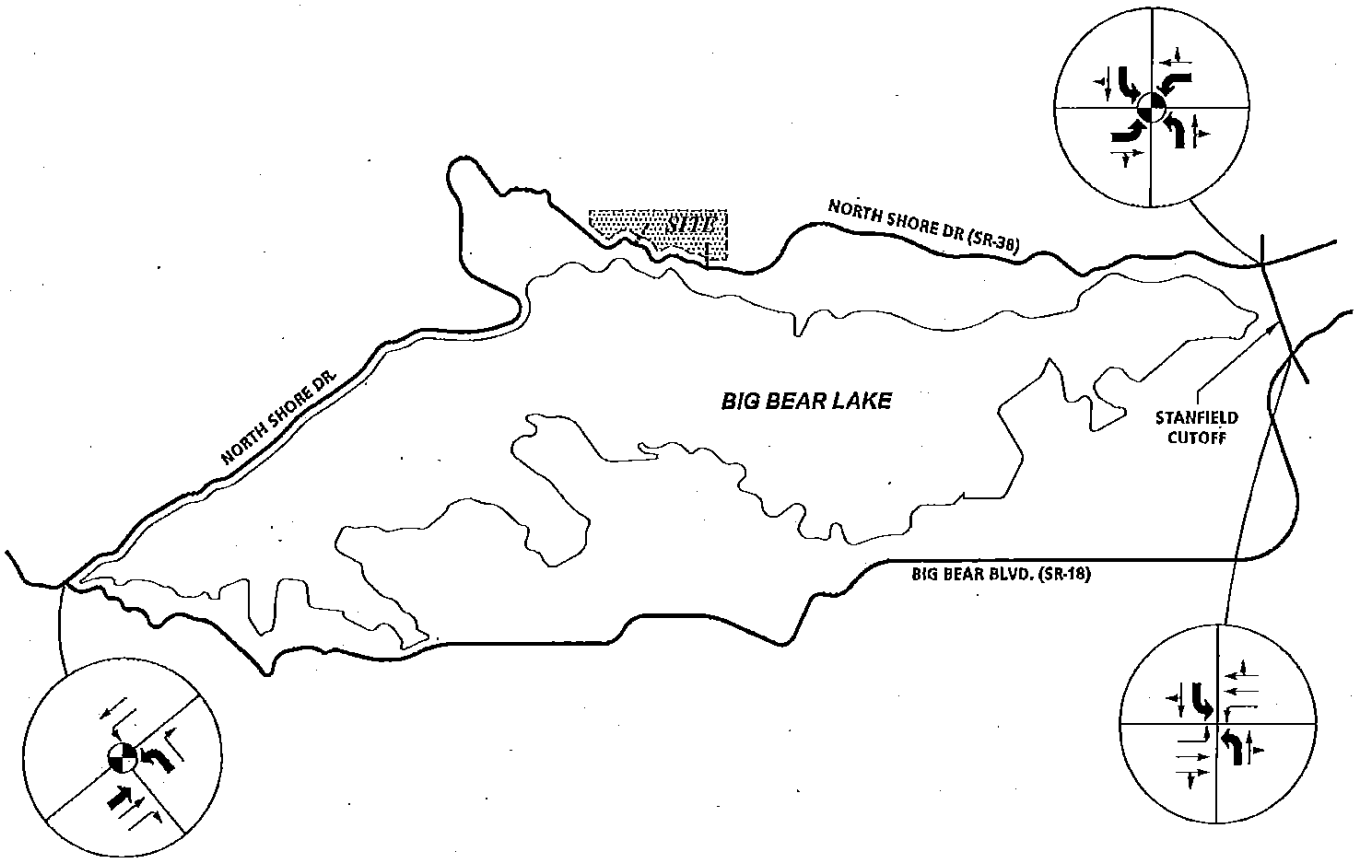
6.2.3 Project Fair Share Analysis

This section of the report summarizes the improvements and associated costs required to meet San Bernardino Congestion Management Program (CMP) level of service requirements for long range traffic condition, per discussion with County staff.

Table 6-1 indicates the needed long range 2030 improvements and resulting costs for the study area intersections. The cost data is provided in Appendix "G" of the San Bernardino Congestion Management Program, 2003 update (see Appendix "I"). Estimated cost (per SANBAG CMP table)

EXHIBIT 6-B

RECOMMENDED IMPROVEMENTS FOR 2010 WITHOUT AND WITH PROJECT CONDITIONS



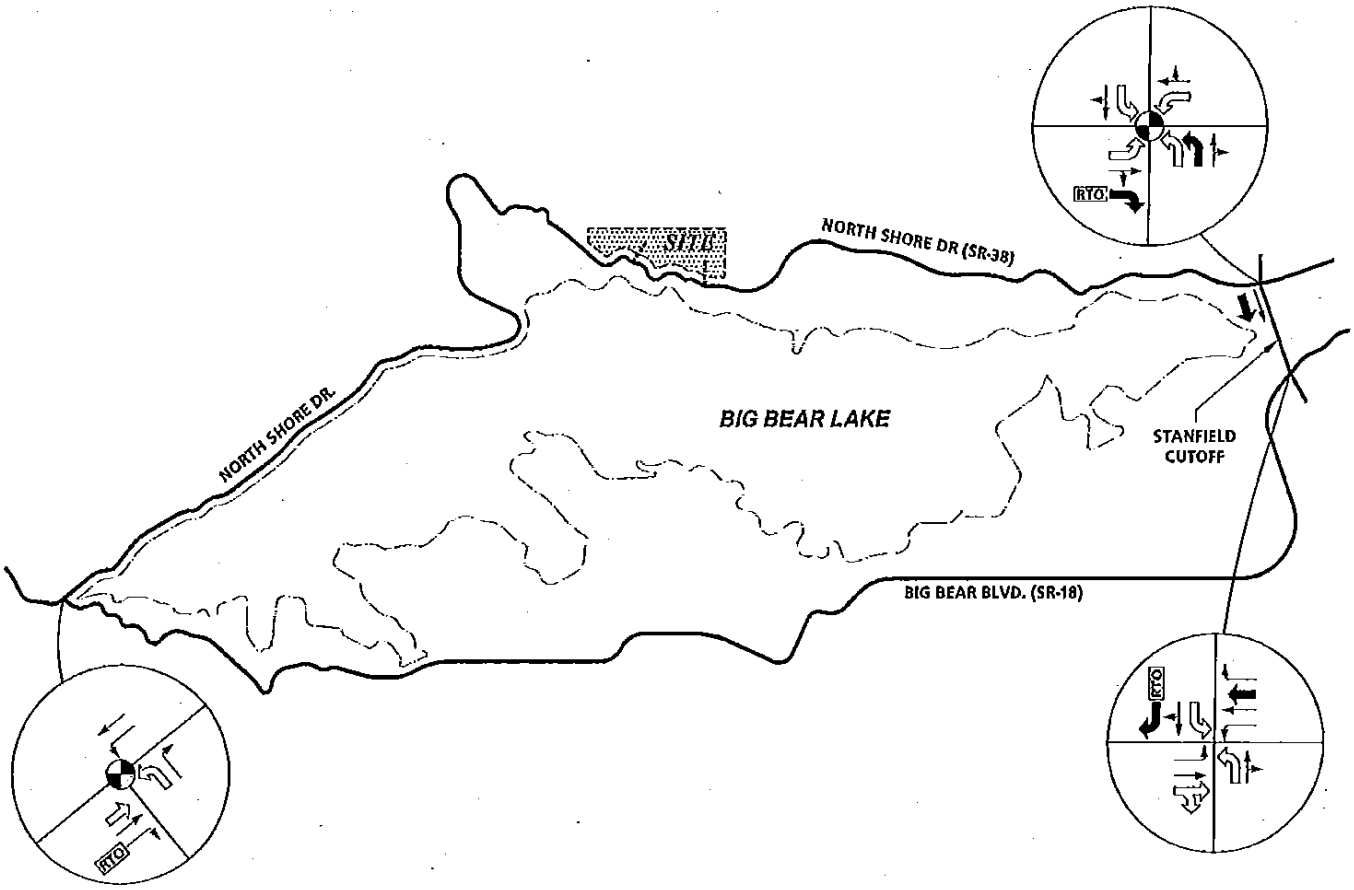
LEGEND:

= TRAFFIC SIGNAL
= EXISTING LANE
= CURRENT PHASE IMPROVEMENTS

N

EXHIBIT 6-C

ADDITIONAL RECOMMENDED IMPROVEMENTS FOR GENERAL PLAN BUILDOUT (2030) CONDITIONS



LEGEND:

- = TRAFFIC SIGNAL
- = EXISTING LANE
- = CURRENT PHASE IMPROVEMENTS
- = PREVIOUS PHASE IMPROVEMENTS
- RTO = RIGHT TURN OVERLAP PHASING IMPROVEMENTS

N

TABLE 6-1

ROADWAY IMPROVEMENTS COST

INTERSECTION	2030 IMPROVEMENTS	COST
North Shore Dr. (SR-38) (NS) at:	Install Traffic Signal	$400,000
• Big Bear Blvd. (SR-18) (EW)	Construct NB Left Turn Lane	$50,000
	Construct EB Through Lane	$289,720
	Add Right Turn Overlap Phasing	$25,000
		$764,720
Standfield Cutoff (NS) at:		
• North Shore Dr. (EW)	Install Traffic Signal	$400,000
	Construct 2 NB left turn lanes	$100,000
	Construct SB left turn lane	$50,000
	Construct EB left turn lane	$50,000
	Construct EB right turn lane	$50,000
	Add Right Turn Overlap Phasing	$25,000
	Construct WB left turn lane	$50,000
		$725,000
Stanfield Cutoff (NS) at:		
• Big Bear Blvd. (EW)	Construct NB left turn lane	$50,000
	Construct SB left turn lane	$50,000
	Construct SB right turn lane	$50,000
	Add Right Turn Overlap Phasing	$25,000
	Construct EB through lane	$289,720
	Construct WB through lane	$289,720
	Signal Modification	$40,000
		$794,440
TOTAL - COST OF CONSTRUCTION		**$2,284,160**

Source: Appendix "G" of the San Bernardino Congestion Management Program, 2003 update.

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for a through lane is $289,720 (600 feet long for upstream and 600 feet long including taper for downstream). As indicated in Table 6-1, the total cost of needed intersection improvements is $2,284,160.

The project fair share contribution towards the required improvements has also been calculated. Table 6-2 includes the project's cost contribution based on the project's percent of new traffic. As indicated in Table 6-2, the highest Friday PM or Sunday Mid-day fair share cost is approximately $48,921.

6.2.4 Transportation System Management Actions

a. Off-Site

As development in the area occurs, transit agencies should consider expanding service within the area.

b. On-Site

The on-site design should accommodate private and/or public bus access design and parking as necessary.

TABLE 6-2

PROJECT FAIR SHARE

SEGMENT	COST	PEAK HOUR	EXISTING TRAFFIC	2030 WITH PROJECT TRAFFIC	PROJECT TRAFFIC	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	(A) FRIDAY PM PROJECT COST SHARE	(B) SUNDAY MID. PROJECT COST SHARE	HIGHEST FRIDAY PM OR SUNDAY MID. COST SHARE
North Shore Dr. (SR-38) (NS) at:										
• Big Bear Blvd. (EW)	$764,720									
		Friday PM	906	2,600	16	1,694	0.94%	$7,223	$14,728	$14,728
		Sunday Midday	2208	3,558	26	1,350	1.93%			
Standfield Cutoff (NS) at:										
• North Shore Dr. (EW)	$725,000									
		Friday PM	822	2,436	36	1,614	2.23%	$16,171	$20,291	$20,291
		Sunday Midday	904	1,833	26	929	2.80%			
Stanfield Cutoff (NS) at:										
• Big Bear Blvd. (EW)	$794,440									
		Friday PM	2,745	4,648	29	1,903	1.52%	$12,107	$13,903	$13,903
		Sunday Midday	2,635	3,835	21	1,200	1.75%			
GRAND TOTAL - COST SHARE FOR IMPROVEMENTS								**$35,500**	**$48,921**	**$48,921**

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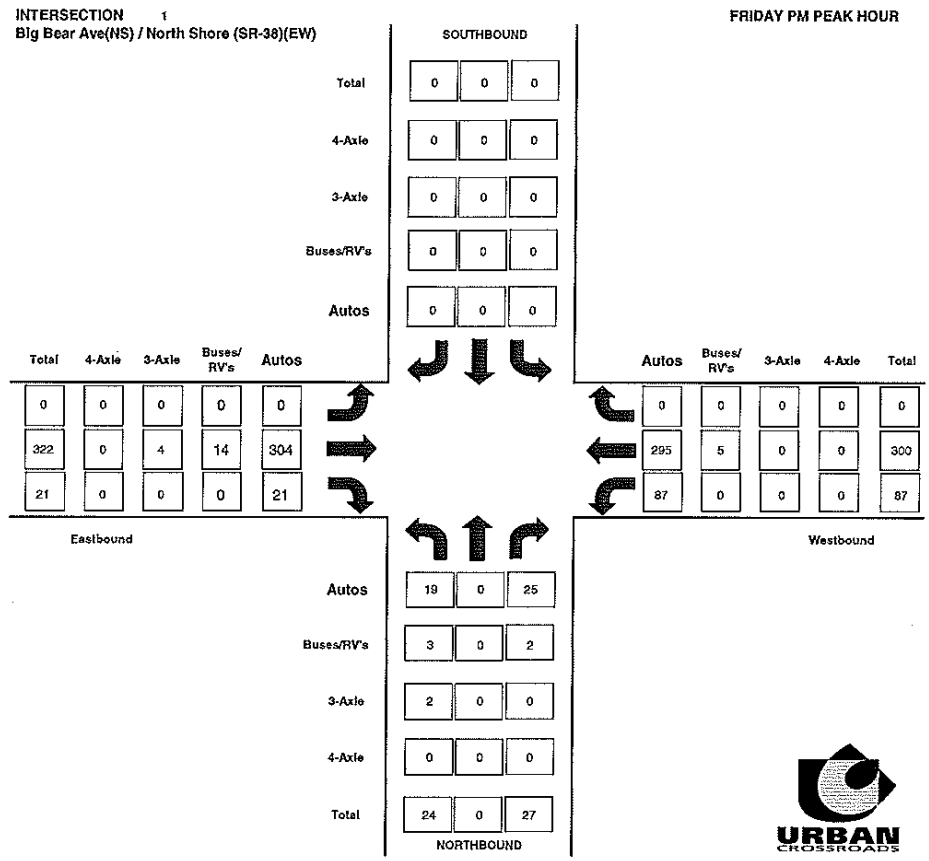
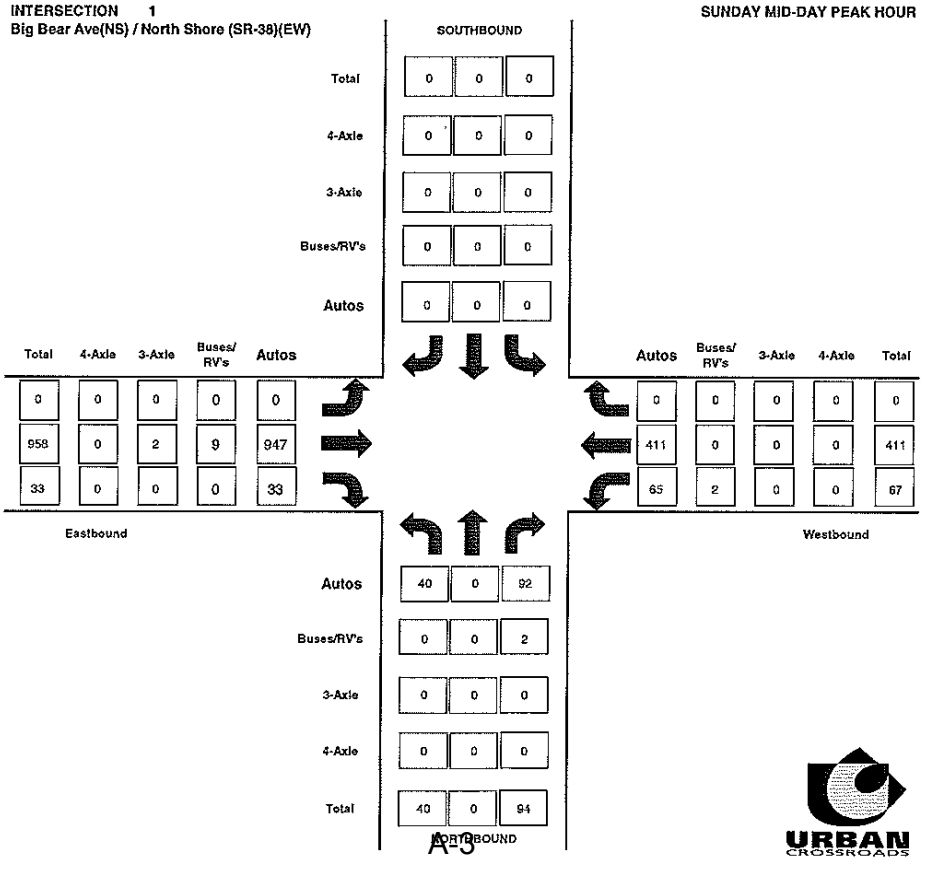
APPENDIX A

TRAFFIC COUNT DATA

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY





City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : Not Named 1
Site Code : 1
Start Date : 3/2/2007
Page No : 1

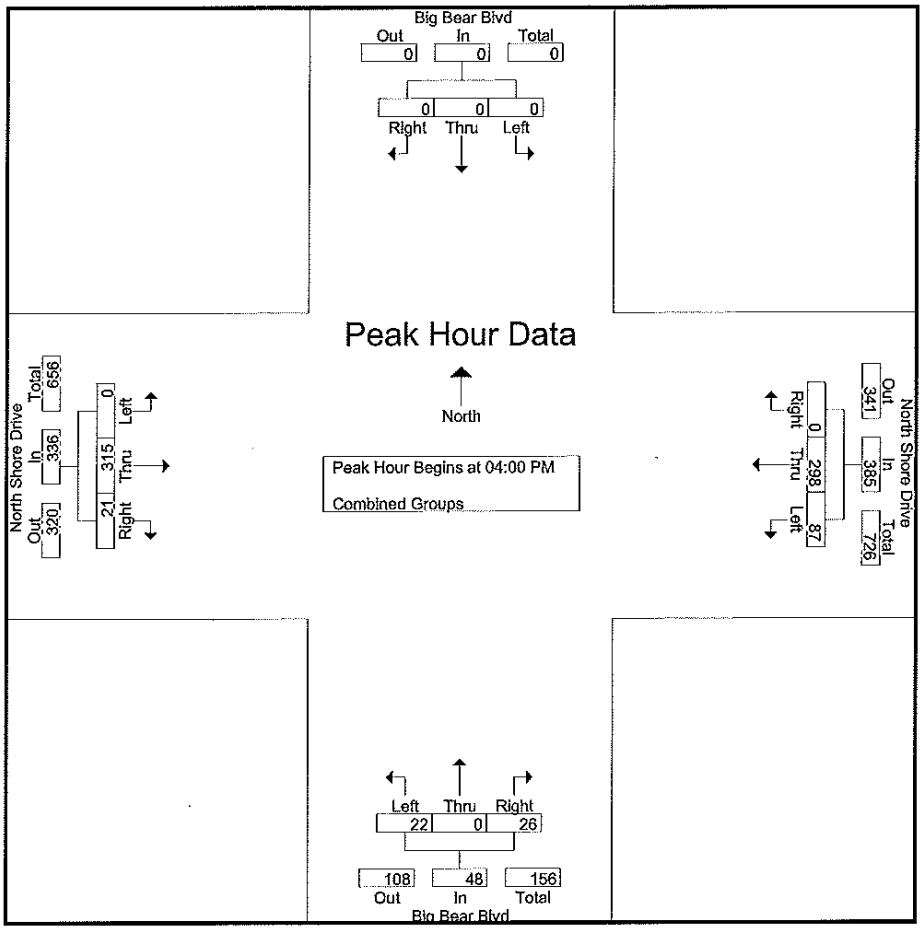
Groups Printed- Combined Groups

	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	17	87	0	104	3	0	9	12	0	80	5	85	201
04:15 PM	0	0	0	0	20	92	0	112	9	0	6	15	0	96	7	103	230
04:30 PM	0	0	0	0	20	66	0	86	6	0	6	12	0	88	7	95	193
04:45 PM	0	0	0	0	30	53	0	83	4	0	5	9	0	51	2	53	145
Total	0	0	0	0	87	298	0	385	22	0	26	48	0	315	21	336	769
05:00 PM	0	0	0	0	30	70	0	100	5	0	4	9	0	71	5	76	185
05:15 PM	0	0	0	0	17	74	0	91	2	0	5	7	0	79	6	85	183
05:30 PM	0	0	0	0	20	53	0	73	2	0	3	5	0	77	6	83	161
05:45 PM	0	0	0	0	8	43	0	51	1	0	2	3	0	45	0	45	99
Total	0	0	0	0	75	240	0	315	10	0	14	24	0	272	17	289	628
Grand Total	0	0	0	0	162	538	0	700	32	0	40	72	0	587	38	625	1397
Apprch %	0	0	0		23.1	76.9	0		44.4	0	55.6		0	93.9	6.1		
Total %	0	0	0	0	11.6	38.5	0	50.1	2.3	0	2.9	5.2	0	42	2.7	44.7	

	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	17	87	0	104	3	0	**9**	12	0	80	5	85	201
04:15 PM	0	0	0	0	20	**92**	0	**112**	**9**	0	6	**15**	0	**96**	**7**	**103**	**230**
04:30 PM	0	0	0	0	20	66	0	86	6	0	6	12	0	88	7	95	193
04:45 PM	0	0	0	0	**30**	53	0	83	4	0	5	9	0	51	2	53	145
Total Volume	0	0	0	0	87	298	0	385	22	0	26	48	0	315	21	336	769
% App. Total	0	0	0		22.6	77.4	0		45.8	0	54.2		0	93.8	6.2		
PHF	.000	.000	.000	.000	.725	.810	.000	.859	.611	.000	.722	.800	.000	.820	.750	.816	.836

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : Not Named 1
Site Code : 1
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	17	87	0	104	3	0	**9**	12	0	80	5	85
+15 mins.	0	0	0	0	20	**92**	0	**112**	**9**	0	6	**15**	0	**96**	**7**	**103**
+30 mins.	0	0	0	0	20	66	0	86	6	0	6	12	0	88	7	95
+45 mins.	0	0	0	0	**30**	53	0	83	4	0	5	9	0	51	2	53
Total Volume	0	0	0	0	87	298	0	385	22	0	26	48	0	315	21	336
% App. Total	0	0	0		22.6	77.4	0		45.8	0	54.2		0	93.8	6.2	
PHF	.000	.000	.000	.000	.725	.810	.000	.859	.611	.000	.722	.800	.000	.820	.750	.816

