

APPENDIX J
TRAFFIC DATA

TRAFFIC IMPACT ANALYSIS

SNOWCREEK VIII

TOWN OF MAMMOTH LAKES, CALIFORNIA

This traffic impact analysis has been prepared
under the supervision of Leslie E. Card, P.E.

Signed Leslie E. Card



LSA

July 31, 2007

TRAFFIC IMPACT ANALYSIS

SNOWCREEK VIII

TOWN OF MAMMOTH LAKES, CALIFORNIA

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July 31, 2007

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SNOWCREEK VIII TRAFFIC IMPACT ANALYSIS

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to assess potential circulation impacts associated with the development of the Snowcreek VIII project on the existing circulation system of the Town of Mammoth Lakes (Town).

This report will focus on the short-range (2009/near-term) and the long-range (General Plan build out) impacts of the Snowcreek VIII project. The existing typical winter Saturday condition will be considered to be the baseline condition in this TIA. This analysis provides an assessment of the Snowcreek VIII traffic impacts and the determination of traffic mitigation as required for California Environmental Quality Act (CEQA) compliance.

PROJECT DESCRIPTION

The Snowcreek VIII project is located south of the intersection of Minaret Road and Old Mammoth Road. The project consists of 1,250 traffic-generating units and 6,000 square feet (sf) of commercial uses, including the following:

- 770 condominium units
- 80 affordable housing units
- Ice Skating Pond
- 400 hotel/private residence units, including:
 - Golf Pro Shop
 - Meeting Rooms
 - Spa/Health Fitness Center
 - Restaurant, Bar and Lounge
 - Retail Shops
- 3,500 sf market
- 900 sf interpretive center
- 1,700 sf outfitters cabin
- 8,000 sf swim club

Primary access to the project site will be provided from the intersection of Minaret Road and Old Mammoth Road. A second project access functioning primarily as an emergency access will be provided at the intersection west of Minaret Road/Old Mammoth Road. This access is not evaluated technically; nominal project traffic was assigned since it is generally not as direct as the main access.

The location of Snowcreek VIII is shown in Figure 1. The project site plan is illustrated in Figure 2a. An alternative site plan was provided and is illustrated in Figure 2b. As shown in Figure 2b, an alternative access road currently exists east of the project site (i.e., Sherwin Creek Road). Since this access is part of an alternative analysis, no project traffic was assigned to this location and is not evaluated technically. It should be noted that the analysis in this report is based on the project site plan illustrated in Figure 2a.

The project will construct a roundabout at the intersection of Minaret Road/Old Mammoth Road consistent with the General Plan, as shown in Figure 2a.

The project has committed three specific transit enhancements to and from the site. These enhancements include:

1. A revision to the Red Line bus route that includes a stop at the hotel entrance on the project site and a return to the original bus route.
2. An exclusive shuttle service provided for hotel guests to Eagle Lodge and the Village/Gondola area
3. Another three to four shuttle vans to be paid for by the Snowcreek VIII master homeowners association for all residents to use to major visitor stops including Eagle Lodge, the Village, Main Street and Old Mammoth Road commercial.

METHODOLOGY

The analysis of traffic impacts examines the following conditions:

1. Existing conditions (2005)
2. Cumulative baseline (existing plus approved projects) conditions (2009)
3. Existing plus project conditions
4. Cumulative plus project conditions
5. Long-Range Town Build Out: Alternative 2–Existing General Plan

Typical winter Saturday peak-hour baseline conditions were used to analyze traffic impacts for the existing and cumulative (existing plus approved project) conditions. The design day used in this study is a typical winter Saturday, which occurs 15–20 times a year. In the context of standard engineering practice, even the typical winter Saturday represents a conservative approach to traffic planning and mitigation. Typical winter Saturday peak-hour traffic counts previously conducted by the Mammoth Lakes Eagle Lodge Traffic Impact Analysis (LSC Transportation Consultants, Inc., August 2006) were utilized. For intersections where existing traffic counts were not available, LSA used traffic counts from the General Plan Update Traffic Analysis (LSC Transportation Consultants, Inc., November 2004).

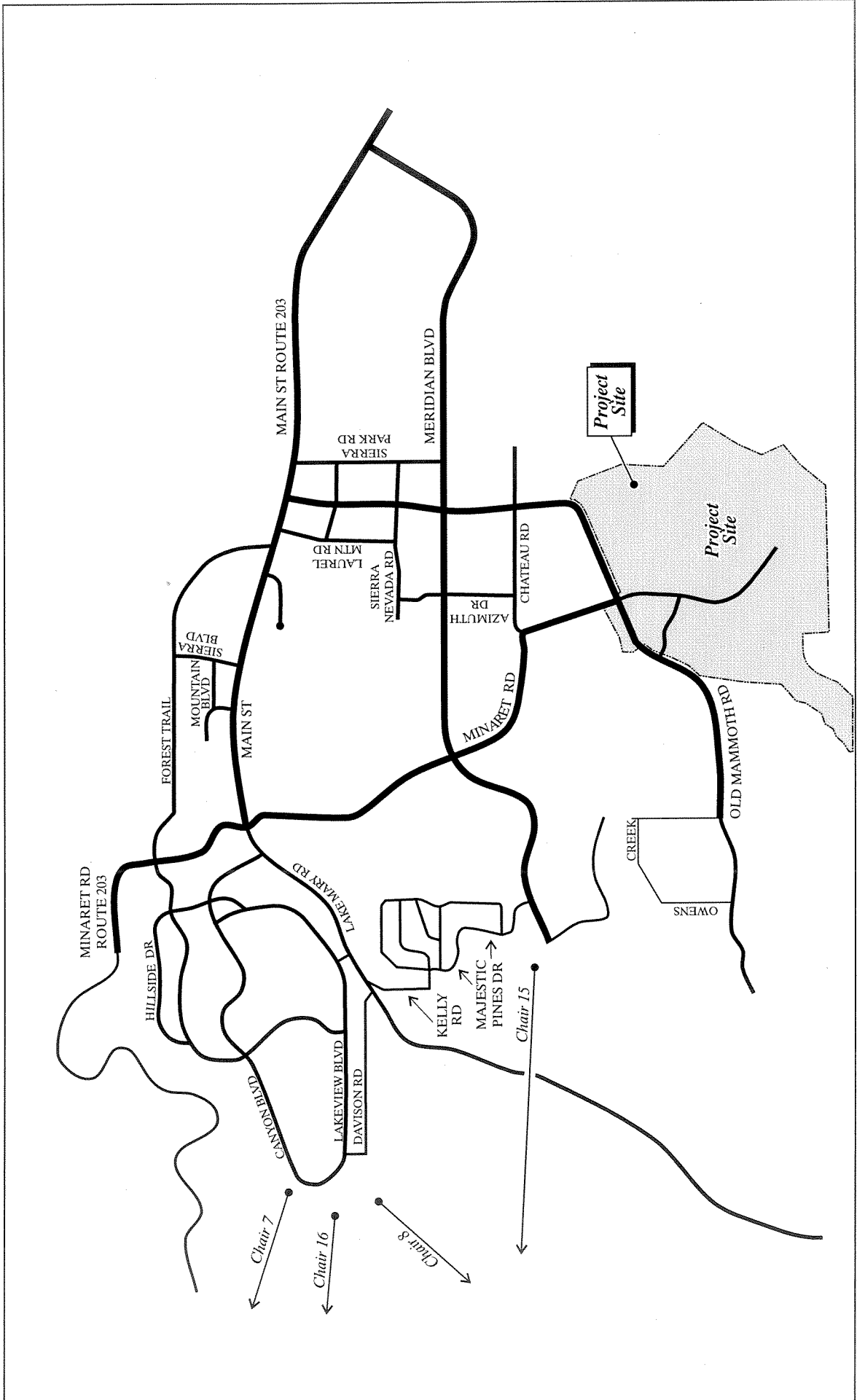


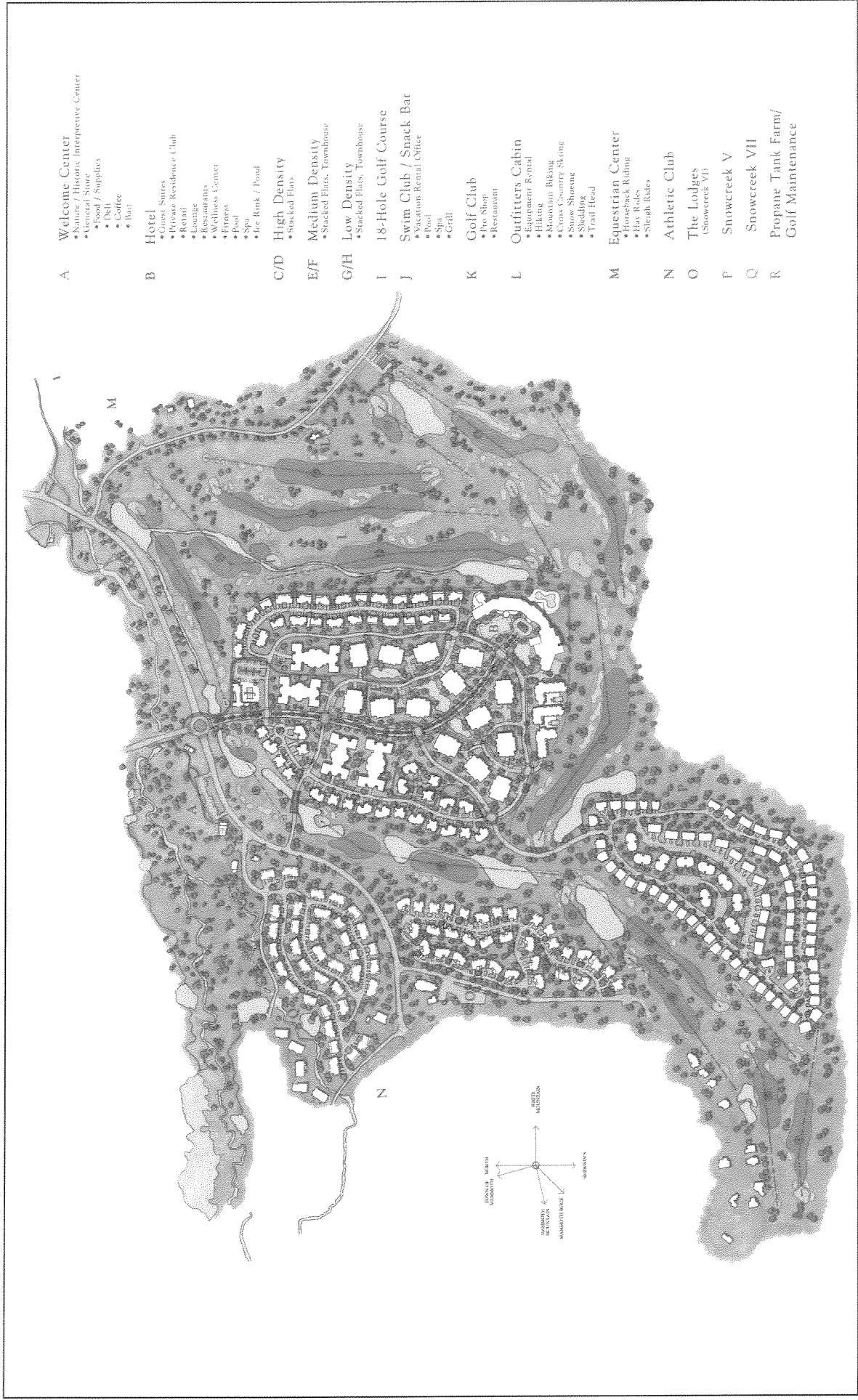
FIGURE 1

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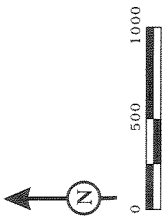
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- A Welcome Center**
 - Nature / Historic Interpretive Center
 - General Store
 - Food / Supplies
 - Deli
 - Coffee
 - Bar
- B Hotel**
 - Guest Suites
 - Private Residence Club
 - Rental
 - Restaurants
 - Wellness Center
 - Fitness
 - Pool
 - Spa
 - Ice Rink / Pond
- C/D High Density**
 - Stacked Flats
- E/F Medium Density**
 - Stacked Flats, Townhouse
- G/H Low Density**
 - Stacked Flats, Townhouse
- I 18-Hole Golf Course**
- J Swim Club / Snack Bar**
 - Vacation Rental Office
 - Pool
 - Spa
 - Grill
- K Golf Club**
 - Pro Shop
 - Restaurant
- L Outfitters Cabin**
 - Equipment Rental
 - Hiking
 - Mountain Biking
 - Cross Country Skiing
 - Snow Shoveling
 - Skiing
 - Trail Head
- M Equestrian Center**
 - Horseback Riding
 - Pony Rides
 - Sleigh Rides
- N Athletic Club**
- O The Lodges (Snowcreek VI)**
- P Snowcreek V**
- Q Snowcreek VII**
- R Propane Tank Farm/ Golf Maintenance**