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 1

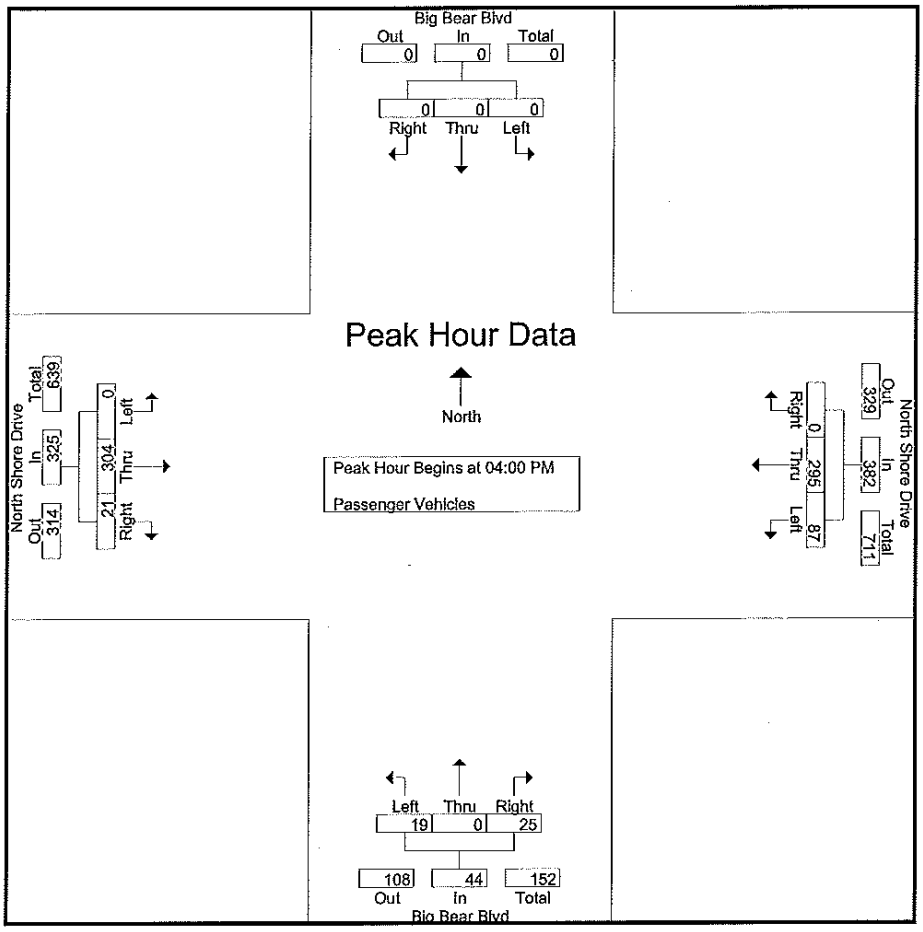
Groups Printed- Passenger Vehicles

	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	17	86	0	103	3	0	9	12	0	79	5	84	199
04:15 PM	0	0	0	0	20	91	0	111	7	0	5	12	0	90	7	97	220
04:30 PM	0	0	0	0	20	65	0	85	5	0	6	11	0	86	7	93	189
04:45 PM	0	0	0	0	30	53	0	83	4	0	5	9	0	49	2	51	143
Total	0	0	0	0	87	295	0	382	19	0	25	44	0	304	21	325	751
05:00 PM	0	0	0	0	30	69	0	99	3	0	4	7	0	69	5	74	180
05:15 PM	0	0	0	0	17	74	0	91	2	0	3	5	0	78	6	84	180
05:30 PM	0	0	0	0	20	53	0	73	2	0	3	5	0	75	6	81	159
05:45 PM	0	0	0	0	8	43	0	51	1	0	2	3	0	43	0	43	97
Total	0	0	0	0	75	239	0	314	8	0	12	20	0	265	17	282	616
Grand Total	0	0	0	0	162	534	0	696	27	0	37	64	0	569	38	607	1367
Apprch %	0	0	0		23.3	76.7	0		42.2	0	57.8		0	93.7	6.3		
Total %	0	0	0	0	11.9	39.1	0	50.9	2	0	2.7	4.7	0	41.6	2.8	44.4	

	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	17	86	0	103	3	0	**9**	**12**	0	79	5	84	199
04:15 PM	0	0	0	0	20	**91**	0	**111**	**7**	0	5	12	0	**90**	**7**	**97**	**220**
04:30 PM	0	0	0	0	20	65	0	85	5	0	6	11	0	86	7	93	189
04:45 PM	0	0	0	0	**30**	53	0	83	4	0	5	9	0	49	2	51	143
Total Volume	0	0	0	0	87	295	0	382	19	0	25	44	0	304	21	325	751
% App. Total	0	0	0		22.8	77.2	0		43.2	0	56.8		0	93.5	6.5		
PHF	.000	.000	.000	.000	.725	.810	.000	.860	.679	.000	.694	.917	.000	.844	.750	.838	.853

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	17	86	0	103	3	0	**9**	**12**	0	79	5	84
+15 mins.	0	0	0	0	20	**91**	0	**111**	**7**	0	5	12	0	**90**	**7**	**97**
+30 mins.	0	0	0	0	20	65	0	85	5	0	6	11	0	86	7	93
+45 mins.	0	0	0	0	**30**	53	0	83	4	0	5	9	0	49	2	51
Total Volume	0	0	0	0	87	295	0	382	19	0	25	44	0	304	21	325
% App. Total	0	0	0		22.8	77.2	0		43.2	0	56.8		0	93.5	6.5	
PHF	.000	.000	.000	.000	.725	.810	.000	.860	.679	.000	.694	.917	.000	.844	.750	.838

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 1

Groups Printed- Large 2 Axle

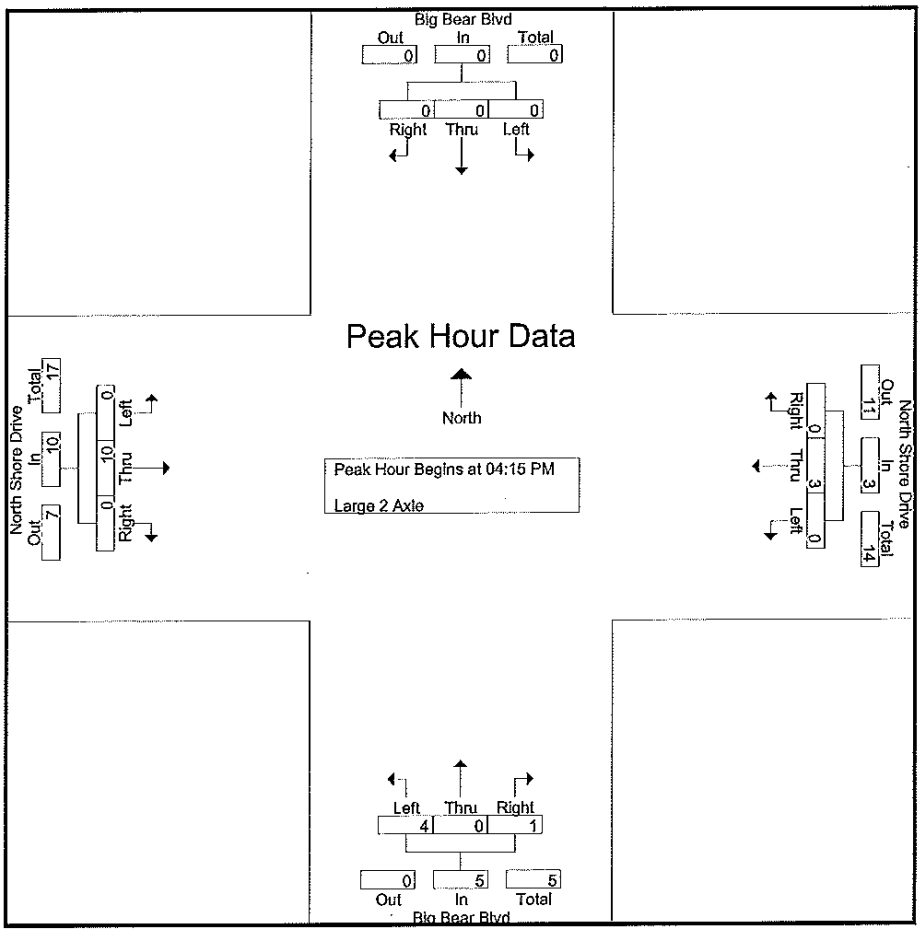
	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	6	0	6	10
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	2	0	1	3	0	9	0	9	15
05:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	1	0	1	2	0	2	4	0	7	0	7	12
Grand Total	0	0	0	0	0	4	0	4	4	0	3	7	0	16	0	16	27
Apprch %	0	0	0		0	100	0		57.1	0	42.9		0	100	0		
Total %	0	0	0	0	0	14.8	0	14.8	14.8	0	11.1	25.9	0	59.3	0	59.3	

	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	**2**	0	**1**	**3**	0	**6**	0	**6**	**10**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	2	0	2	5
Total Volume	0	0	0	0	0	3	0	3	4	0	1	5	0	10	0	10	18
% App. Total	0	0	0		0	100	0		80	0	20		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.250	.417	.000	.417	.000	.417	.450

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	2	0	1	3	0	6	0	6
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	2
Total Volume	0	0	0	0	0	3	0	3	4	0	1	5	0	10	0	10
% App. Total	0	0	0		0	100	0		80	0	20		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.250	.417	.000	.417	.000	.417

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 1

Groups Printed- 3 Axle

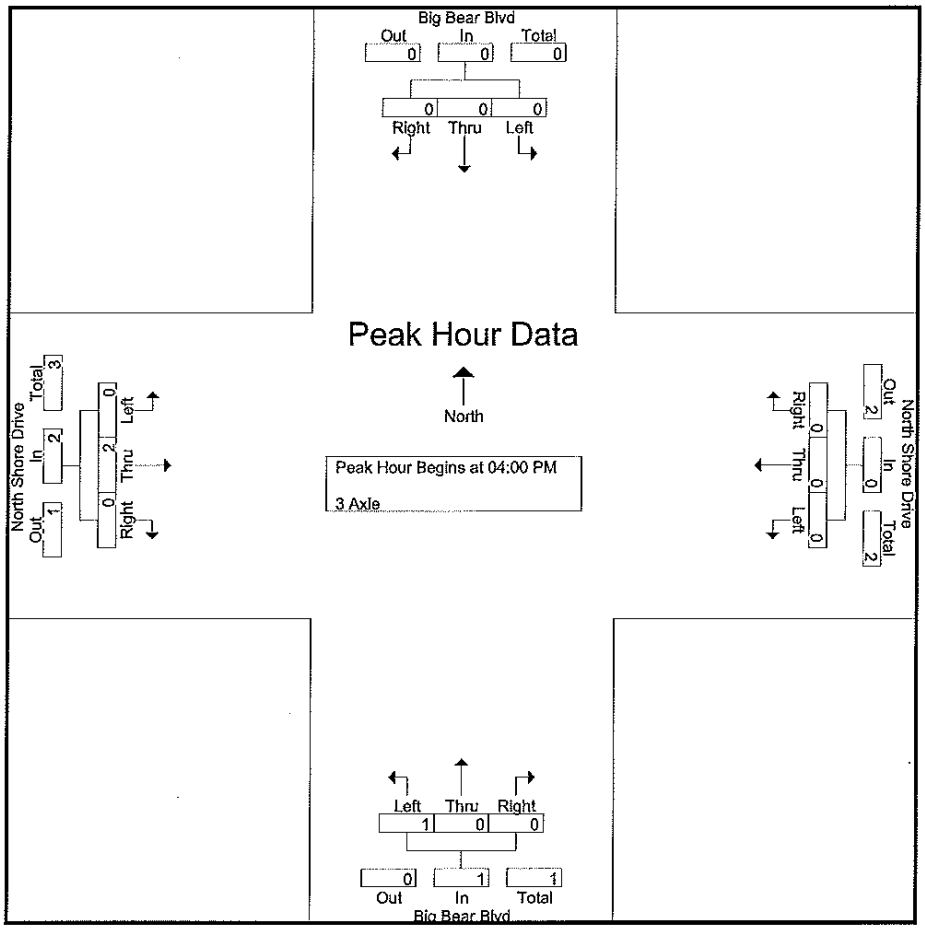
	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
Apprch %	0	0	0		0	0	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	33.3	0	0	33.3	0	66.7	0	66.7	

	Big Bear Blvd Southbound				North Shore Drive Westbound				Big Bear Blvd Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.500	.375

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.500

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr&BigBearBlvd Comb Sun
Site Code : 1
Start Date : 3/4/2007
Page No : 1

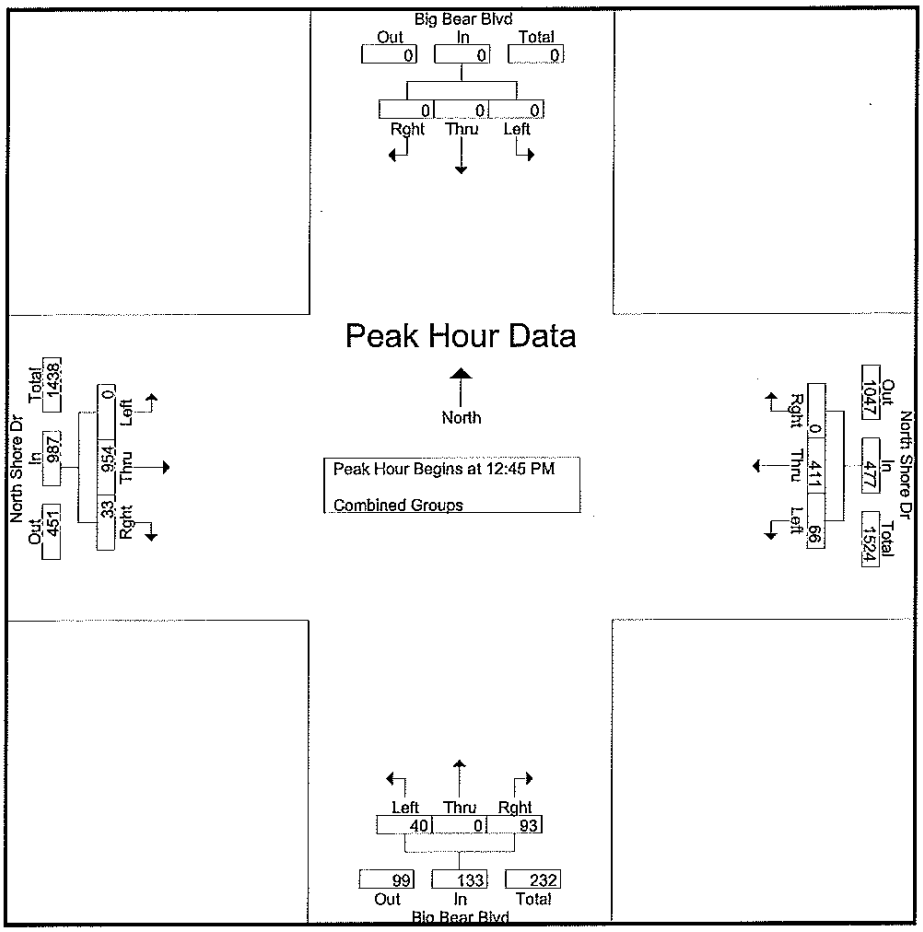
Groups Printed- Combined Groups

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	21	115	0	136	11	0	25	36	0	174	11	185	357
12:15 PM	0	0	0	0	18	101	0	119	8	0	21	29	0	183	6	189	337
12:30 PM	0	0	0	0	18	104	0	122	4	0	24	28	0	183	12	195	345
12:45 PM	0	0	0	0	10	103	0	113	7	0	27	34	0	228	8	236	383
Total	0	0	0	0	67	423	0	490	30	0	97	127	0	768	37	805	1422
01:00 PM	0	0	0	0	11	104	0	115	14	0	27	41	0	237	8	245	401
01:15 PM	0	0	0	0	26	126	0	152	6	0	19	25	0	251	10	261	438
01:30 PM	0	0	0	0	19	78	0	97	13	0	20	33	0	238	7	245	375
01:45 PM	0	0	0	0	18	71	0	89	8	0	22	30	0	213	13	226	345
Total	0	0	0	0	74	379	0	453	41	0	88	129	0	939	38	977	1559
Grand Total	0	0	0	0	141	802	0	943	71	0	185	256	0	1707	75	1782	2981
Apprch %	0	0	0		15	85	0		27.7	0	72.3		0	95.8	4.2		
Total %	0	0	0	0	4.7	26.9	0	31.6	2.4	0	6.2	8.6	0	57.3	2.5	59.8	

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	10	103	0	113	7	0	**27**	34	0	228	8	236	383
01:00 PM	0	0	0	0	11	104	0	115	**14**	0	27	**41**	0	237	8	245	401
01:15 PM	0	0	0	0	**26**	**126**	0	**152**	6	0	19	25	0	**251**	**10**	**261**	**438**
01:30 PM	0	0	0	0	19	78	0	97	13	0	20	33	0	238	7	245	375
Total Volume	0	0	0	0	66	411	0	477	40	0	93	133	0	954	33	987	1597
% App. Total	0	0	0		13.8	86.2	0		30.1	0	69.9		0	96.7	3.3		
PHF	.000	.000	.000	.000	.635	.815	.000	.785	.714	.000	.861	.811	.000	.950	.825	.945	.912

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr&BigBearBlvd Comb Sun
Site Code : 1
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:30 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	0	0	18	104	0	122	7	0	**27**	34	0	228	8	236
+15 mins.	0	0	0	0	10	103	0	113	**14**	0	27	**41**	0	237	8	245
+30 mins.	0	0	0	0	11	104	0	115	6	0	19	25	0	**251**	**10**	**261**
+45 mins.	0	0	0	0	**26**	**126**	0	**152**	13	0	20	33	0	238	7	245
Total Volume	0	0	0	0	65	437	0	502	40	0	93	133	0	954	33	987
% App. Total	0	0	0		12.9	87.1	0		30.1	0	69.9		0	96.7	3.3	
PHF	.000	.000	.000	.000	.625	.867	.000	.826	.714	.000	.861	.811	.000	.950	.825	.945

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 1

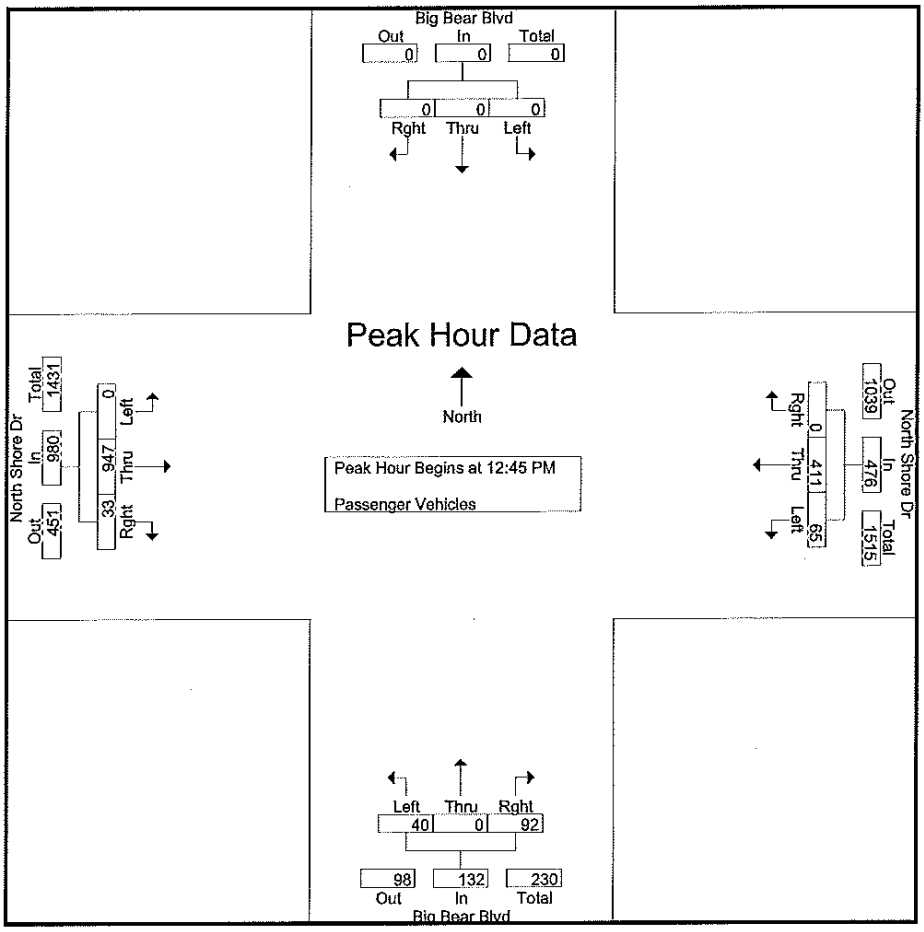
Groups Printed- Passenger Vehicles

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	21	115	0	136	11	0	25	36	0	172	11	183	355
12:15 PM	0	0	0	0	18	97	0	115	8	0	21	29	0	183	5	188	332
12:30 PM	0	0	0	0	18	104	0	122	4	0	24	28	0	183	12	195	345
12:45 PM	0	0	0	0	10	103	0	113	7	0	27	34	0	226	8	234	381
Total	0	0	0	0	67	419	0	486	30	0	97	127	0	764	36	800	1413
01:00 PM	0	0	0	0	11	104	0	115	14	0	26	40	0	236	8	244	399
01:15 PM	0	0	0	0	26	126	0	152	6	0	19	25	0	248	10	258	435
01:30 PM	0	0	0	0	18	78	0	96	13	0	20	33	0	237	7	244	373
01:45 PM	0	0	0	0	17	70	0	87	7	0	21	28	0	211	13	224	339
Total	0	0	0	0	72	378	0	450	40	0	86	126	0	932	38	970	1546
Grand Total	0	0	0	0	139	797	0	936	70	0	183	253	0	1696	74	1770	2959
Apprch %	0	0	0		14.9	85.1	0		27.7	0	72.3		0	95.8	4.2		
Total %	0	0	0	0	4.7	26.9	0	31.6	2.4	0	6.2	8.6	0	57.3	2.5	59.8	

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	10	103	0	113	7	0	**27**	34	0	226	8	234	381
01:00 PM	0	0	0	0	**11**	104	0	115	**14**	0	26	**40**	0	236	8	244	399
01:15 PM	0	0	0	0	**26**	**126**	0	**152**	6	0	19	25	0	**248**	**10**	**258**	**435**
01:30 PM	0	0	0	0	18	78	0	96	13	0	20	33	0	237	7	244	373
Total Volume	0	0	0	0	65	411	0	476	40	0	92	132	0	947	33	980	1588
% App. Total	0	0	0		13.7	86.3	0		30.3	0	69.7		0	96.6	3.4		
PHF	.000	.000	.000	.000	.625	.815	.000	.783	.714	.000	.852	.825	.000	.955	.825	.950	.913

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:30 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	0	0	18	104	0	122	7	0	**27**	34	0	226	8	234
+15 mins.	0	0	0	0	10	103	0	113	**14**	0	26	**40**	0	236	8	244
+30 mins.	0	0	0	0	11	104	0	115	6	0	19	25	0	**248**	**10**	**258**
+45 mins.	0	0	0	0	**26**	**126**	0	**152**	13	0	20	33	0	237	7	244
Total Volume	0	0	0	0	65	437	0	502	40	0	92	132	0	947	33	980
% App. Total	0	0	0		12.9	87.1	0		30.3	0	69.7		0	96.6	3.4	
PHF	.000	.000	.000	.000	.625	.867	.000	.826	.714	.000	.852	.825	.000	.955	.825	.950

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 1

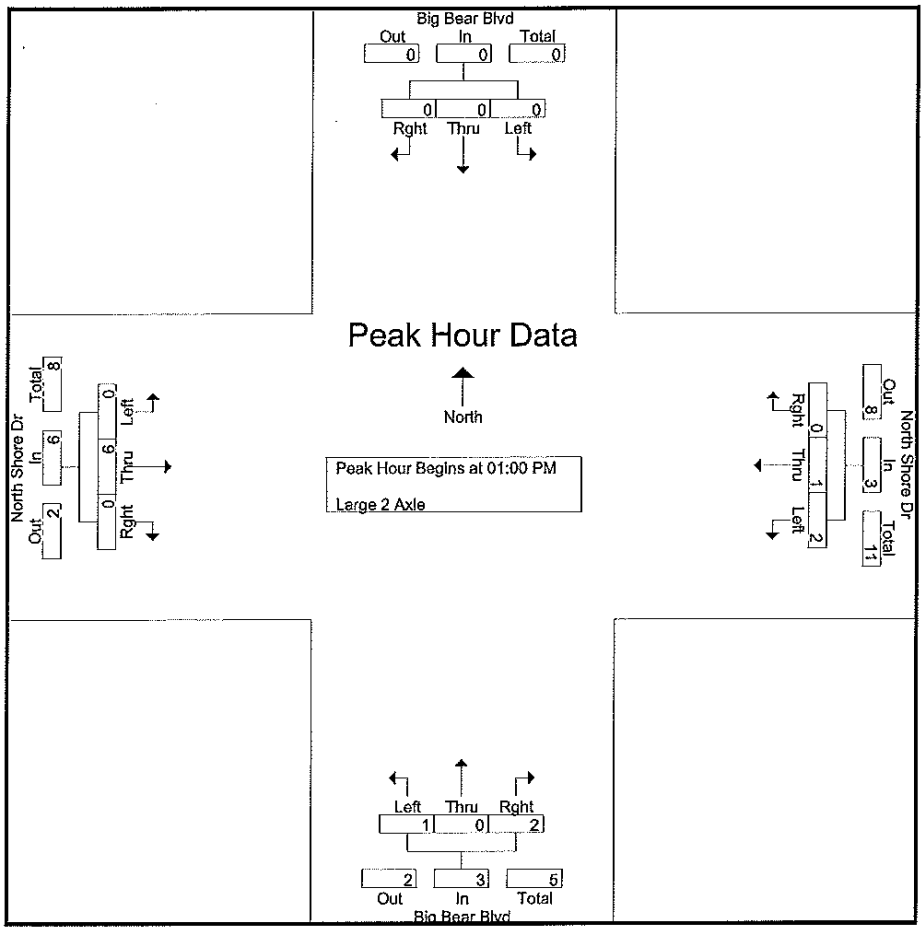
Groups Printed- Large 2 Axle

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
01:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	1	1	0	2	1	0	1	2	0	2	0	2	6
Total	0	0	0	0	2	1	0	3	1	0	2	3	0	6	0	6	12
Grand Total	0	0	0	0	2	4	0	6	1	0	2	3	0	10	1	11	20
Apprch %	0	0	0		33.3	66.7	0		33.3	0	66.7		0	90.9	9.1		
Total %	0	0	0	0	10	20	0	30	5	0	10	15	0	50	5	55	

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
01:30 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	1	**1**	0	**2**	**1**	0	1	**2**	0	2	0	2	**6**
Total Volume	0	0	0	0	2	1	0	3	1	0	2	3	0	6	0	6	12
% App. Total	0	0	0		66.7	33.3	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.375	.250	.000	.500	.375	.000	.500	.000	.500	.500

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				01:00 PM				12:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	2	0	2
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	1	**2**	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	1	0	2	3	0	6	0	6
% App. Total	0	0	0		0	100	0		33.3	0	66.7		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.500	.375	.000	.500	.000	.500

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 1

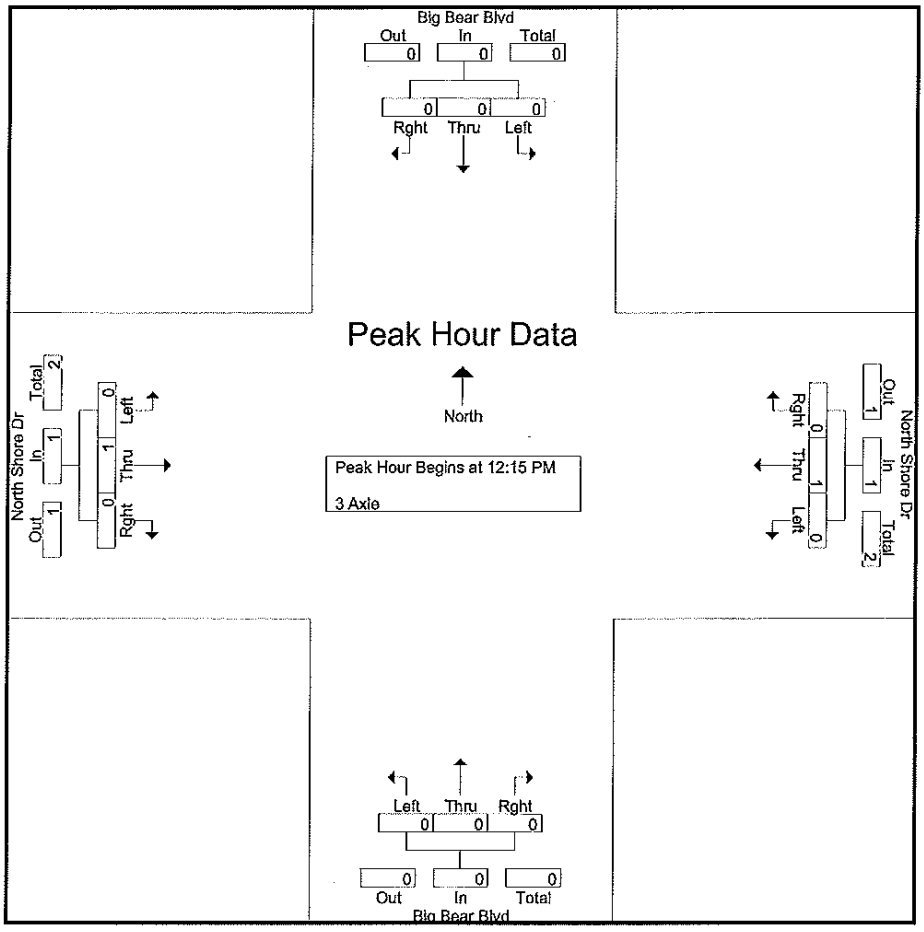
Groups Printed- 3 Axle

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Big Bear Blvd Southbound				North Shore Dr Westbound				Big Bear Blvd Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 2

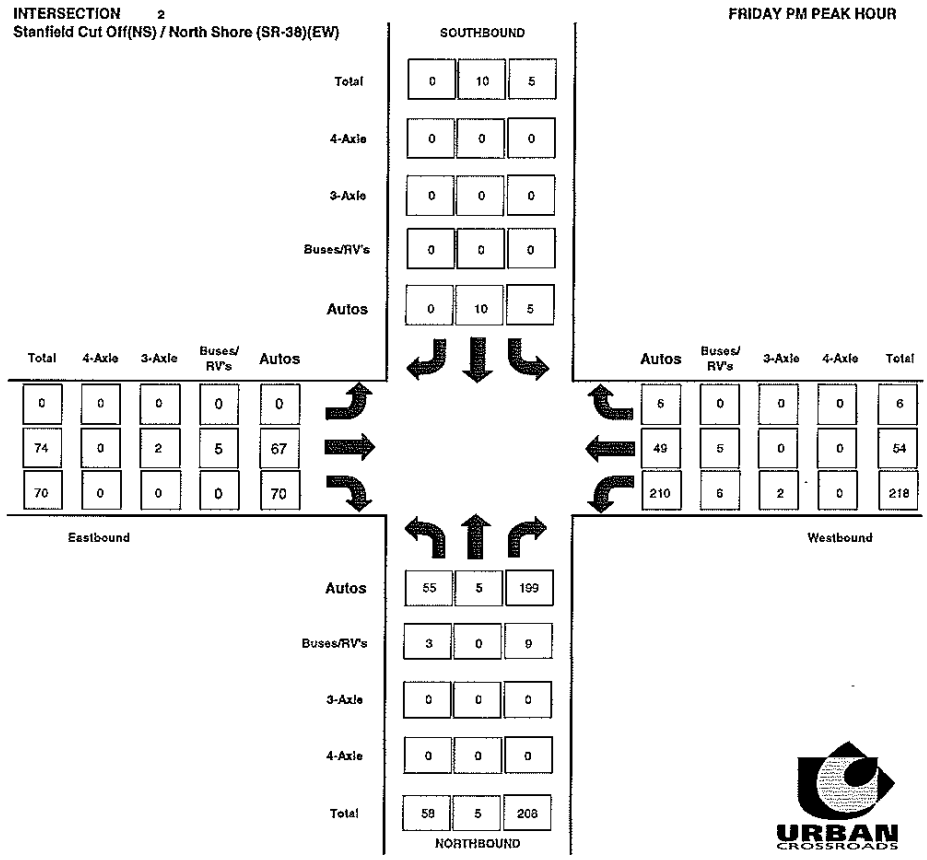


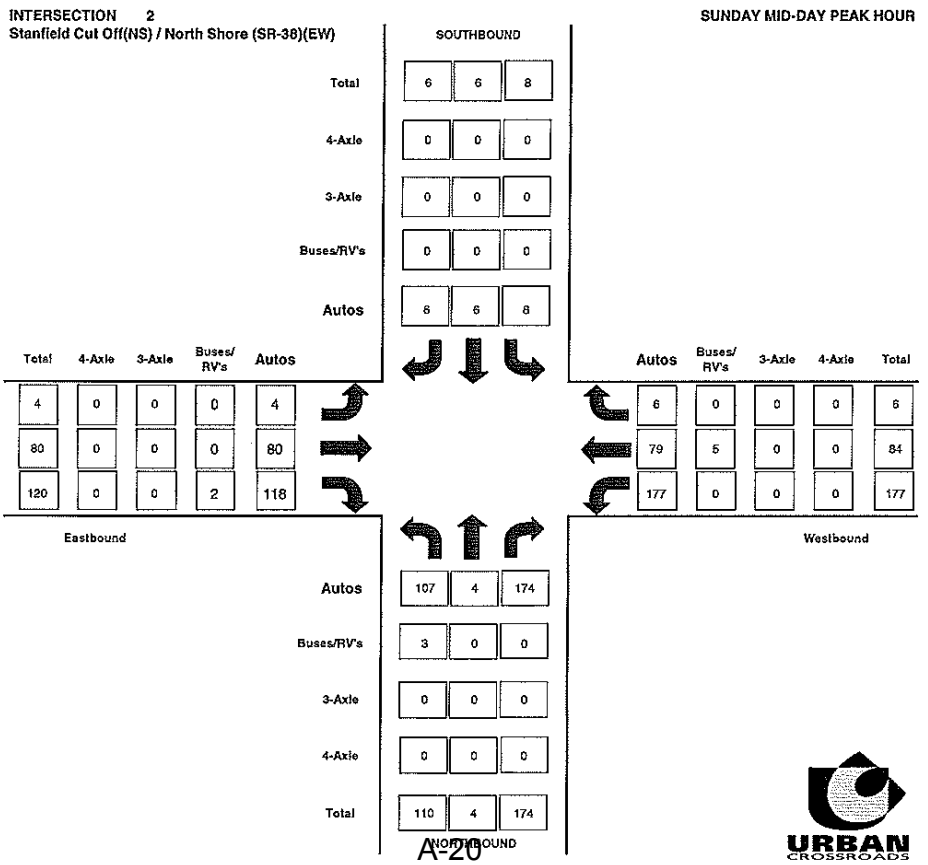
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY





City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield&NShoreDr Combined Fri
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- Combined Groups

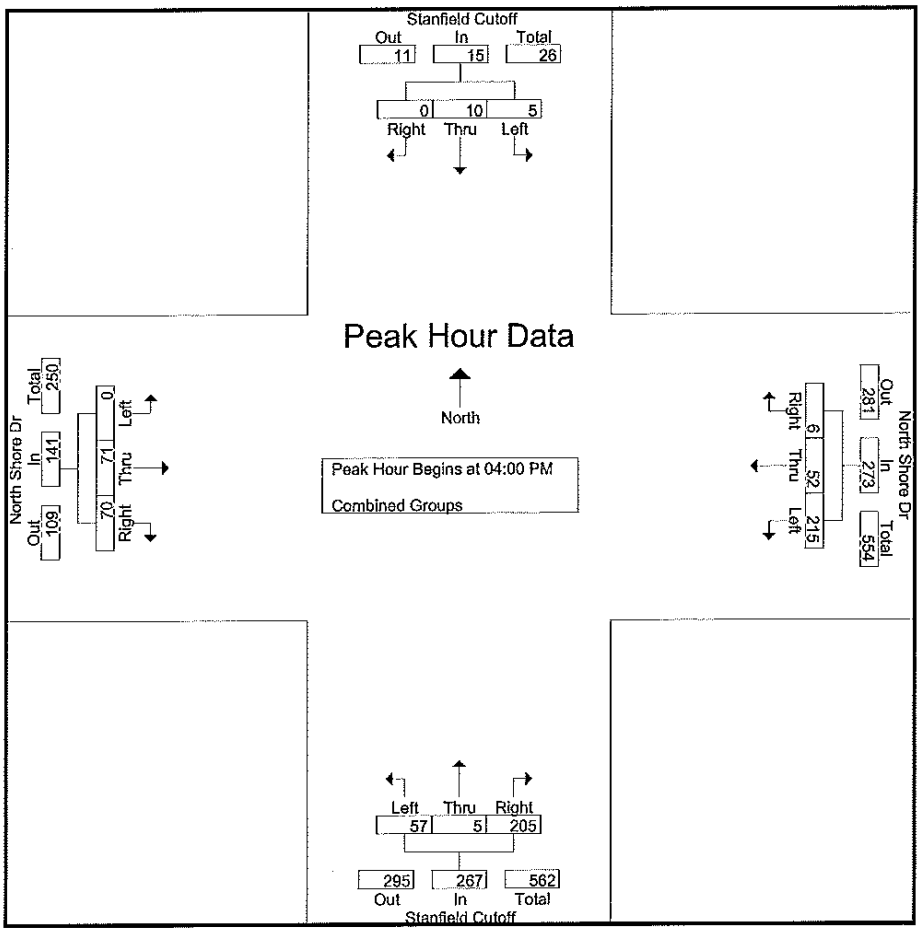
	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	0	5	64	15	2	81	18	1	48	67	0	19	22	41	194
04:15 PM	0	6	0	6	46	10	0	56	11	2	53	66	0	21	20	41	169
04:30 PM	1	0	0	1	57	15	2	74	12	1	54	67	0	11	17	28	170
04:45 PM	3	0	0	3	48	12	2	62	16	1	50	67	0	20	11	31	163
Total	5	10	0	15	215	52	6	273	57	5	205	267	0	71	70	141	696
05:00 PM	1	3	0	4	44	9	2	55	15	4	62	81	0	12	12	24	164
05:15 PM	2	2	0	4	41	8	1	50	14	2	38	54	0	20	15	35	143
05:30 PM	0	2	1	3	40	10	0	50	12	2	48	62	0	11	10	21	136
05:45 PM	3	1	0	4	32	6	1	39	13	0	42	55	0	25	21	46	144
Total	6	8	1	15	157	33	4	194	54	8	190	252	0	68	58	126	587
Grand Total	11	18	1	30	372	85	10	467	111	13	395	519	0	139	128	267	1283
Apprch %	36.7	60	3.3		79.7	18.2	2.1		21.4	2.5	76.1		0	52.1	47.9		
Total %	0.9	1.4	0.1	2.3	29	6.6	0.8	36.4	8.7	1	30.8	40.5	0	10.8	10	20.8	

	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	4	0	5	**64**	**15**	**2**	**81**	**18**	1	48	**67**	0	19	**22**	**41**	**194**
04:15 PM	0	**6**	0	**6**	46	10	0	56	11	**2**	53	66	0	**21**	20	41	169
04:30 PM	1	0	0	1	57	15	2	74	12	1	**54**	67	0	11	17	28	170
04:45 PM	**3**	0	0	3	48	12	2	62	16	1	50	67	0	20	11	31	163
Total Volume	5	10	0	15	215	52	6	273	57	5	205	267	0	71	70	141	696
% App. Total	33.3	66.7	0		78.8	19	2.2		21.3	1.9	76.8		0	50.4	49.6		
PHF	.417	.417	.000	.625	.840	.867	.750	.843	.792	.625	.949	.996	.000	.845	.795	.860	.897

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield&NShoreDr Combined Fri
Site Code : 2
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	1	4	0	5	**64**	**15**	**2**	**81**	11	2	53	66	0	19	**22**	**41**
+15 mins.	0	**6**	0	**6**	46	10	0	56	12	1	54	67	0	**21**	20	41
+30 mins.	1	0	0	1	57	15	2	74	**16**	1	50	67	0	11	17	28
+45 mins.	**3**	0	0	3	48	12	2	62	15	**4**	**62**	**81**	0	20	11	31
Total Volume	5	10	0	15	215	52	6	273	54	8	219	281	0	71	70	141
% App. Total	33.3	66.7	0		78.8	19	2.2		19.2	2.8	77.9		0	50.4	49.6	
PHF	.417	.417	.000	.625	.840	.867	.750	.843	.844	.500	.883	.867	.000	.845	.795	.860

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- Passenger Vehicles

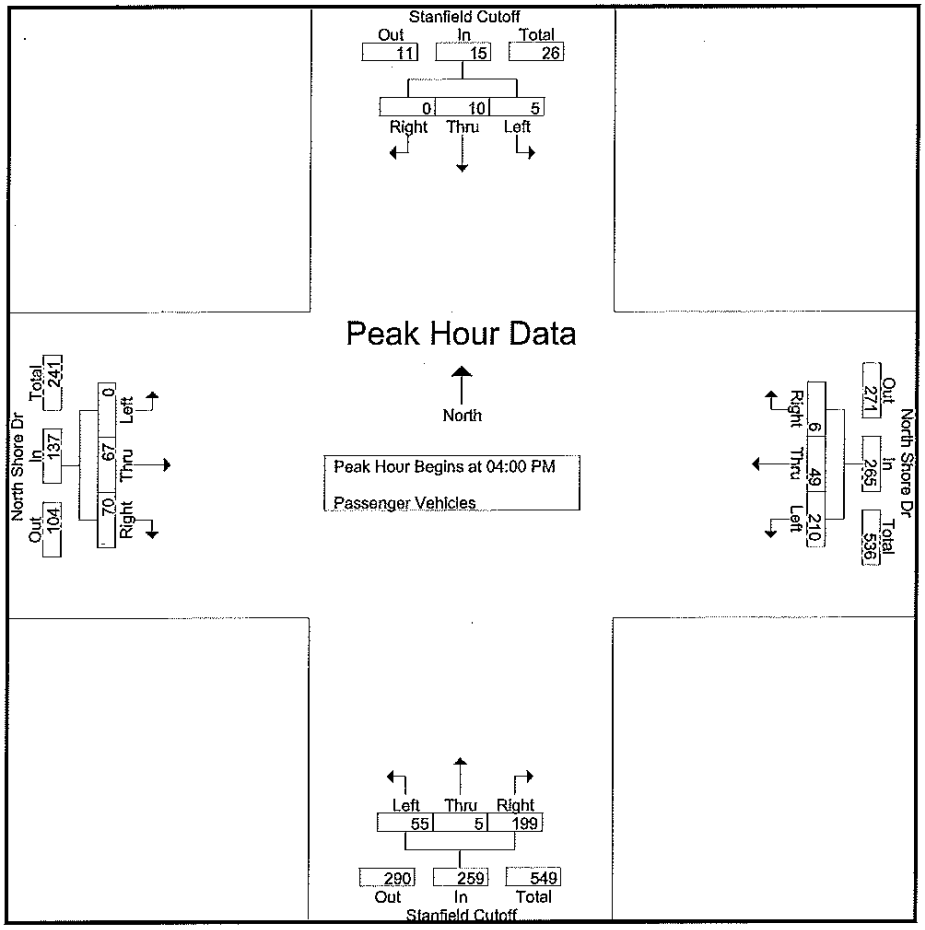
	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	0	5	61	14	2	77	16	1	48	65	0	18	22	40	187
04:15 PM	0	6	0	6	46	10	0	56	11	2	52	65	0	21	20	41	168
04:30 PM	1	0	0	1	56	14	2	72	12	1	52	65	0	9	17	26	164
04:45 PM	3	0	0	3	47	11	2	60	16	1	47	64	0	19	11	30	157
Total	5	10	0	15	210	49	6	265	55	5	199	259	0	67	70	137	676
05:00 PM	1	3	0	4	44	8	2	54	13	4	61	78	0	11	12	23	159
05:15 PM	2	2	0	4	39	8	1	48	14	2	38	54	0	17	14	31	137
05:30 PM	0	2	1	3	38	10	0	48	12	2	48	62	0	11	10	21	134
05:45 PM	2	1	0	3	30	6	1	37	13	0	42	55	0	24	20	44	139
Total	5	8	1	14	151	32	4	187	52	8	189	249	0	63	56	119	569
Grand Total	10	18	1	29	361	81	10	452	107	13	388	508	0	130	126	256	1245
Apprch %	34.5	62.1	3.4		79.9	17.9	2.2		21.1	2.6	76.4		0	50.8	49.2		
Total %	0.8	1.4	0.1	2.3	29	6.5	0.8	36.3	8.6	1	31.2	40.8	0	10.4	10.1	20.6	

	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	4	0	5	**61**	**14**	**2**	**77**	**16**	1	48	**65**	0	18	**22**	40	**187**
04:15 PM	0	**6**	0	**6**	46	10	0	56	11	**2**	**52**	65	0	**21**	20	**41**	168
04:30 PM	1	0	0	1	56	14	2	72	12	1	52	65	0	9	17	26	164
04:45 PM	**3**	0	0	3	47	11	2	60	16	1	47	64	0	19	11	30	157
Total Volume	5	10	0	15	210	49	6	265	55	5	199	259	0	67	70	137	676
% App. Total	33.3	66.7	0		79.2	18.5	2.3		21.2	1.9	76.8		0	48.9	51.1		
PHF	.417	.417	.000	.625	.861	.875	.750	.860	.859	.625	.957	.996	.000	.798	.795	.835	.904

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	1	4	0	5	**61**	**14**	**2**	**77**	11	2	52	65	0	18	**22**	40
+15 mins.	0	**6**	0	**6**	46	10	0	56	12	1	52	65	0	**21**	20	**41**
+30 mins.	1	0	0	1	56	14	2	72	**16**	1	47	64	0	9	17	26
+45 mins.	**3**	0	0	3	47	11	2	60	13	**4**	**61**	**78**	0	19	11	30
Total Volume	5	10	0	15	210	49	6	265	52	8	212	272	0	67	70	137
% App. Total	33.3	66.7	0		79.2	18.5	2.3		19.1	2.9	77.9		0	48.9	51.1	
PHF	.417	.417	.000	.625	.861	.875	.750	.860	.813	.500	.869	.872	.000	.798	.795	.835

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- Large 2 Axle

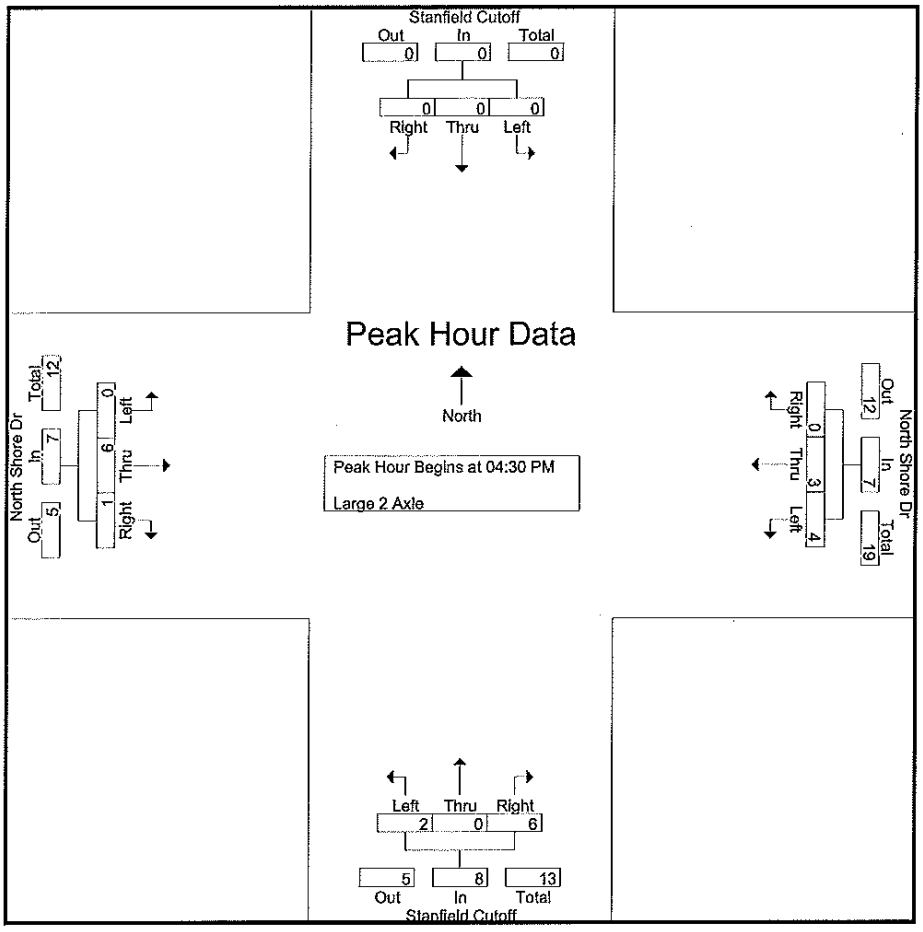
	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	1	0	3	2	0	0	2	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	2	0	0	2	2	0	1	0	1	5
04:45 PM	0	0	0	0	1	1	0	2	0	0	3	3	0	1	0	1	6
Total	0	0	0	0	4	3	0	7	2	0	6	8	0	3	0	3	18
05:00 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	3	1	4	6
05:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	1	1	2	5
Total	1	0	0	1	6	1	0	7	2	0	1	3	0	5	2	7	18
Grand Total	1	0	0	1	10	4	0	14	4	0	7	11	0	8	2	10	36
Apprch %	100	0	0		71.4	28.6	0		36.4	0	63.6		0	80	20		
Total %	2.8	0	0	2.8	27.8	11.1	0	38.9	11.1	0	19.4	30.6	0	22.2	5.6	27.8	

	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	1	0	2	0	0	2	2	0	1	0	1	5
04:45 PM	0	0	0	0	1	1	0	2	0	0	3	3	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	3	1	4	6
Total Volume	0	0	0	0	4	3	0	7	2	0	6	8	0	6	1	7	22
% App. Total	0	0	0		57.1	42.9	0		25	0	75		0	85.7	14.3		
PHF	.000	.000	.000	.000	.500	.750	.000	.875	.250	.000	.500	.667	.000	.500	.250	.438	.917

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	0	0	0	0	2	1	0	3	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1
+30 mins.	0	0	0	0	1	1	0	2	0	0	3	3	0	1	0	1
+45 mins.	1	0	0	1	1	1	0	2	2	0	1	3	0	3	1	4
Total Volume	1	0	0	1	4	3	0	7	2	0	7	9	0	6	1	7
% App. Total	100	0	0		57.1	42.9	0		22.2	0	77.8		0	85.7	14.3	
PHF	.250	.000	.000	.250	.500	.750	.000	.583	.250	.000	.583	.750	.000	.500	.250	.438

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- 3 Axle

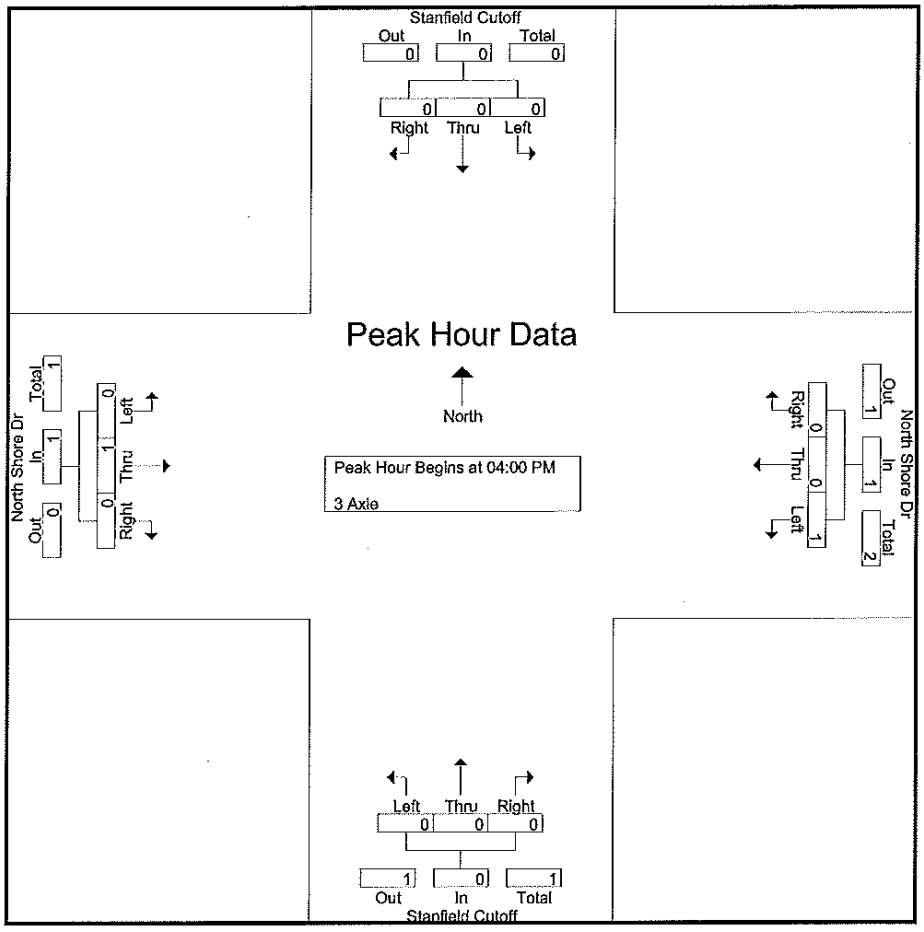
	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		100	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	50	0	0	50	0	0	0	0	0	50	0	50	

	Stanfield Cutoff Southbound				North Shore Dr Westbound				Stanfield Cutoff Northbound				North Shore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield&NShoreDr Combined Sun
Site Code : 2
Start Date : 3/4/2007
Page No : 1

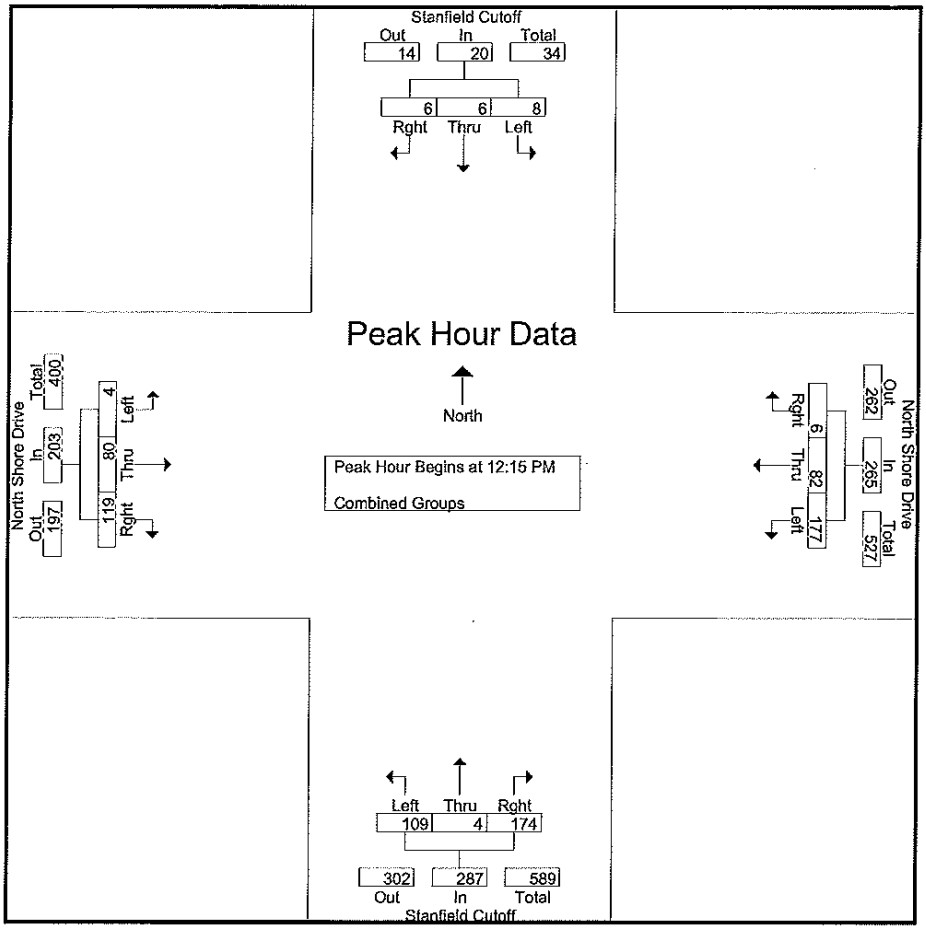
Groups Printed- Combined Groups

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	2	1	1	4	39	15	4	58	32	1	39	72	0	16	24	40	174
12:15 PM	2	3	3	8	50	25	1	76	23	0	36	59	1	17	25	43	186
12:30 PM	2	1	2	5	47	21	2	70	36	0	41	77	2	21	35	58	210
12:45 PM	2	1	1	4	33	25	2	60	23	2	56	81	0	16	25	41	186
Total	8	6	7	21	169	86	9	264	114	3	172	289	3	70	109	182	756
01:00 PM	2	1	0	3	47	11	1	59	27	2	41	70	1	26	34	61	193
01:15 PM	4	0	1	5	48	14	3	65	22	0	54	76	0	21	19	40	186
01:30 PM	1	3	0	4	34	20	2	56	30	1	62	93	0	14	27	41	194
01:45 PM	0	1	0	1	26	16	3	45	25	1	31	57	0	28	25	53	156
Total	7	5	1	13	155	61	9	225	104	4	188	296	1	89	105	195	729
Grand Total	15	11	8	34	324	147	18	489	218	7	360	585	4	159	214	377	1485
Apprch %	44.1	32.4	23.5		66.3	30.1	3.7		37.3	1.2	61.5		1.1	42.2	56.8		
Total %	1	0.7	0.5	2.3	21.8	9.9	1.2	32.9	14.7	0.5	24.2	39.4	0.3	10.7	14.4	25.4	

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**2**	**3**	**3**	**8**	**50**	**25**	1	**76**	23	0	36	59	1	17	25	43	186
12:30 PM	2	1	2	5	47	21	**2**	70	**36**	0	41	77	**2**	21	**35**	58	**210**
12:45 PM	2	1	1	4	33	25	2	60	23	**2**	**56**	**81**	0	16	25	41	186
01:00 PM	2	1	0	3	47	11	1	59	27	2	41	70	1	**26**	34	**61**	193
Total Volume	8	6	6	20	177	82	6	265	109	4	174	287	4	80	119	203	775
% App. Total	40	30	30		66.8	30.9	2.3		38	1.4	60.6		2	39.4	58.6		
PHF	1.000	.500	.500	.625	.885	.820	.750	.872	.757	.500	.777	.886	.500	.769	.850	.832	.923

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield&NShoreDr Combined Sun
Site Code : 2
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				12:45 PM				12:15 PM			
+0 mins.	**2**	1	**1**	4	**50**	**25**	1	**76**	23	**2**	56	81	1	17	25	43
+15 mins.	2	**3**	**3**	**8**	47	21	**2**	70	27	2	41	70	**2**	21	**35**	58
+30 mins.	2	1	2	5	33	25	2	60	22	0	54	76	0	16	25	41
+45 mins.	2	**1**	1	4	47	11	1	59	**30**	1	**62**	**93**	1	**26**	34	**61**
Total Volume	8	6	7	21	177	82	6	265	102	5	213	320	4	80	119	203
% App. Total	38.1	28.6	33.3		66.8	30.9	2.3		31.9	1.6	66.6		2	39.4	58.6	
PHF	1.000	.500	.583	.656	.885	.820	.750	.872	.850	.625	.859	.860	.500	.769	.850	.832

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
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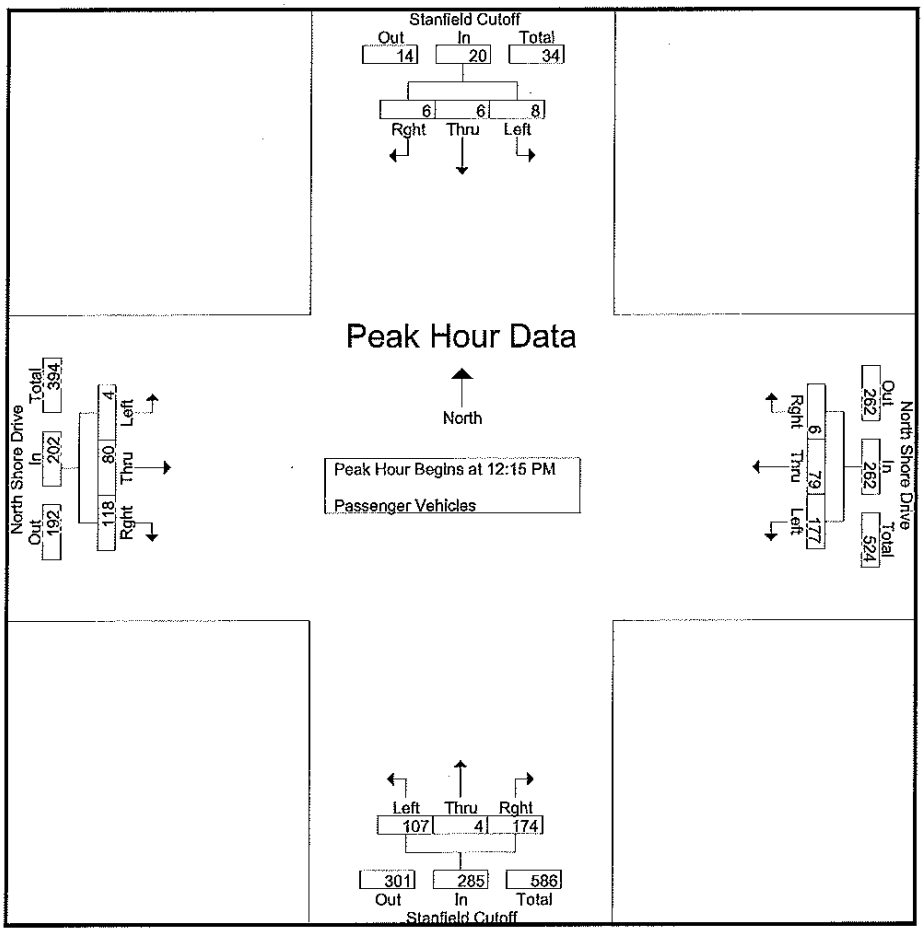
Groups Printed- Passenger Vehicles

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	2	1	1	4	39	15	4	58	32	1	39	72	0	16	24	40	174
12:15 PM	2	3	3	8	50	23	1	74	23	0	36	59	1	17	25	43	184
12:30 PM	2	1	2	5	47	21	2	70	36	0	41	77	2	21	35	58	210
12:45 PM	2	1	1	4	33	25	2	60	22	2	56	80	0	16	25	41	185
Total	8	6	7	21	169	84	9	262	113	3	172	288	3	70	109	182	753
01:00 PM	2	1	0	3	47	10	1	58	26	2	41	69	1	26	33	60	190
01:15 PM	4	0	1	5	48	14	3	65	22	0	53	75	0	19	19	38	183
01:30 PM	1	3	0	4	34	20	2	56	29	1	62	92	0	14	27	41	193
01:45 PM	0	1	0	1	25	16	3	44	25	1	30	56	0	27	23	50	151
Total	7	5	1	13	154	60	9	223	102	4	186	292	1	86	102	189	717
Grand Total	15	11	8	34	323	144	18	485	215	7	358	580	4	156	211	371	1470
Apprch %	44.1	32.4	23.5		66.6	29.7	3.7		37.1	1.2	61.7		1.1	42	56.9		
Total %	1	0.7	0.5	2.3	22	9.8	1.2	33	14.6	0.5	24.4	39.5	0.3	10.6	14.4	25.2	

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**2**	**3**	**3**	**8**	**50**	23	**1**	**74**	23	0	36	59	1	17	25	43	184
12:30 PM	2	1	2	5	47	21	**2**	70	**36**	0	**41**	77	**2**	21	**35**	58	**210**
12:45 PM	2	1	1	4	33	**25**	2	60	22	**2**	**56**	**80**	0	16	25	41	185
01:00 PM	2	1	0	3	47	10	1	58	26	2	41	69	1	**26**	33	**60**	190
Total Volume	8	6	6	20	177	79	6	262	107	4	174	285	4	80	118	202	769
% App. Total	40	30	30		67.6	30.2	2.3		37.5	1.4	61.1		2	39.6	58.4		
PHF	1.000	.500	.500	.625	.885	.790	.750	.885	.743	.500	.777	.891	.500	.769	.843	.842	.915

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:45 PM				12:15 PM			
+0 mins.	**2**	1	1	4	39	15	**4**	58	22	**2**	56	80	1	17	25	43
+15 mins.	2	**3**	**3**	**8**	**50**	23	1	**74**	26	2	41	69	**2**	21	**35**	58
+30 mins.	2	1	2	5	47	21	2	70	22	0	53	75	0	16	25	41
+45 mins.	2	1	1	4	33	**25**	2	60	**29**	1	**62**	**92**	1	**26**	33	**60**
Total Volume	8	6	7	21	169	84	9	262	99	5	212	316	4	80	118	202
% App. Total	38.1	28.6	33.3		64.5	32.1	3.4		31.3	1.6	67.1		2	39.6	58.4	
PHF	1.000	.500	.583	.656	.845	.840	.563	.885	.853	.625	.855	.859	.500	.769	.843	.842

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
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Groups Printed- Large 2 Axle

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
01:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	2	3	5
Total	0	0	0	0	1	1	0	2	2	0	2	4	0	3	3	6	12
Grand Total	0	0	0	0	1	3	0	4	3	0	2	5	0	3	3	6	15
Apprch %	0	0	0		25	75	0		60	0	40		0	50	50		
Total %	0	0	0	0	6.7	20	0	26.7	20	0	13.3	33.3	0	20	20	40	

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	1	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	2	3
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	**1**	0	0	1	0	0	1	1	0	1	**2**	**3**	**5**
Total Volume	0	0	0	0	1	1	0	2	2	0	2	4	0	3	3	6	12
% App. Total	0	0	0		50	50	0		50	0	50		0	50	50		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.500	.000	.500	1.000	.000	.375	.375	.500	.600

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
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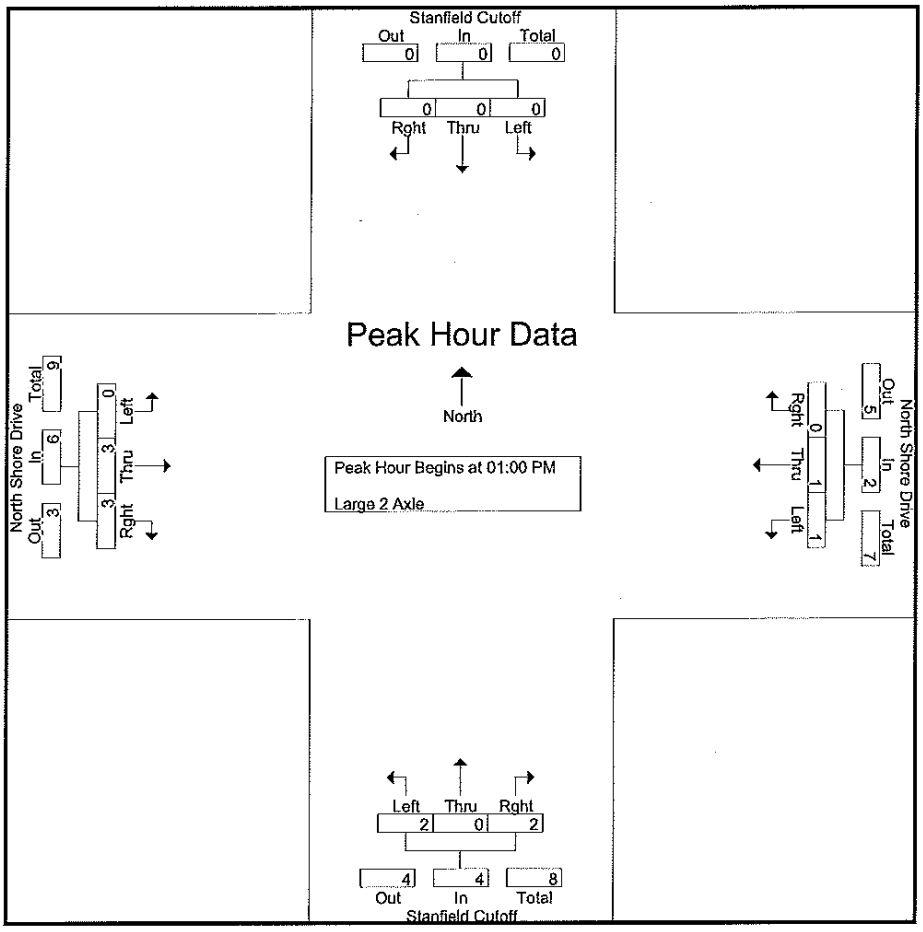


Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				12:45 PM				01:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	**2**	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	1	**2**	**3**
Total Volume	0	0	0	0	0	3	0	3	3	0	1	4	0	3	3	6
% App. Total	0	0	0		0	100	0		75	0	25		0	50	50	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.750	.000	.250	1.000	.000	.375	.375	.500

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 1

Groups Printed- 3 Axle

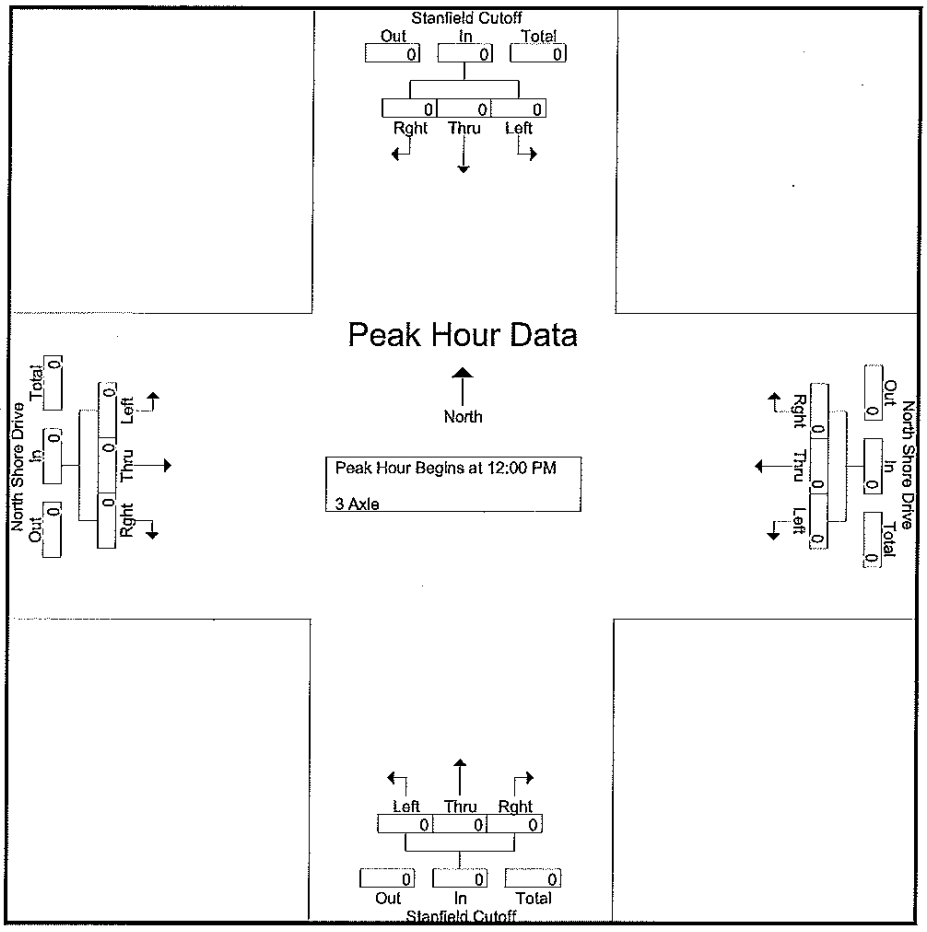
	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanfield Cutoff Southbound				North Shore Drive Westbound				Stanfield Cutoff Northbound				North Shore Drive Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 2

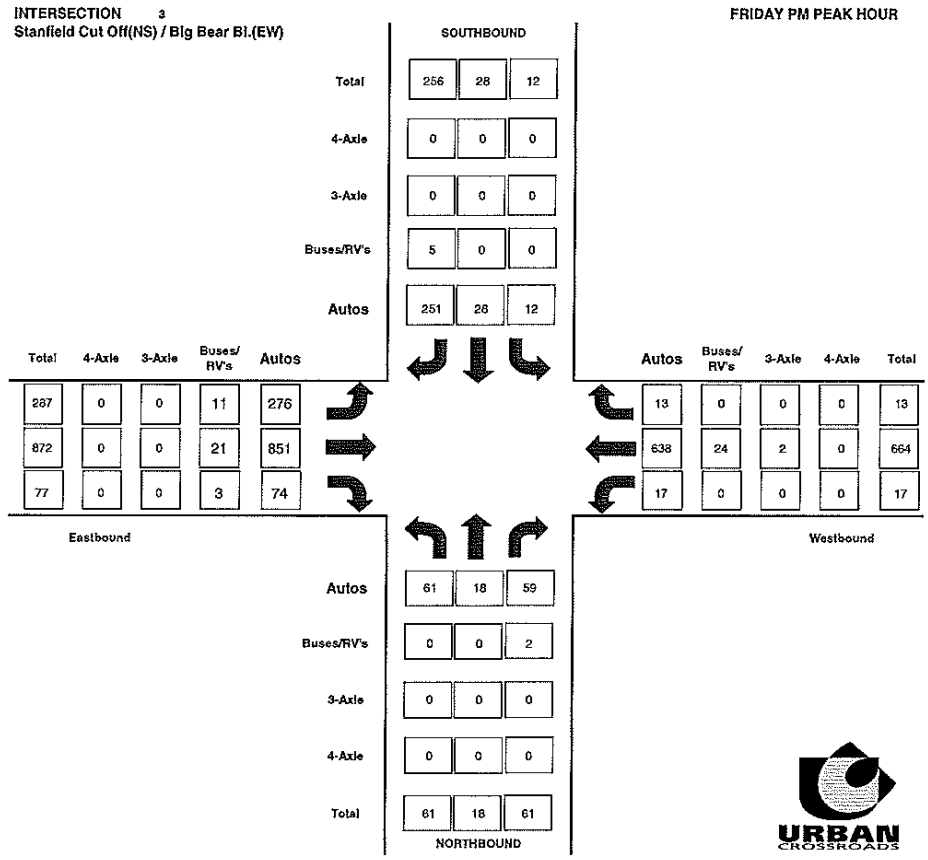


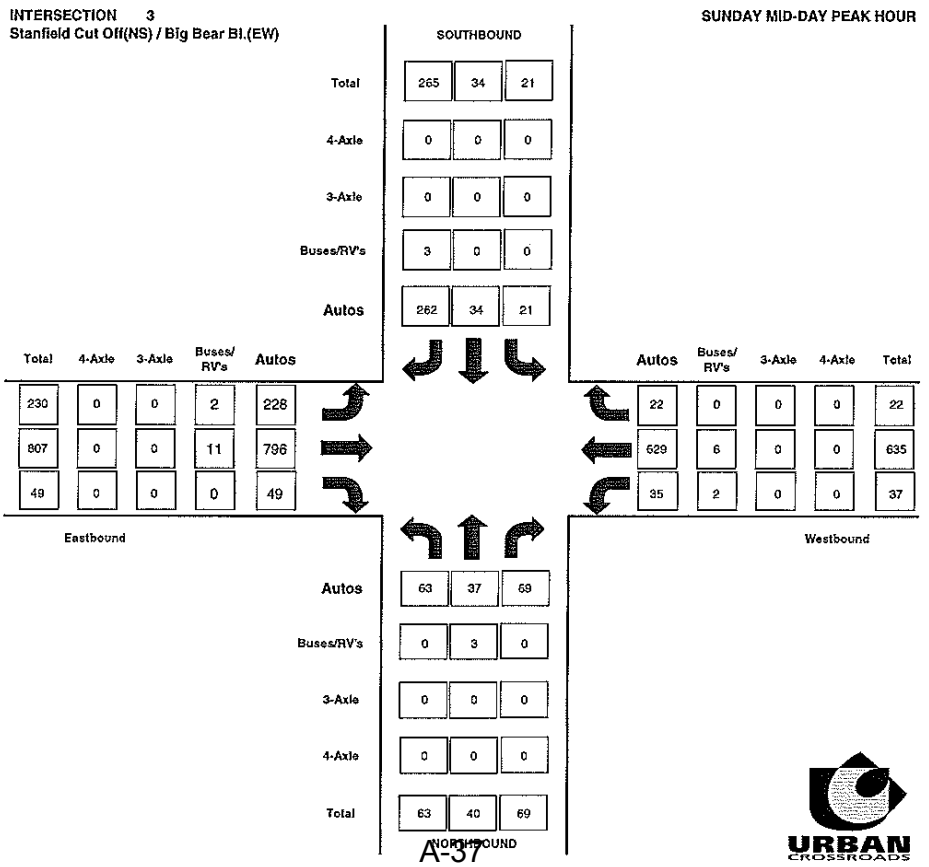
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY





City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield&BigBear Combined Fri
Site Code : 3
Start Date : 3/2/2007
Page No : 1

Groups Printed- Combined Groups

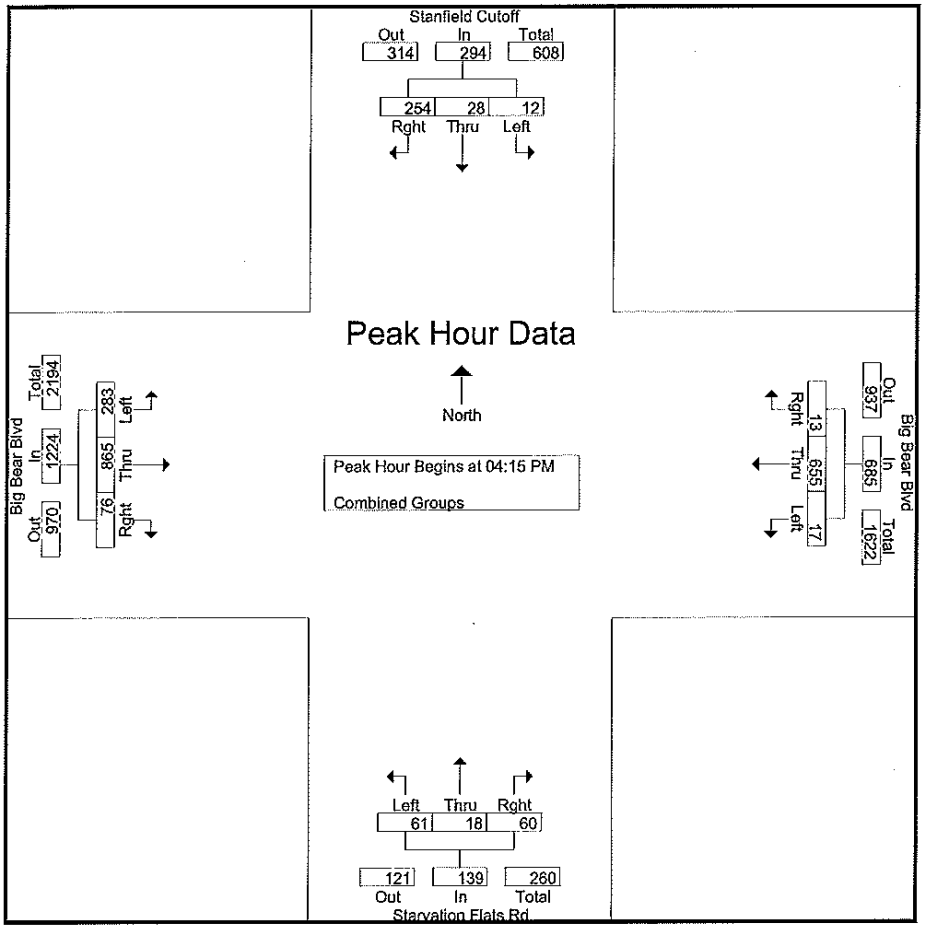
	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
04:00 PM	3	3	62	68	5	165	6	176	15	3	14	32	67	194	12	273	549
04:15 PM	2	11	65	78	6	154	5	165	12	4	19	35	75	203	16	294	572
04:30 PM	6	7	77	90	4	170	2	176	19	5	18	42	66	211	20	297	605
04:45 PM	1	4	58	63	2	164	1	167	14	5	12	31	73	223	17	313	574
Total	12	25	262	299	17	653	14	684	60	17	63	140	281	831	65	1177	2300
05:00 PM	3	6	54	63	5	167	5	177	16	4	11	31	69	228	23	320	591
05:15 PM	1	4	58	63	8	156	1	165	16	6	13	35	44	240	7	291	554
05:30 PM	3	5	46	54	7	143	1	151	10	5	8	23	49	237	12	298	526
05:45 PM	3	10	55	68	23	127	1	151	13	3	10	26	45	196	9	250	495
Total	10	25	213	248	43	593	8	644	55	18	42	115	207	901	51	1159	2166
Grand Total	22	50	475	547	60	1246	22	1328	115	35	105	255	488	1732	116	2336	4466
Apprch %	4	9.1	86.8		4.5	93.8	1.7		45.1	13.7	41.2		20.9	74.1	5		
Total %	0.5	1.1	10.6	12.2	1.3	27.9	0.5	29.7	2.6	0.8	2.4	5.7	10.9	38.8	2.6	52.3	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	**11**	65	78	**6**	154	**5**	165	12	4	**19**	35	**75**	203	16	294	572
04:30 PM	**6**	7	**77**	**90**	4	**170**	2	176	**19**	**5**	18	**42**	66	211	20	297	**605**
04:45 PM	1	4	58	63	2	164	1	167	14	5	12	31	73	223	17	313	574
05:00 PM	3	6	54	63	5	167	5	**177**	16	4	11	31	69	**228**	**23**	**320**	591
Total Volume	12	28	254	294	17	655	13	685	61	18	60	139	283	865	76	1224	2342
% App. Total	4.1	9.5	86.4		2.5	95.6	1.9		43.9	12.9	43.2		23.1	70.7	6.2		
PHF	.500	.636	.825	.817	.708	.963	.650	.968	.803	.900	.789	.827	.943	.948	.826	.956	.968

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield&BigBear Combined Fri
Site Code : 3
Start Date : 3/2/2007
Page No : 2



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

	04:00 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	3	3	62	68	**6**	154	**5**	165	15	3	14	32	**75**	203	16	294
+15 mins.	2	**11**	65	78	4	**170**	2	176	12	4	**19**	35	66	211	20	297
+30 mins.	**6**	7	**77**	**90**	2	164	1	167	**19**	**5**	18	**42**	73	223	17	313
+45 mins.	1	4	58	63	5	167	5	**177**	14	5	12	31	69	**228**	**23**	**320**
Total Volume	12	25	262	299	17	655	13	685	60	17	63	140	283	865	76	1224
% App. Total	4	8.4	87.6		2.5	95.6	1.9		42.9	12.1	45		23.1	70.7	6.2	
PHF	.500	.568	.851	.831	.708	.963	.650	.968	.789	.850	.829	.833	.943	.948	.826	.956

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
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Groups Printed- Passenger Vehicles

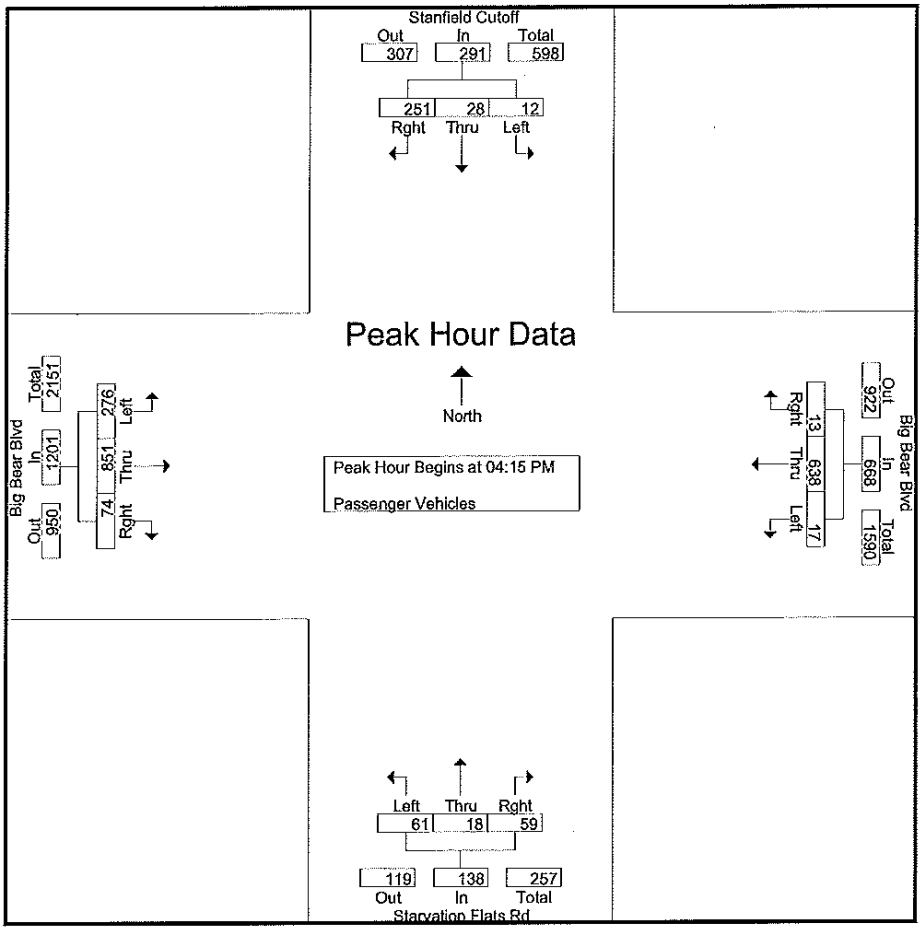
	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
04:00 PM	3	3	59	65	5	159	6	170	15	3	14	32	67	194	12	273	540
04:15 PM	2	11	64	77	6	149	5	160	12	4	19	35	74	200	16	290	562
04:30 PM	6	7	76	89	4	166	2	172	19	5	18	42	64	208	19	291	594
04:45 PM	1	4	57	62	2	160	1	163	14	5	12	31	71	218	17	306	562
Total	12	25	256	293	17	634	14	665	60	17	63	140	276	820	64	1160	2258
05:00 PM	3	6	54	63	5	163	5	173	16	4	10	30	67	225	22	314	580
05:15 PM	1	4	55	60	8	150	1	159	16	6	12	34	43	236	7	286	539
05:30 PM	3	4	45	52	7	141	1	149	10	5	7	22	49	234	12	295	518
05:45 PM	3	10	52	65	23	125	1	149	13	3	9	25	45	188	9	242	481
Total	10	24	206	240	43	579	8	630	55	18	38	111	204	883	50	1137	2118
Grand Total	22	49	462	533	60	1213	22	1295	115	35	101	251	480	1703	114	2297	4376
Apprch %	4.1	9.2	86.7		4.6	93.7	1.7		45.8	13.9	40.2		20.9	74.1	5		
Total %	0.5	1.1	10.6	12.2	1.4	27.7	0.5	29.6	2.6	0.8	2.3	5.7	11	38.9	2.6	52.5	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	**11**	64	77	**6**	149	**5**	160	12	4	**19**	35	**74**	200	16	290	562
04:30 PM	**6**	7	**76**	**89**	4	**166**	2	172	**19**	**5**	18	**42**	64	208	19	291	**594**
04:45 PM	1	4	57	62	2	160	1	163	14	5	12	31	71	218	17	306	562
05:00 PM	3	6	54	63	5	163	5	**173**	16	4	10	30	67	**225**	**22**	**314**	580
Total Volume	12	28	251	291	17	638	13	668	61	18	59	138	276	851	74	1201	2298
% App. Total	4.1	9.6	86.3		2.5	95.5	1.9		44.2	13	42.8		23	70.9	6.2		
PHF	.500	.636	.826	.817	.708	.961	.650	.965	.803	.900	.776	.821	.932	.946	.841	.956	.967

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	3	3	59	65	**6**	149	**5**	160	15	3	14	32	**74**	200	16	290
+15 mins.	2	**11**	64	77	4	**166**	2	172	12	4	**19**	35	64	208	19	291
+30 mins.	**6**	7	**76**	**89**	2	160	1	163	**19**	**5**	18	**42**	71	218	17	306
+45 mins.	1	4	57	62	5	163	5	**173**	14	5	12	31	67	**225**	**22**	**314**
Total Volume	12	25	256	293	17	638	13	668	60	17	63	140	276	851	74	1201
% App. Total	4.1	8.5	87.4		2.5	95.5	1.9		42.9	12.1	45		23	70.9	6.2	
PHF	.500	.568	.842	.823	.708	.961	.650	.965	.789	.850	.829	.833	.932	.946	.841	.956

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
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Groups Printed- Large 2 Axle

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
04:00 PM	0	0	2	2	0	5	0	5	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	1	1	0	5	0	5	0	0	0	0	1	3	0	4	10
04:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	2	3	1	6	11
04:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	2	5	0	7	12
Total	0	0	5	5	0	18	0	18	0	0	0	0	5	11	1	17	40
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	2	3	1	6	10
05:15 PM	0	0	3	3	0	6	0	6	0	0	1	1	1	4	0	5	15
05:30 PM	0	1	1	2	0	2	0	2	0	0	1	1	0	3	0	3	8
05:45 PM	0	0	3	3	0	2	0	2	0	0	0	0	0	8	0	8	13
Total	0	1	7	8	0	13	0	13	0	0	3	3	3	18	1	22	46
Grand Total	0	1	12	13	0	31	0	31	0	0	3	3	8	29	2	39	86
Apprch %	0	7.7	92.3		0	100	0		0	0	100		20.5	74.4	5.1		
Total %	0	1.2	14	15.1	0	36	0	36	0	0	3.5	3.5	9.3	33.7	2.3	45.3	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	2	3	1	6	11
04:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	2	5	0	7	12
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	2	3	1	6	10
05:15 PM	0	0	3	3	0	6	0	6	0	0	1	1	1	4	0	5	15
Total Volume	0	0	5	5	0	17	0	17	0	0	2	2	7	15	2	24	48
% App. Total	0	0	100		0	100	0		0	0	100		29.2	62.5	8.3		
PHF	.000	.000	.417	.417	.000	.708	.000	.708	.000	.000	.500	.500	.875	.750	.500	.857	.800

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
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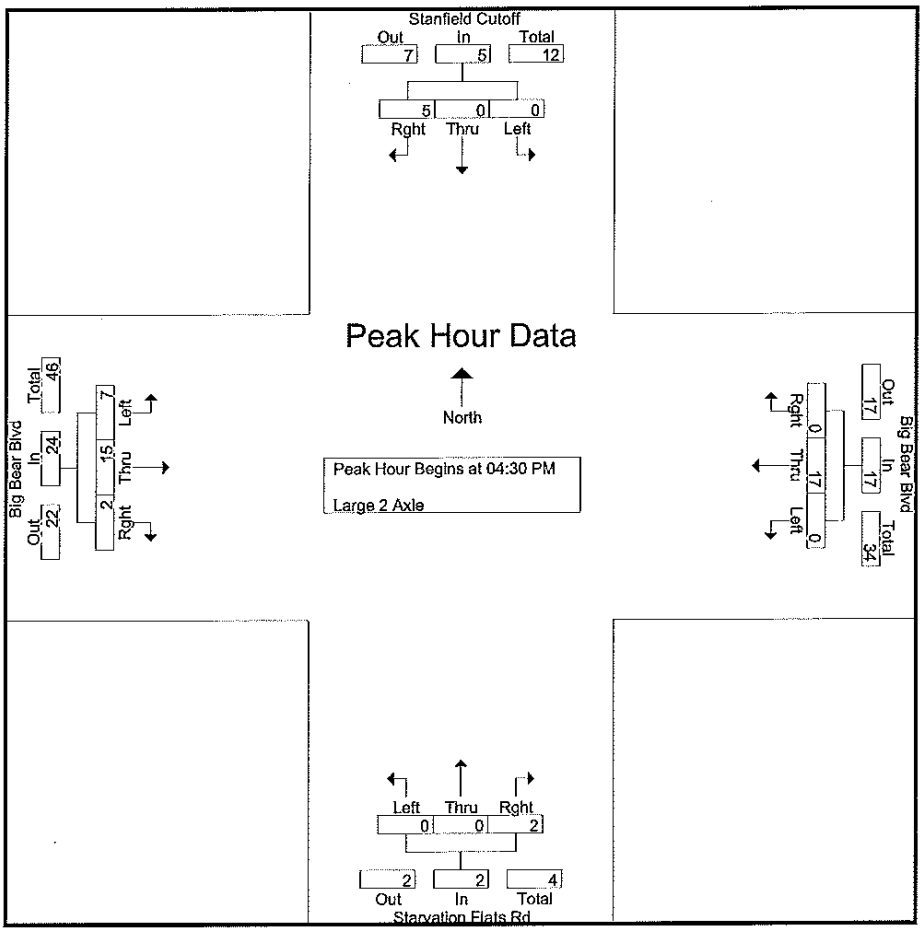

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**2**	3	**1**	6
+15 mins.	0	0	**3**	**3**	0	5	0	5	0	0	**1**	**1**	2	**5**	0	**7**
+30 mins.	0	**1**	1	2	0	4	0	4	0	0	1	1	2	3	1	6
+45 mins.	0	0	3	3	0	4	0	4	0	0	1	1	1	4	0	5
Total Volume	0	1	7	8	0	18	0	18	0	0	3	3	7	15	2	24
% App. Total	0	12.5	87.5		0	100	0		0	0	100		29.2	62.5	8.3	
PHF	.000	.250	.583	.667	.000	.900	.000	.900	.000	.000	.750	.750	.875	.750	.500	.857

Traffic Data Consultants

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
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Groups Printed- 3 Axle

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Grand Total	0	0	1	1	0	2	0	2	0	0	1	1	0	0	0	0	4
Apprch %	0	0	100		0	100	0		0	0	100		0	0	0		
Total %	0	0	25	25	0	50	0	50	0	0	25	25	0	0	0	0	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
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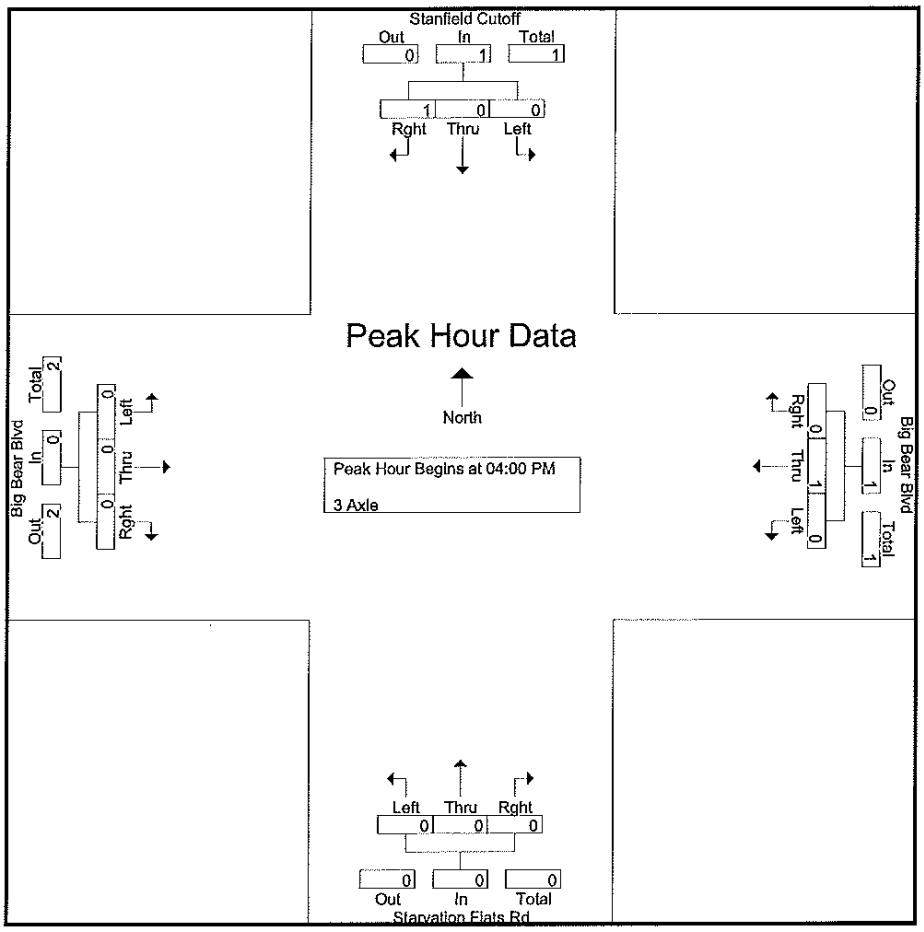

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0
% App. Total	0	0	100		0	100	0		0	0	100		0	0	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield&BigBearBlvd Comb Sun
Site Code : 3
Start Date : 3/4/2007
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Groups Printed- Combined Groups

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	1	4	53	58	17	156	7	180	17	9	7	33	51	184	12	247	518
12:15 PM	3	15	99	117	2	149	6	157	9	4	9	22	22	104	8	134	430
12:30 PM	7	10	81	98	11	166	4	181	11	8	18	37	59	178	11	248	564
12:45 PM	4	11	58	73	7	173	6	186	23	16	21	60	59	198	12	269	588
Total	15	40	291	346	37	644	23	704	60	37	55	152	191	664	43	898	2100
01:00 PM	6	10	67	83	6	144	9	159	17	6	14	37	52	194	15	261	540
01:15 PM	4	3	58	65	12	150	3	165	12	9	16	37	59	233	11	303	570
01:30 PM	5	8	47	60	13	133	10	156	15	3	12	30	81	183	4	268	514
01:45 PM	5	11	43	59	12	140	6	158	18	9	16	43	67	197	6	270	530
Total	20	32	215	267	43	567	28	638	62	27	58	147	259	807	36	1102	2154
Grand Total	35	72	506	613	80	1211	51	1342	122	64	113	299	450	1471	79	2000	4254
Apprch %	5.7	11.7	82.5		6	90.2	3.8		40.8	21.4	37.8		22.5	73.6	4		
Total %	0.8	1.7	11.9	14.4	1.9	28.5	1.2	31.5	2.9	1.5	2.7	7	10.6	34.6	1.9	47	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**7**	10	**81**	**98**	11	166	4	181	**11**	8	18	37	**59**	178	11	248	564
12:45 PM	4	**11**	58	73	7	**173**	6	**186**	**23**	**16**	**21**	**60**	59	198	12	269	**588**
01:00 PM	6	10	67	83	6	144	**9**	159	17	6	14	37	52	194	**15**	261	540
01:15 PM	4	3	58	65	**12**	150	3	165	12	9	16	37	59	**233**	11	**303**	570
Total Volume	21	34	264	319	36	633	22	691	63	39	69	171	229	803	49	1081	2262
% App. Total	6.6	10.7	82.8		5.2	91.6	3.2		36.8	22.8	40.4		21.2	74.3	4.5		
PHF	.750	.773	.815	.814	.750	.915	.611	.929	.685	.609	.821	.713	.970	.862	.817	.892	.962

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield&BigBearBlvd Comb Sun
Site Code : 3
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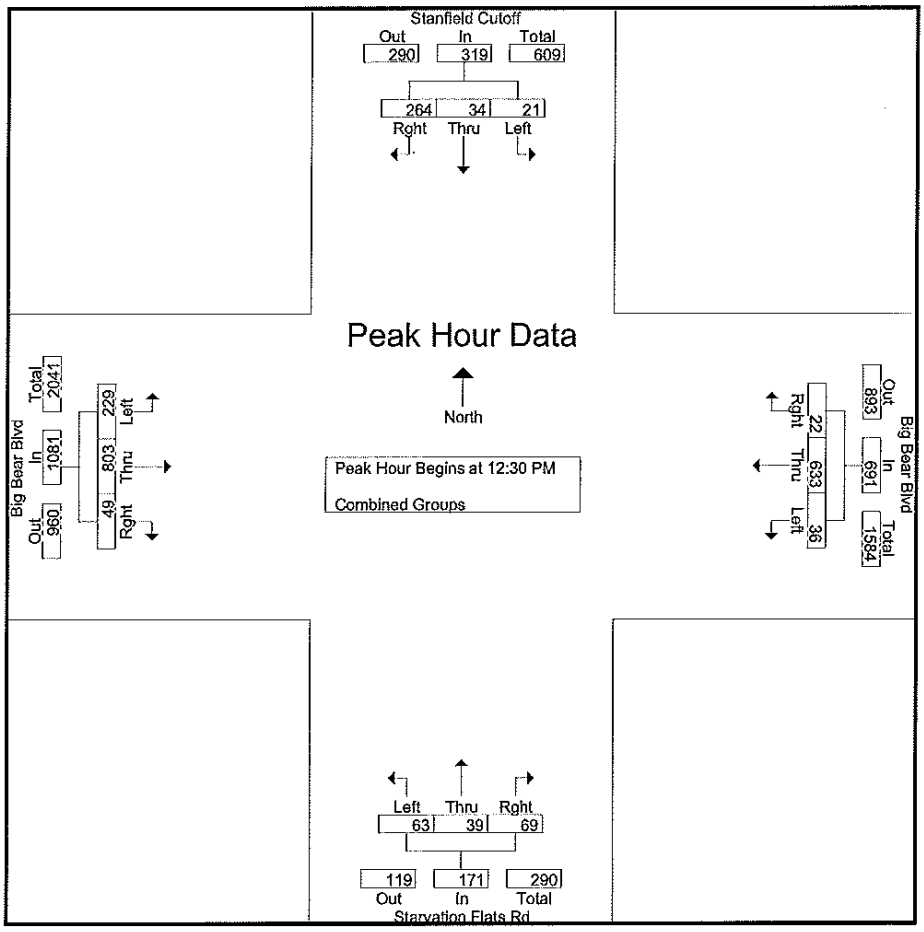

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:00 PM				12:30 PM				01:00 PM			
+0 mins.	3	**15**	**99**	**117**	**17**	156	**7**	180	11	8	18	37	52	194	**15**	261
+15 mins.	**7**	10	81	98	2	149	6	157	**23**	**16**	**21**	**60**	59	**233**	11	**303**
+30 mins.	4	11	58	73	11	166	4	181	17	6	14	37	**81**	183	4	268
+45 mins.	6	10	67	83	7	**173**	6	**186**	12	9	16	37	67	197	6	270
Total Volume	20	46	305	371	37	644	23	704	63	39	69	171	259	807	36	1102
% App. Total	5.4	12.4	82.2		5.3	91.5	3.3		36.8	22.8	40.4		23.5	73.2	3.3	
PHF	.714	.767	.770	.793	.544	.931	.821	.946	.685	.609	.821	.713	.799	.866	.600	.909

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
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Groups Printed- Passenger Vehicles

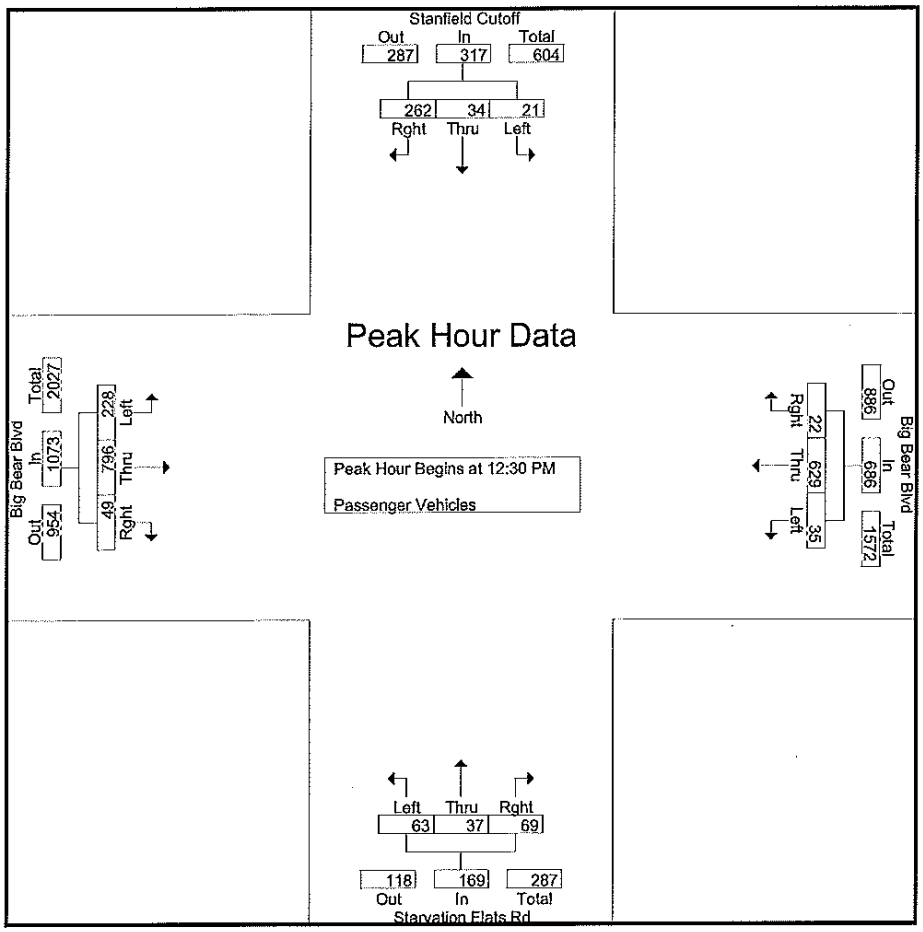
	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	1	4	53	58	17	156	7	180	17	9	7	33	51	182	12	245	516
12:15 PM	3	15	99	117	2	149	6	157	9	4	9	22	22	102	8	132	428
12:30 PM	7	10	81	98	11	166	4	181	11	8	18	37	59	175	11	245	561
12:45 PM	4	11	57	72	6	171	6	183	23	16	21	60	58	198	12	268	583
Total	15	40	290	345	36	642	23	701	60	37	55	152	190	657	43	890	2088
01:00 PM	6	10	66	82	6	144	9	159	17	5	14	36	52	191	15	258	535
01:15 PM	4	3	58	65	12	148	3	163	12	8	16	36	59	232	11	302	566
01:30 PM	5	8	47	60	13	132	10	155	15	3	12	30	80	183	4	267	512
01:45 PM	5	10	42	57	12	139	6	157	18	9	16	43	67	197	6	270	527
Total	20	31	213	264	43	563	28	634	62	25	58	145	258	803	36	1097	2140
Grand Total	35	71	503	609	79	1205	51	1335	122	62	113	297	448	1460	79	1987	4228
Apprch %	5.7	11.7	82.6		5.9	90.3	3.8		41.1	20.9	38		22.5	73.5	4		
Total %	0.8	1.7	11.9	14.4	1.9	28.5	1.2	31.6	2.9	1.5	2.7	7	10.6	34.5	1.9	47	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**7**	10	**81**	**98**	11	166	4	181	11	8	18	37	**59**	175	11	245	561
12:45 PM	4	**11**	57	72	6	**171**	6	**183**	**23**	**16**	**21**	**60**	58	198	12	268	**583**
01:00 PM	6	10	66	82	6	144	**9**	159	17	5	14	36	52	191	**15**	258	535
01:15 PM	4	3	58	65	**12**	148	3	163	12	8	16	36	59	**232**	11	**302**	566
Total Volume	21	34	262	317	35	629	22	686	63	37	69	169	228	796	49	1073	2245
% App. Total	6.6	10.7	82.6		5.1	91.7	3.2		37.3	21.9	40.8		21.2	74.2	4.6		
PHF	.750	.773	.809	.809	.729	.920	.611	.937	.685	.578	.821	.704	.966	.858	.817	.888	.963

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:00 PM				12:30 PM				01:00 PM			
+0 mins.	3	**15**	**99**	**117**	**17**	156	**7**	180	11	8	18	37	52	191	**15**	258
+15 mins.	**7**	10	81	98	2	149	6	157	**23**	**16**	**21**	**60**	59	**232**	11	**302**
+30 mins.	4	11	57	72	11	166	4	181	17	5	14	36	**80**	183	4	267
+45 mins.	6	10	66	82	6	**171**	6	**183**	12	8	16	36	67	197	6	270
Total Volume	20	46	303	369	36	642	23	701	63	37	69	169	258	803	36	1097
% App. Total	5.4	12.5	82.1		5.1	91.6	3.3		37.3	21.9	40.8		23.5	73.2	3.3	
PHF	.714	.767	.765	.788	.529	.939	.821	.958	.685	.578	.821	.704	.806	.865	.600	.908

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 1

Groups Printed- Large 2 Axle

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
12:45 PM	0	0	1	1	1	2	0	3	0	0	0	0	1	0	0	1	5
Total	0	0	1	1	1	2	0	3	0	0	0	0	1	7	0	8	12
01:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	3	0	3	5
01:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
01:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	0	1	2	3	0	4	0	4	0	2	0	2	1	4	0	5	14
Grand Total	0	1	3	4	1	6	0	7	0	2	0	2	2	11	0	13	26
Apprch %	0	25	75		14.3	85.7	0		0	100	0		15.4	84.6	0		
Total %	0	3.8	11.5	15.4	3.8	23.1	0	26.9	0	7.7	0	7.7	7.7	42.3	0	50	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
12:45 PM	0	0	**1**	**1**	**1**	**2**	0	**3**	0	0	0	0	**1**	0	0	1	**5**
01:00 PM	0	0	1	1	0	0	0	0	0	**1**	0	**1**	0	3	0	3	5
01:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total Volume	0	0	2	2	1	4	0	5	0	2	0	2	1	7	0	8	17
% App. Total	0	0	100		20	80	0		0	100	0		12.5	87.5	0		
PHF	.000	.000	.500	.500	.250	.500	.000	.417	.000	.500	.000	.500	.250	.583	.000	.667	.850

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
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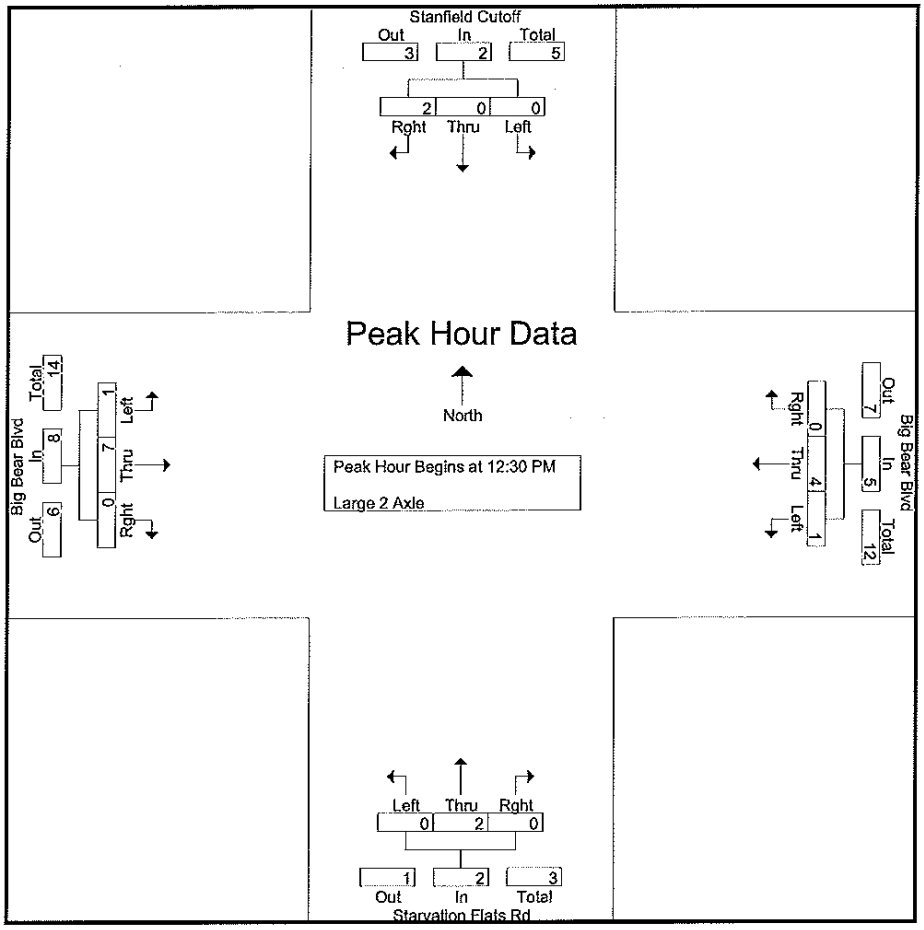


Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				12:45 PM				12:30 PM				12:15 PM			
+0 mins.	0	0	**1**	1	**1**	**2**	0	**3**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	2	0	2	0	**1**	0	**1**	**1**	0	0	1
+45 mins.	0	**1**	1	**2**	0	1	0	1	0	1	0	1	0	3	0	3
Total Volume	0	1	2	3	1	5	0	6	0	2	0	2	1	8	0	9
% App. Total	0	33.3	66.7		16.7	83.3	0		0	100	0		11.1	88.9	0	
PHF	.000	.250	.500	.375	.250	.625	.000	.500	.000	.500	.000	.500	.250	.667	.000	.750

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 1

Groups Printed- 3 Axle

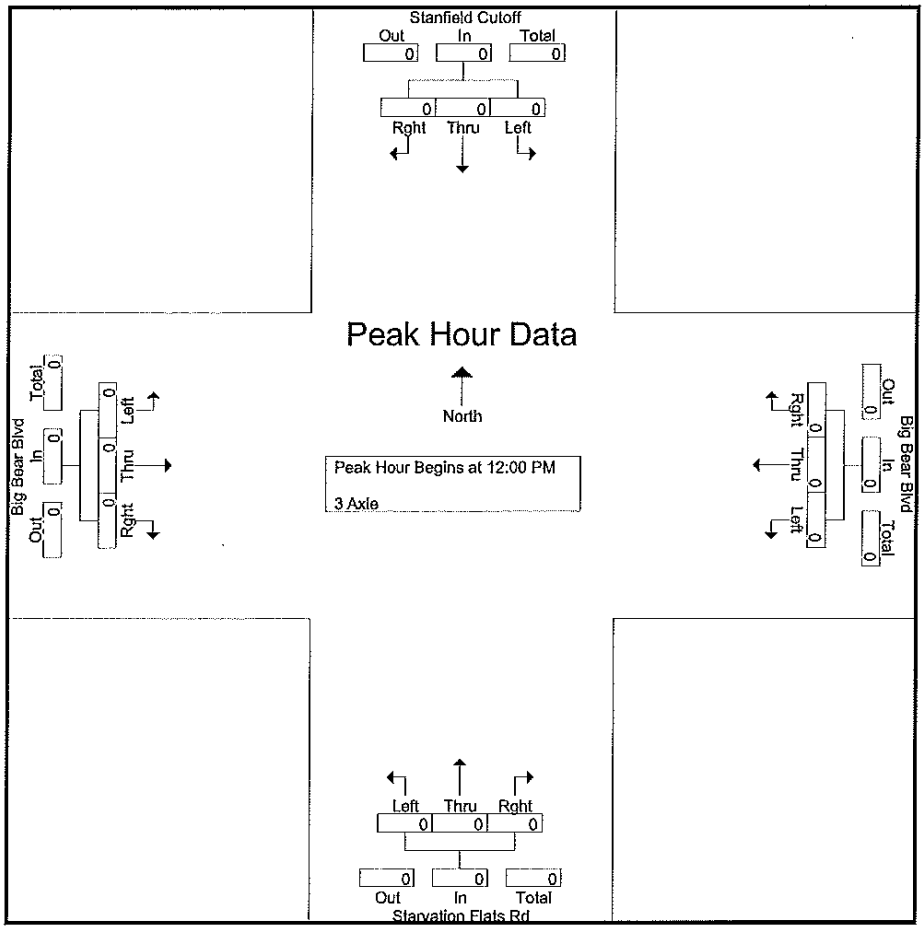
	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanfield Cutoff Southbound				Big Bear Blvd Westbound				Starvation Flats Rd Northbound				Big Bear Blvd Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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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	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	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:	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	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	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)

****

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:	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.

****

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

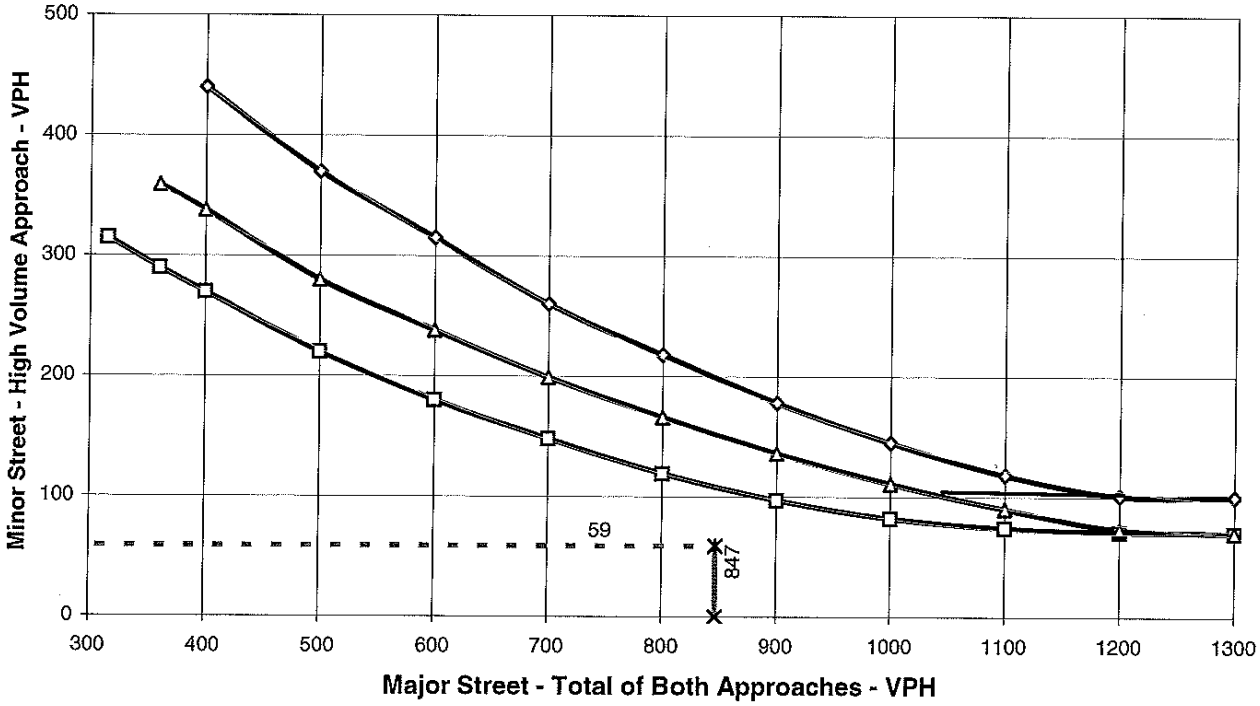
PEAK HOUR VOLUME WARRANT
(Rural Areas)

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.

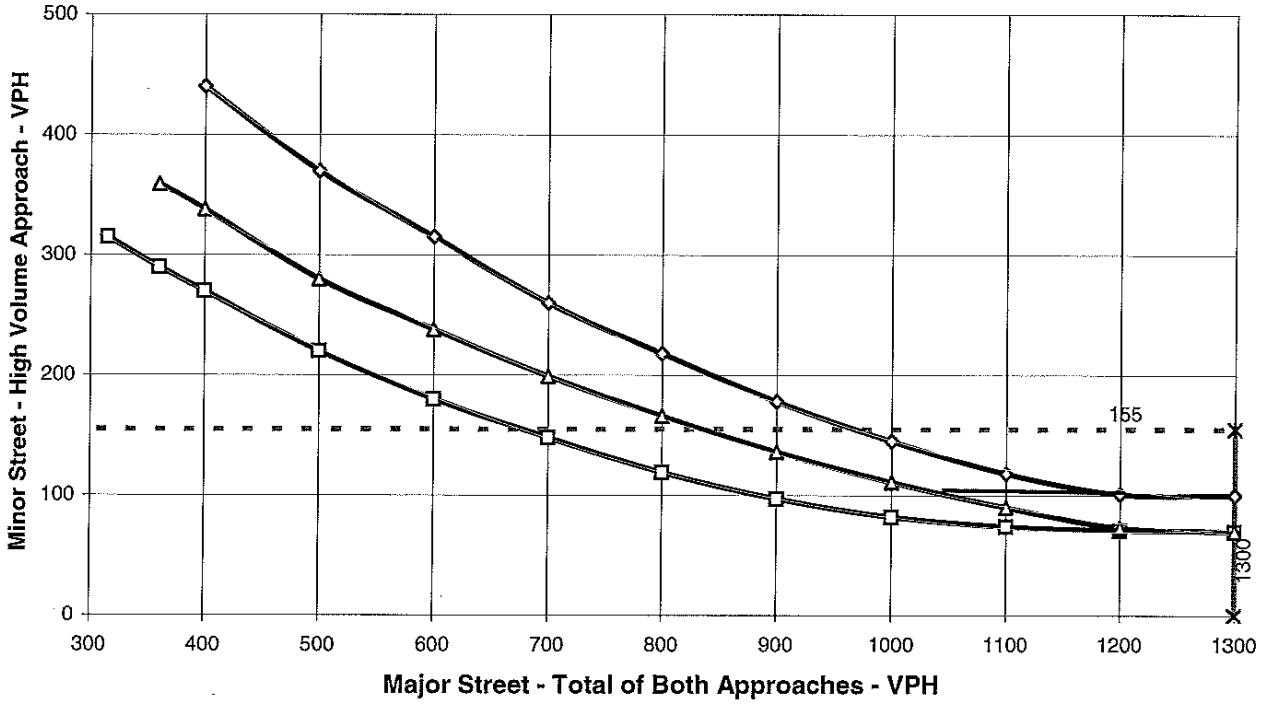
PEAK HOUR VOLUME WARRANT
(Rural Areas)

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.

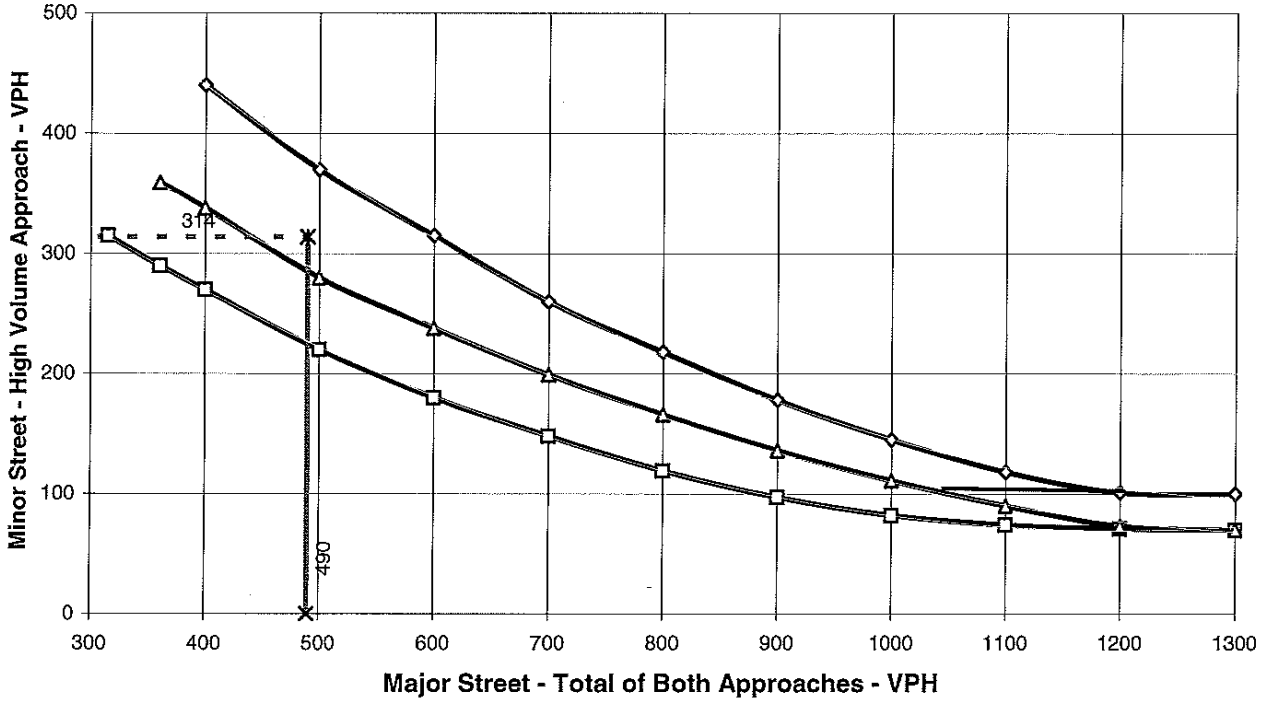
PEAK HOUR VOLUME WARRANT
(Rural Areas)

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	Urban Rural	Urban Rural
1 1	8,000 5,600 *	2,400 1,680
2 + 1	9,600 6,720	2,400 1,680
2 + 2 +	9,600 6,720	3,200 2,240
1 2 +	8,000 5,600	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	Urban Rural	Urban Rural
1 1	12,000 8,400 *	1,200 850
2 + 1	14,400 10,080	1,200 850
2 + 2 +	14,000 10,080	1,600 1,120
1 2 +	12,000 8,400	1,600 1,120
3. Combination Satisfied Not Satisfied XX	2 Warrants	2 Warrants
No one warrant satisfied but following warrants fulfilled 80% or more.. 24% 47% 1 2		

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	Urban Rural	Urban Rural
1 1	8,000 5,600 *	2,400 1,680
2 + 1	9,600 6,720	2,400 1,680
2 + 2 +	9,600 6,720	3,200 2,240
1 2 +	8,000 5,600	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	Urban Rural	Urban Rural
1 1	12,000 8,400 *	1,200 850
2 + 1	14,400 10,080	1,200 850
2 + 2 +	14,000 10,080	1,600 1,120
1 2 +	12,000 8,400	1,600 1,120
3. Combination Satisfied Not Satisfied XX	2 Warrants	2 Warrants
No one warrant satisfied but following warrants fulfilled 80% or more.. 24% 47% 1 2		

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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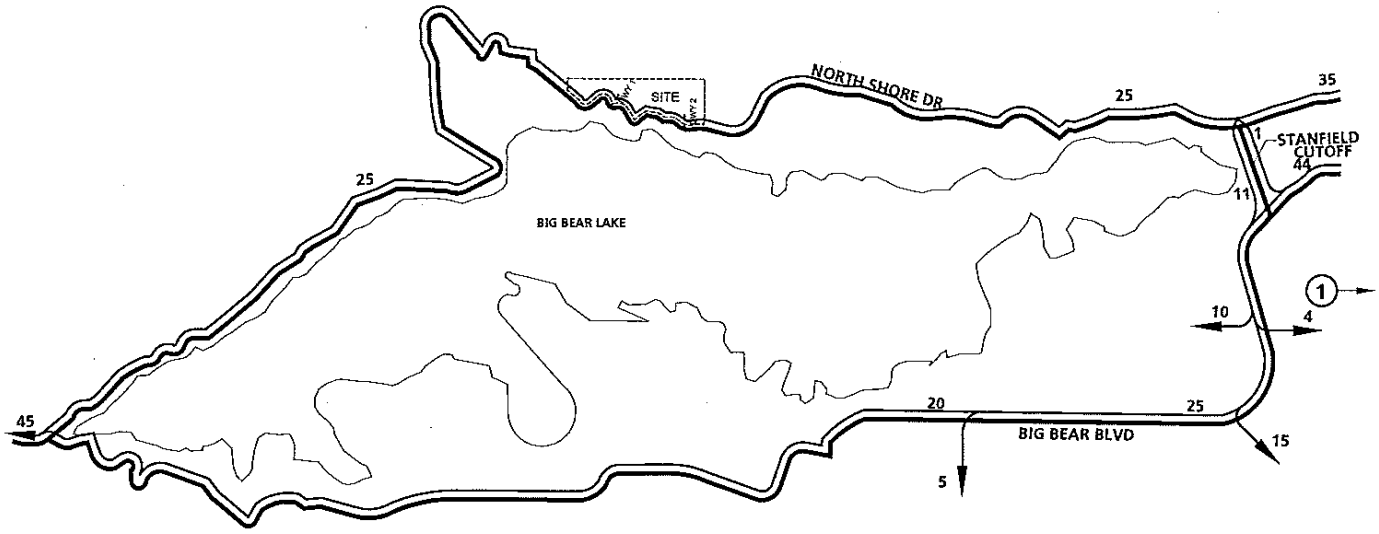
APPENDIX D

OTHER DEVELOPMENT TRIP DISTRIBUTION

EXHIBIT D-1

TT 16771
TRIP DISTRIBUTION



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

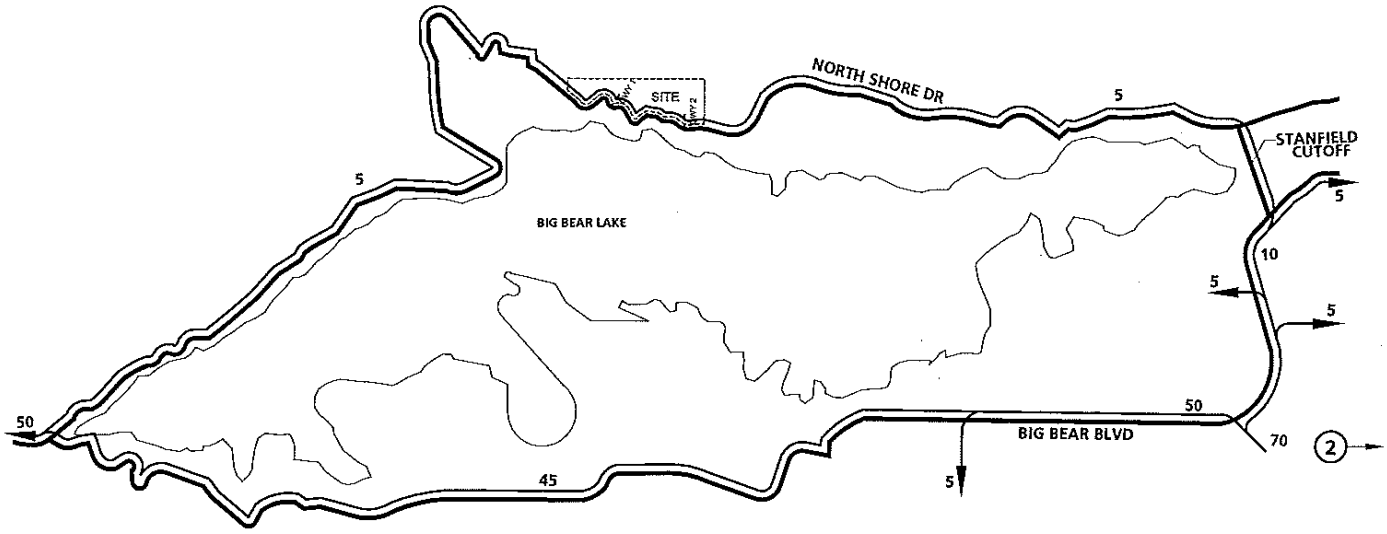
LEGEND:

(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:

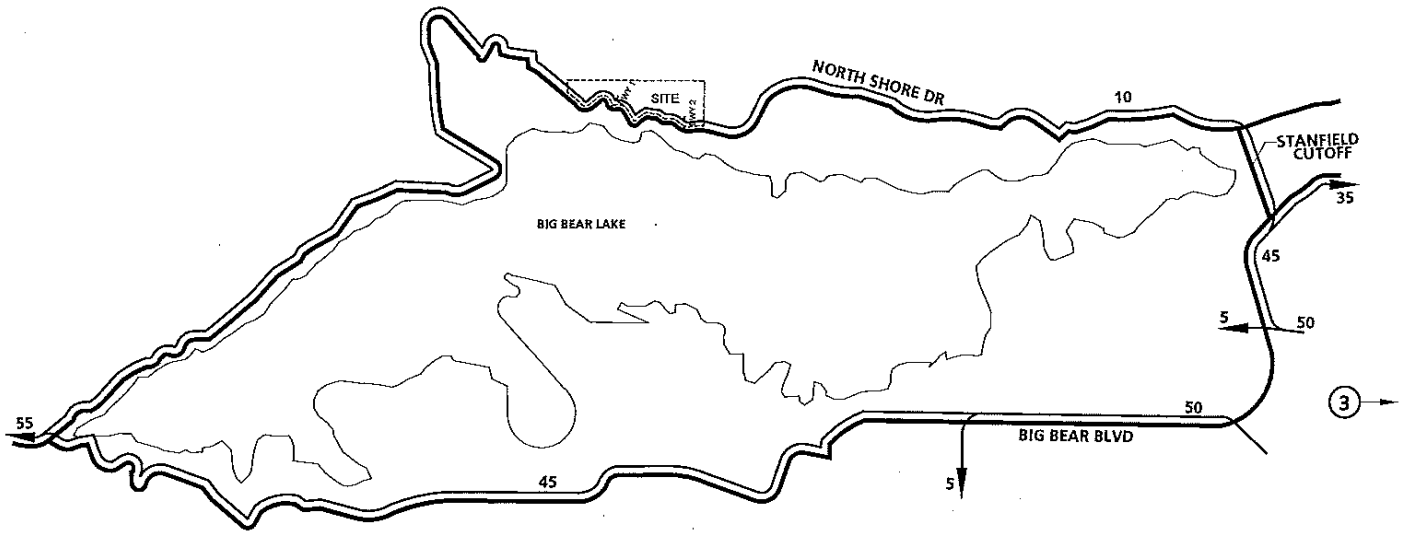
(2) = TT 16934

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

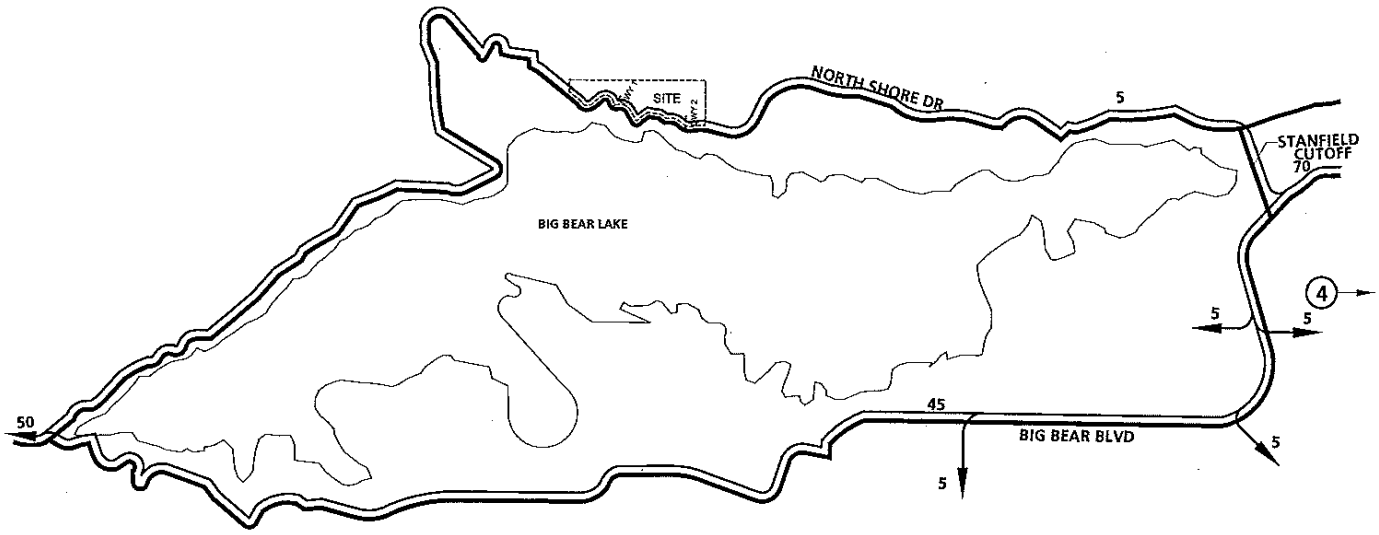
LEGEND:

(3) = TT 17217 & 17022

N

EXHIBIT D-4

TT 16036
TRIP DISTRIBUTION



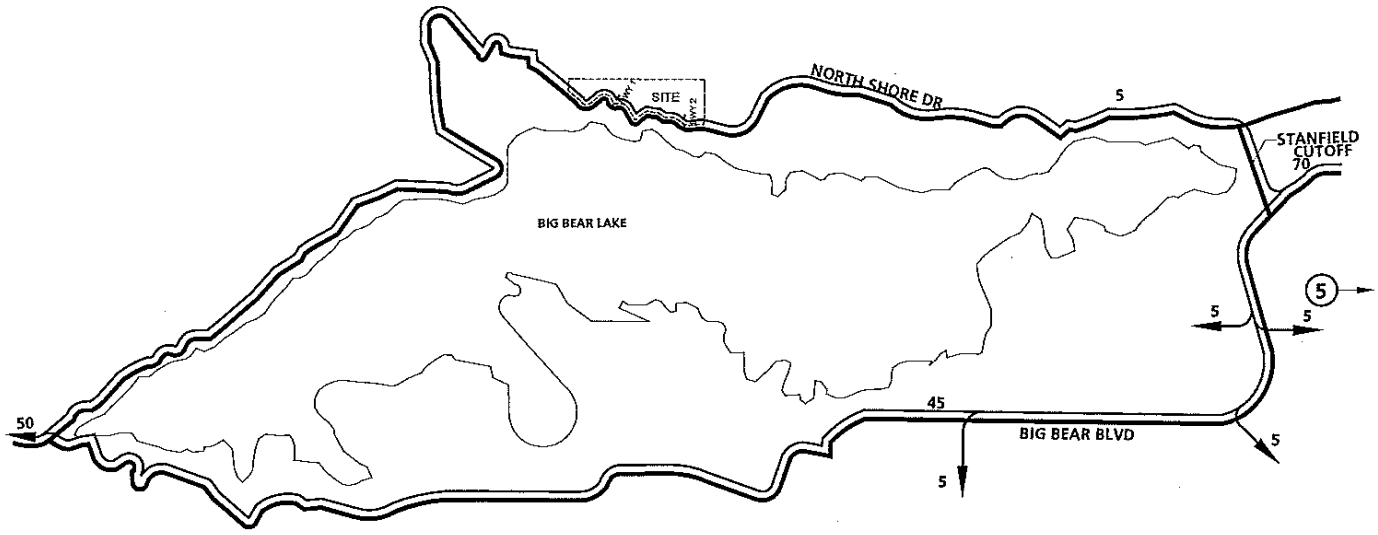
LEGEND:

(4) = TT 16036

N

EXHIBIT D-5

TT 14916
TRIP DISTRIBUTION



LEGEND:

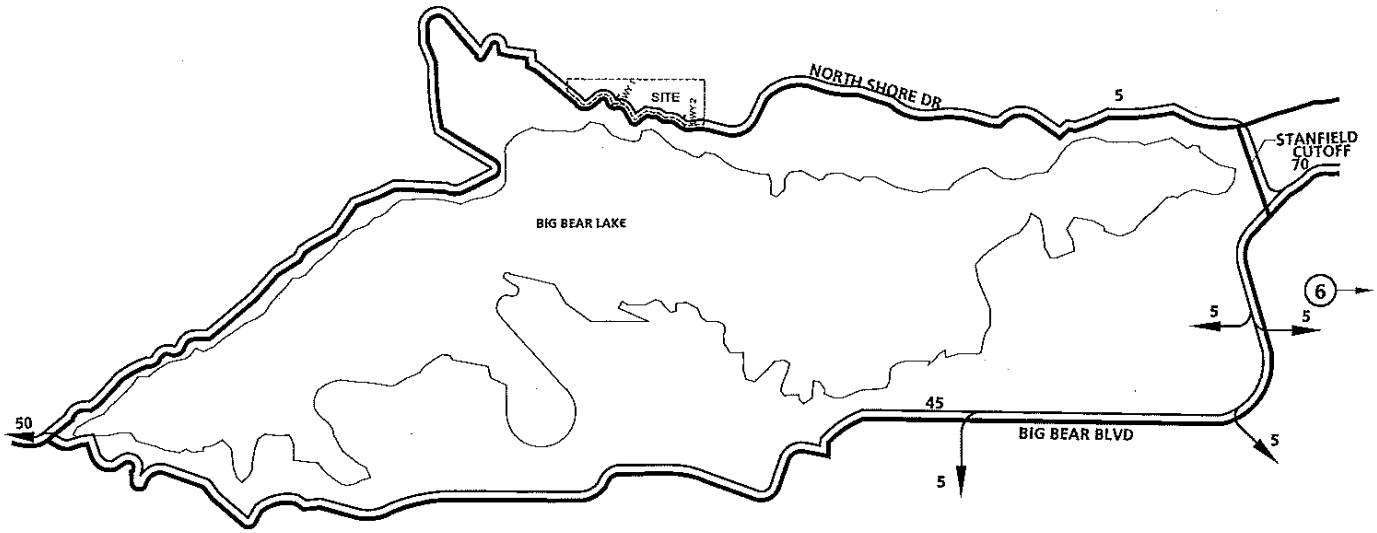
(5) = TT 14916

N

URBAN CROSSROADS

EXHIBIT D-6

TT 16980
TRIP DISTRIBUTION



LEGEND:

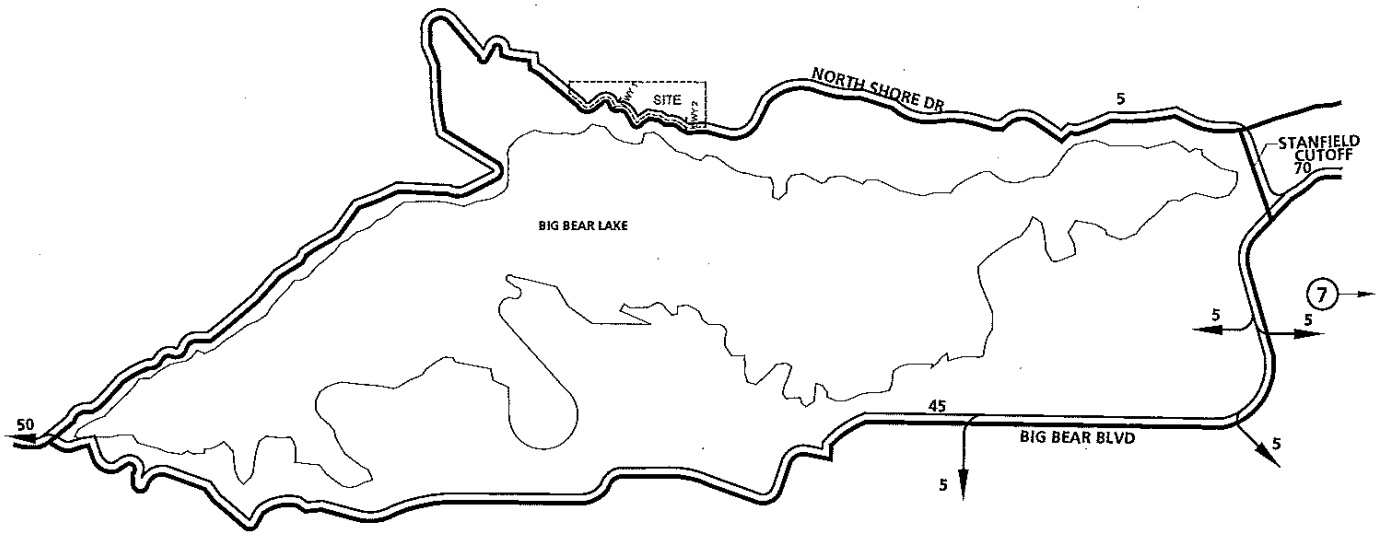
(6) = TT 16980

N

URBAN CROSSROADS

EXHIBIT D-7

TT 1776H
TRIP DISTRIBUTION



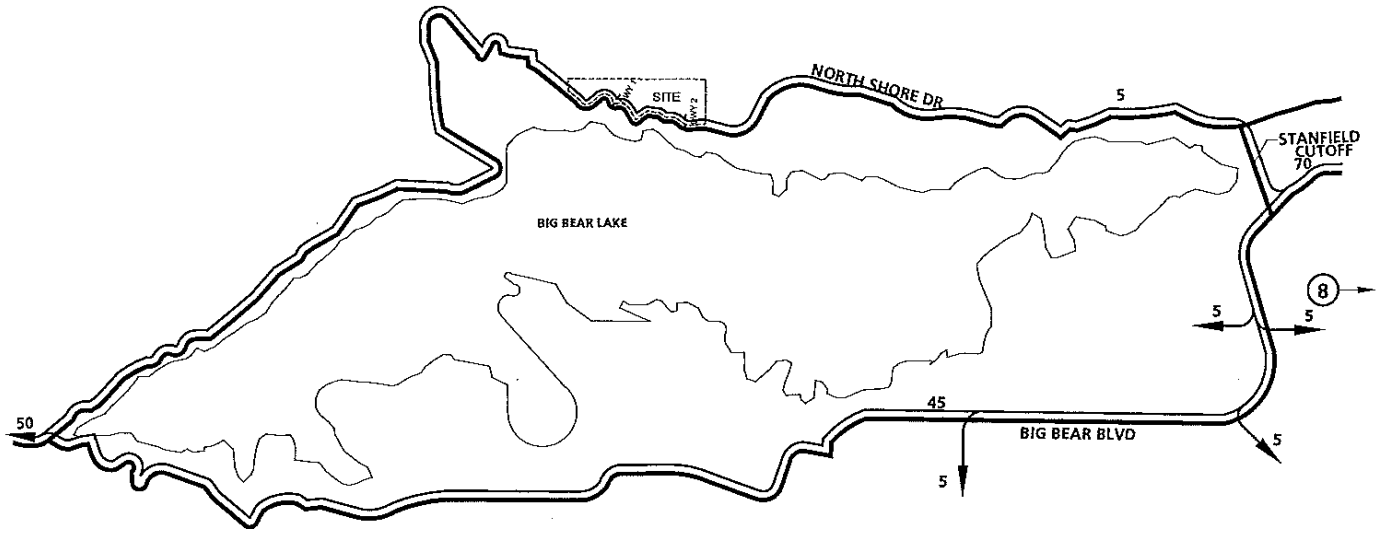
LEGEND:

(7) = TT 1776H

N

EXHIBIT D-8

TT 16749
TRIP DISTRIBUTION



LEGEND:

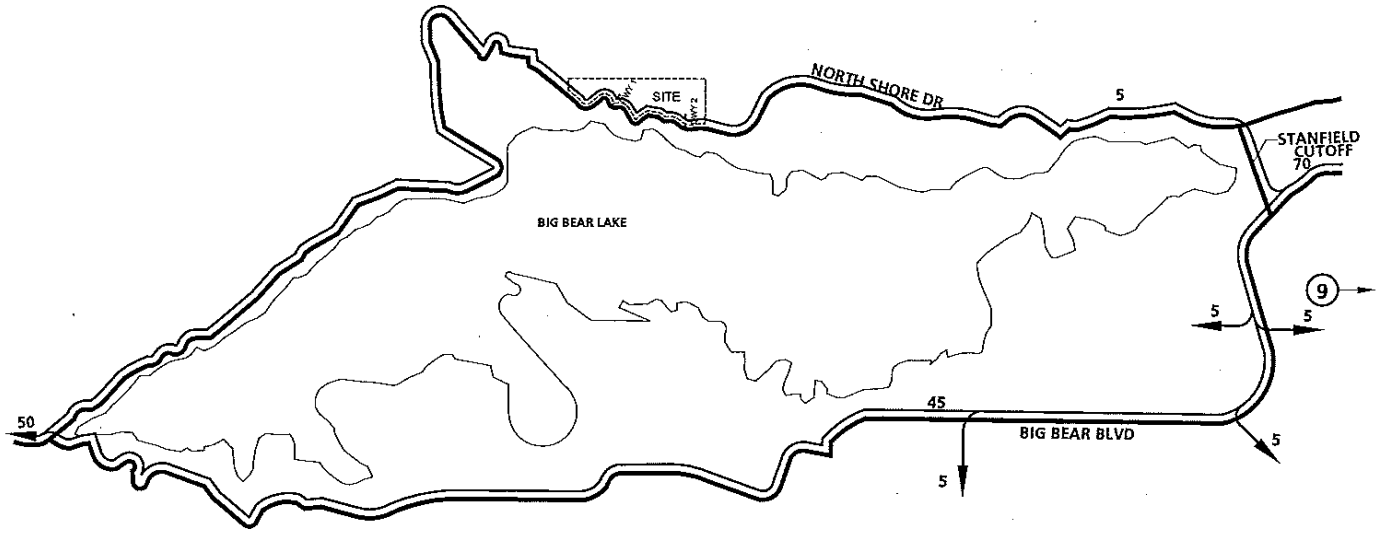
(8) = TT 16749

N

URBAN CROSSROADS

EXHIBIT D-9

TT 17201
TRIP DISTRIBUTION



LEGEND:

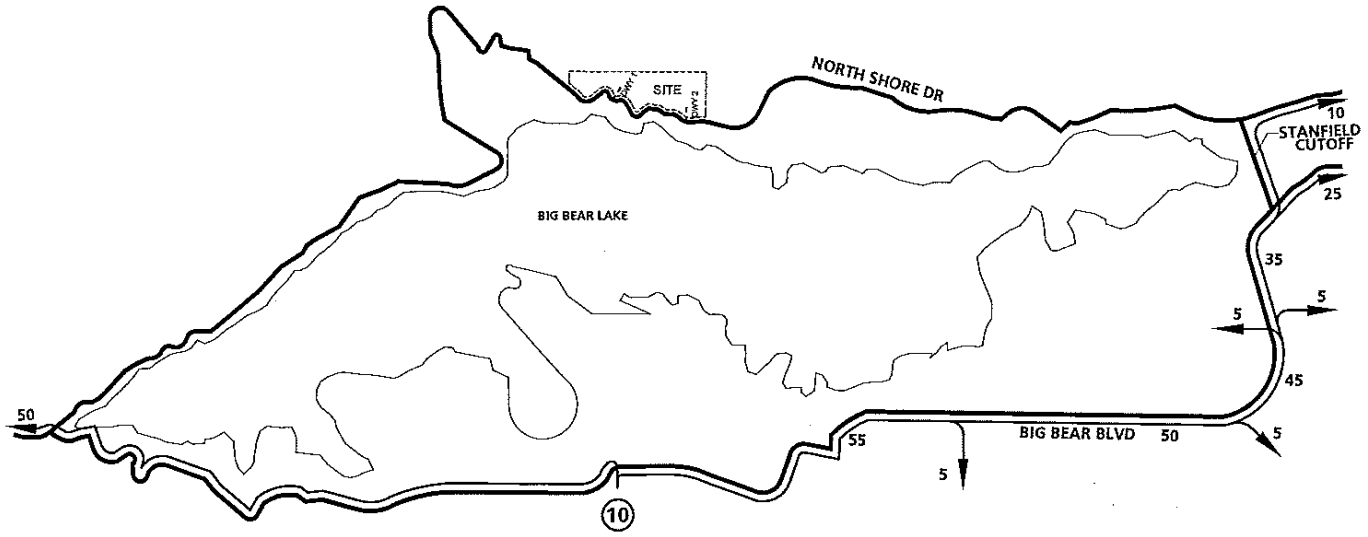
(9) = TT 17201

N

URBAN CROSSROADS

EXHIBIT D-10

HILTON GARDEN INN
TRIP DISTRIBUTION



LEGEND:

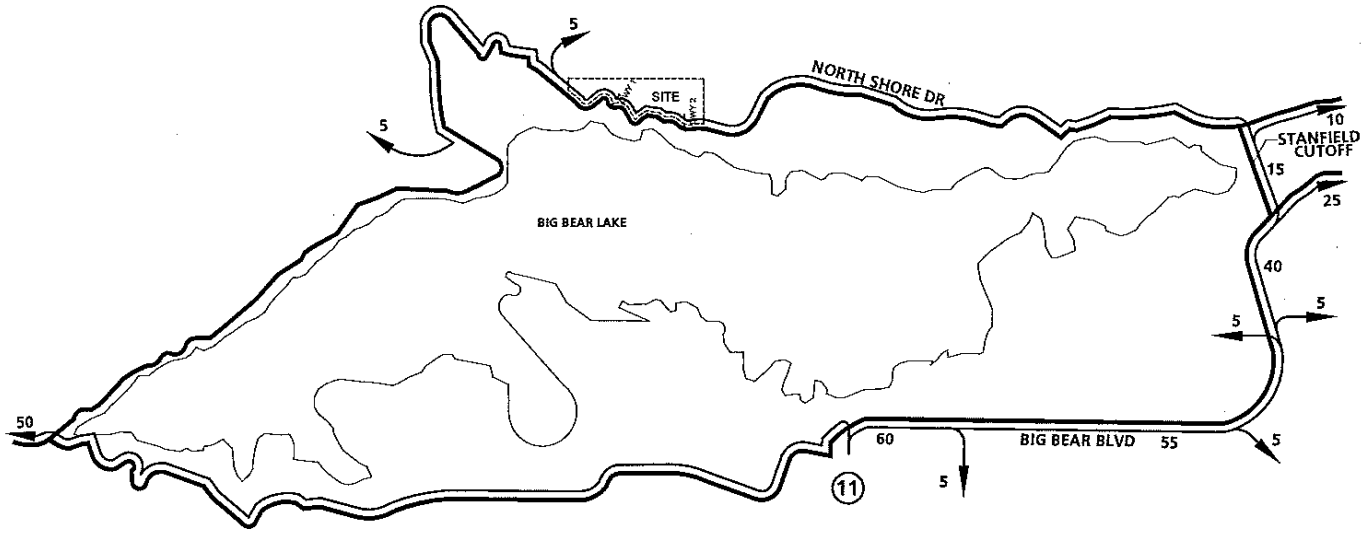
(10) = HILTON GARDEN INN

N

URBAN CROSSROADS

EXHIBIT D-11

MIXED-USE DEVELOPMENT TRIP DISTRIBUTION



LEGEND:

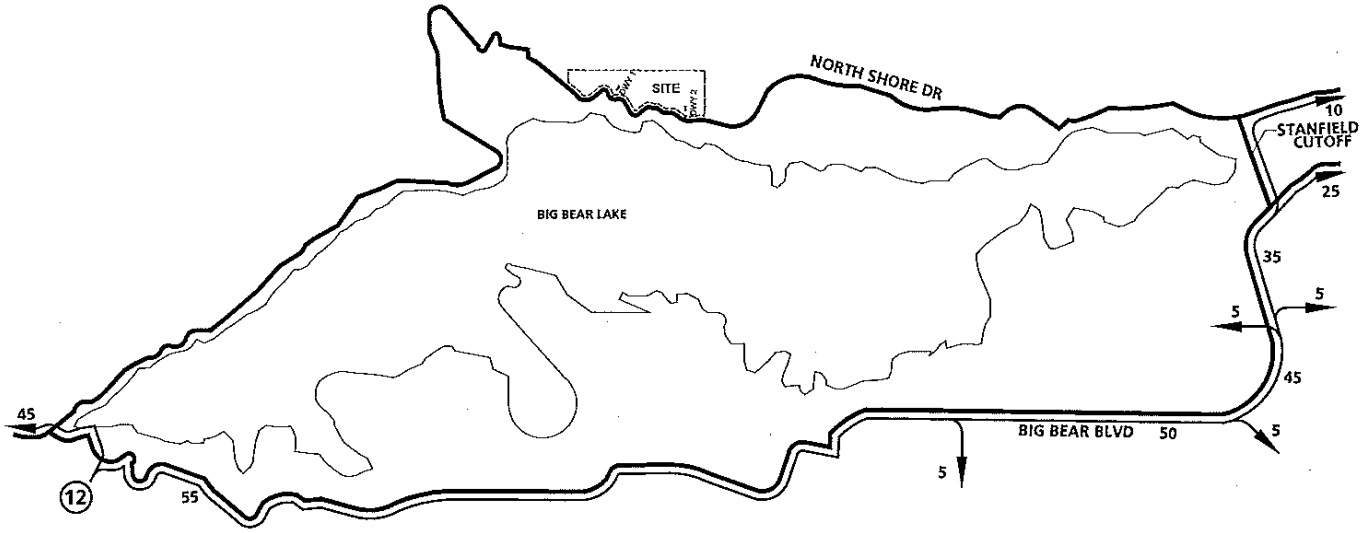
(11) = MIXED-USED DEVELOPMENT

N

URBAN CROSSROADS

EXHIBIT D-12

RESIDENTIAL LOTS TRIP DISTRIBUTION



LEGEND:

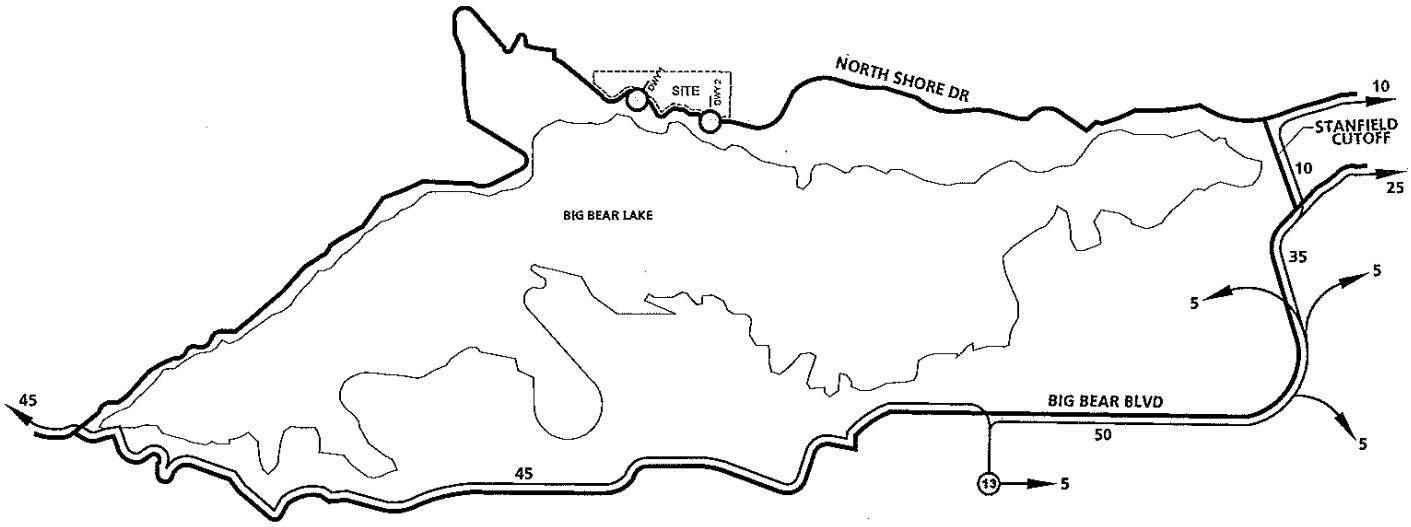
(12) = RESIDENTIAL LOTS

N

URBAN CROSSROADS

EXHIBIT D-13

CONDOMINIUMS



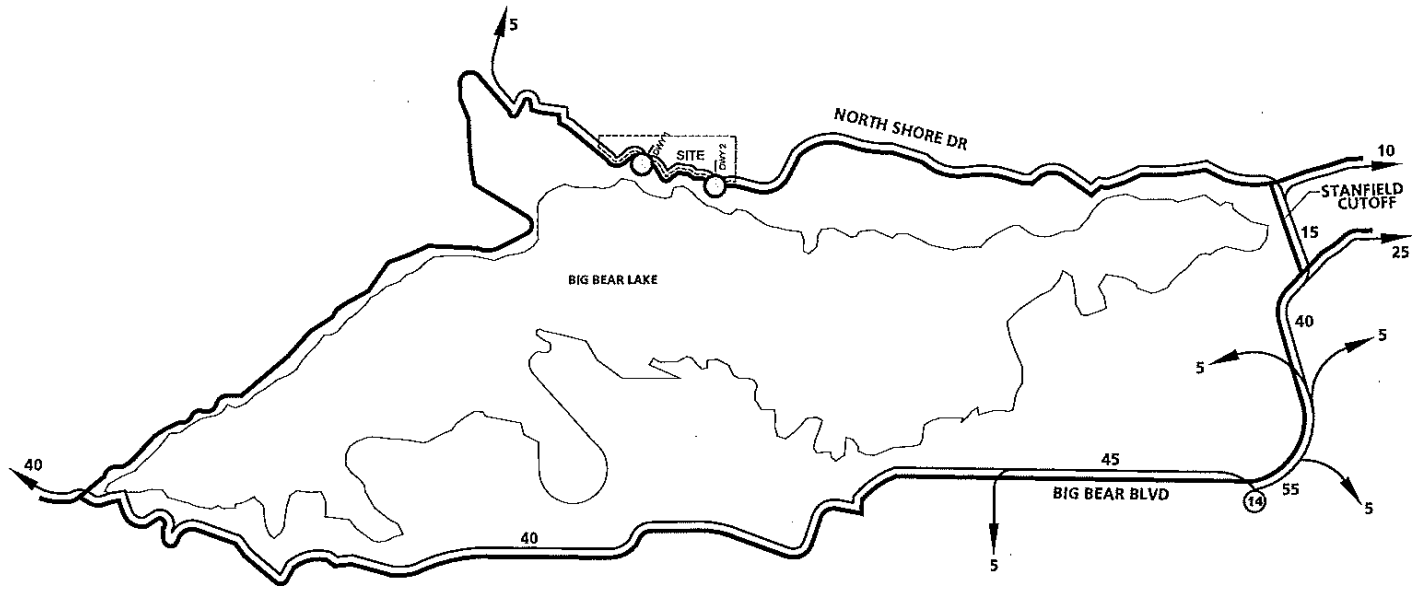
LEGEND:

⑬ = CONDOMINIUMS

N

EXHIBIT D-14

41820 BIG BEAR BLVD.



LEGEND:

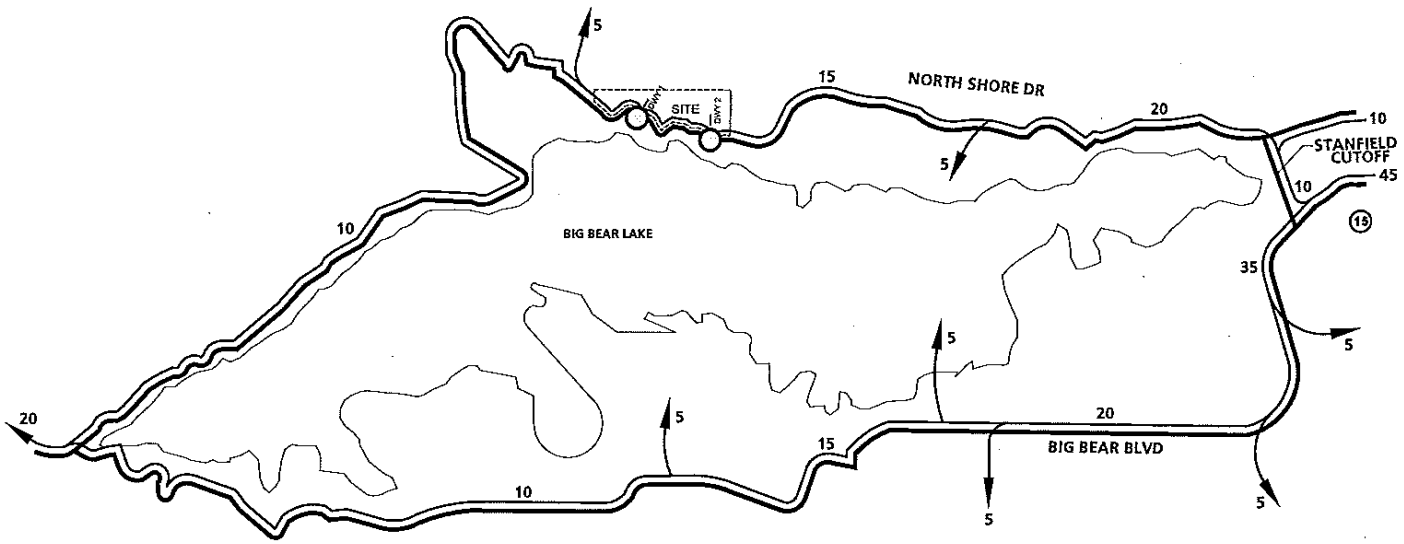
⑭ = 41820 BIG BEAR BLVD.

N

URBAN CROSSROADS

EXHIBIT D-15

WORLD HARVEST FAITH CENTER



LEGEND:

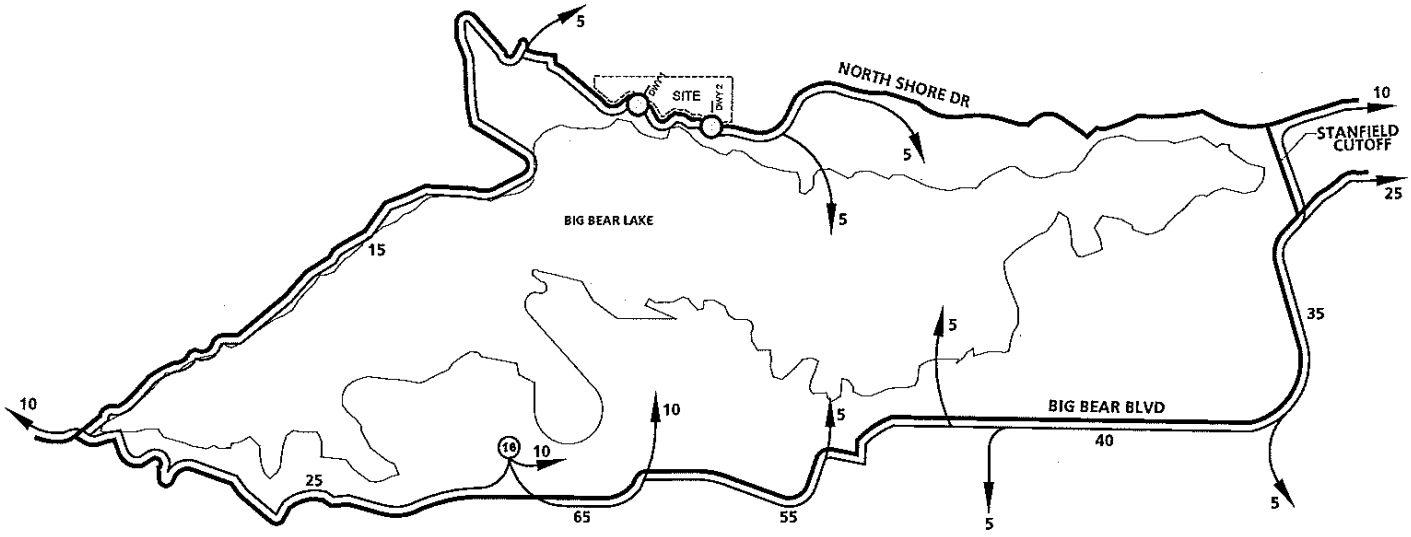
⑲ = WORLD HARVEST FAITH CENTER

N

URBAN CROSSROADS

EXHIBIT D-16

BOAT PARTS RETAIL & SERVICE



LEGEND:

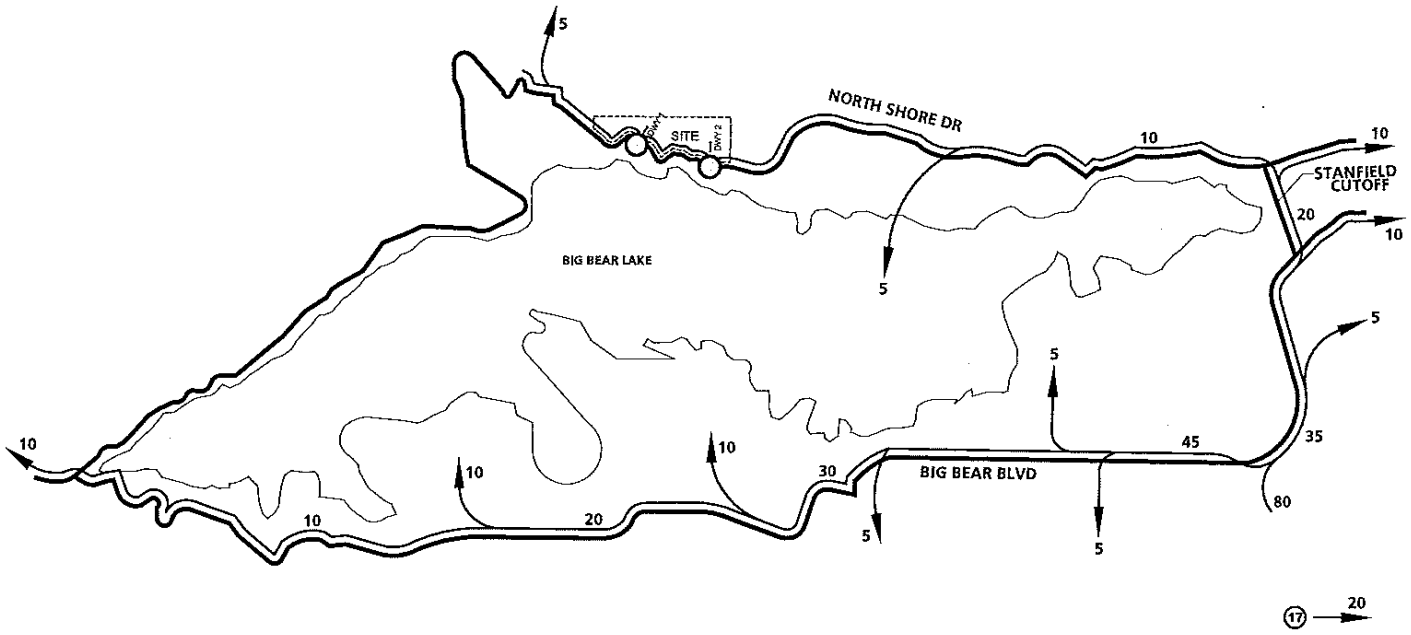
⑯ = BOAT PARTS RETAIL & SERVICE

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
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
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.

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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.

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
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.

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)

****

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 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)

****

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.

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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

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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.

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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.

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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
Scenario: Year 2030 with Project (Sunday MD)

Job #: 4409
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***

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

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***

S:\Carlsbad_Jobs_04400\04409\POSTPROCESSING\SUNDAY\[Stanfield_Big Bear.xls]Output (3)

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***

S:\Carlsbad_Jobs_04400\04409\POSTPROCESSING\FRIDAY\[NorthShore_Big Bear.xls]Output (3)

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***

S:\Carlsbad_Jobs_04400\04409\POSTPROCESSING\FRIDAY\[Stanfield_North Shore.xls]Output (3)

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

		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	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		PERCENT OF ADT		
		FRI PM	PM	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		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		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	
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.

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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			*			*		

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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
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	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
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
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			*			*		

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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 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.

****

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 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)

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]

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	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			*			*		

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 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[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.

****

APPENDIX I

COST ESTIMATE FOR ROADWAY IMPROVEMENTS

Local Interchange Improvements CONT...		
2.	Reconstruct Existing Interchange	
	Realign and widen existing ramps (to 2 lanes)	$750,000/Each Ramp
	Construct Loop on – ramps (Does not include realigning existing ramp)	$700,000/Each Ramp
	Upgrade existing Diamond IC to Partial – Cloverleaf	$6,000,000
3.	Improve Existing Interchange	
	Widen ramps (From one to two lanes)	$350,000/Each Ramp
	Widen existing OC structure	$110/Sq. Ft.
	Signalize ramp intersection	$90,000/Location
	Upgrade existing signal at ramp terminal	$75,000/Intersection
	Upgrade existing signal at ramp terminal (Add lights only)	$25,000/Each
4.	Ramp Metering System	$60,000/Each location
Intersection Improvements		
1.	Signalization of local intersection (with some roadwork)	$250,000
2.	Upgrade existing intersection signalization	$75,000
3.	Upgrade existing Traffic Controller/Assembles	$40,000/Each
4.	Install new signal	$90,000/location
5.	Add signal heads	$25,000/Intersection
6.	Construct left – turn lane (240' long)	$50,000/Each Location
7.	Street widening (12' wide) (Pavement only)	$180,000/Mile
8.	Curb and gutter (Type A2-8)	$15/LF

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Appendix F:
Applicable Fire Code Requirements