FIGURE 2A

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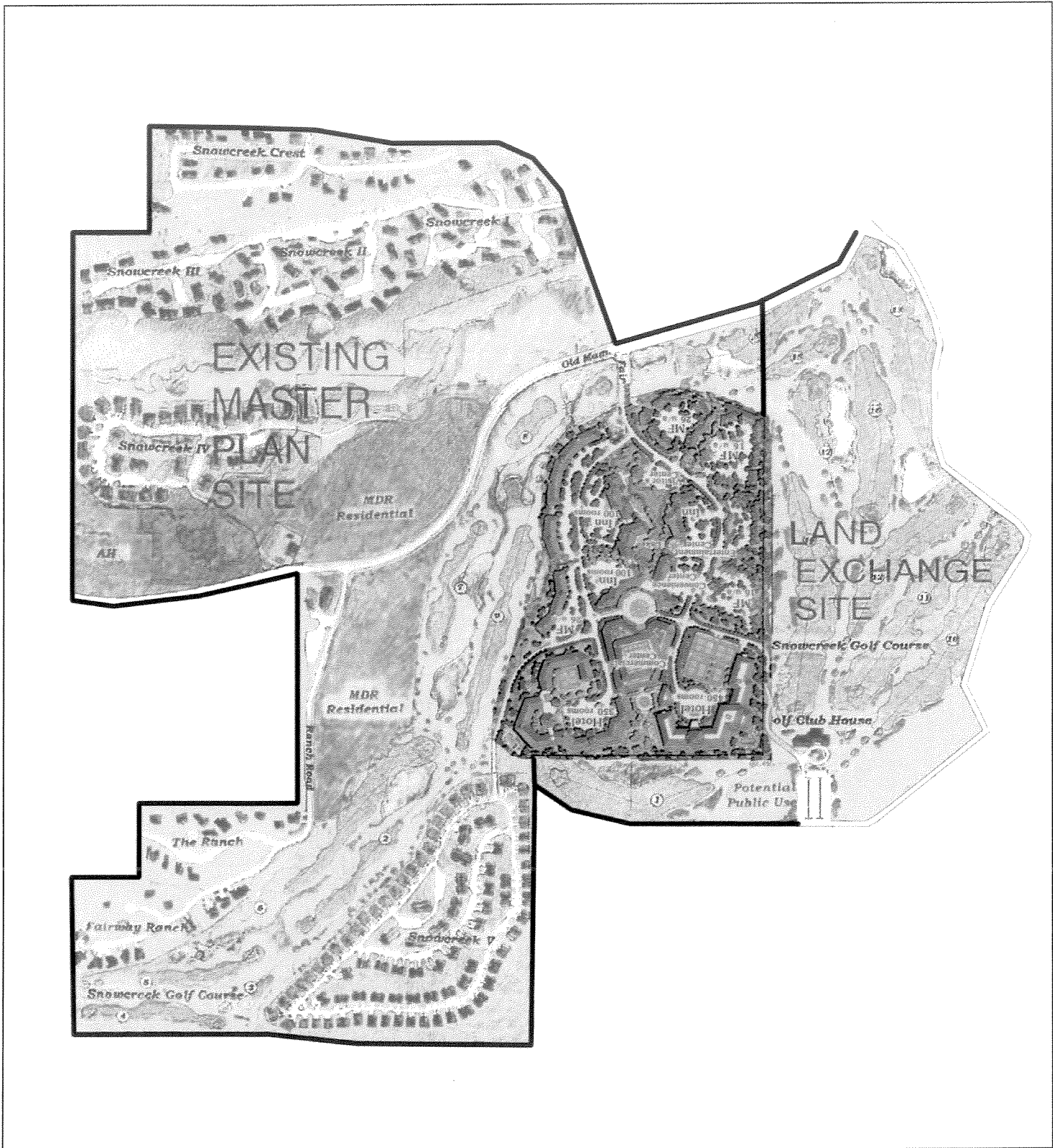


Snowcreek VIII

Site Plan

SOURCE: Scheurer Architects

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FIGURE 2b

Snowcreek VIII
Alternative Site Plan

Additional analysis was conducted to further confirm that the typical winter Saturday represents the appropriate environmental analysis day. Using the 2006 Caltrans traffic count data for Main Street east of the Town Post Office, the average peak-hour traffic volumes for Fridays (the highest day of the week) during the peak summer months (July/August) were compared to the average peak hour traffic volumes during peak winter months (January/February). The comparison indicated that the typical winter Saturday was slightly higher than the peak summer Friday.

The study area intersections as prescribed by the Town are as follows:

1. Minaret Road/Old Mammoth Road
2. Minaret Road/Meridian Boulevard
3. Old Mammoth Road/Meridian Boulevard
4. Old Mammoth Road/Main Street
5. Minaret Road/Main Street

Figure 3 shows the location of the five study area intersections as well as the Town's General Plan Roadway Classifications for the surrounding circulation system.

A cumulative scenario has been included in this analysis to account for traffic from approved development projects that would be added to the existing circulation system. A list of approved projects was supplied by the Town staff. A total of 38 development projects have been identified by the Town as anticipated to be developed in the near future.

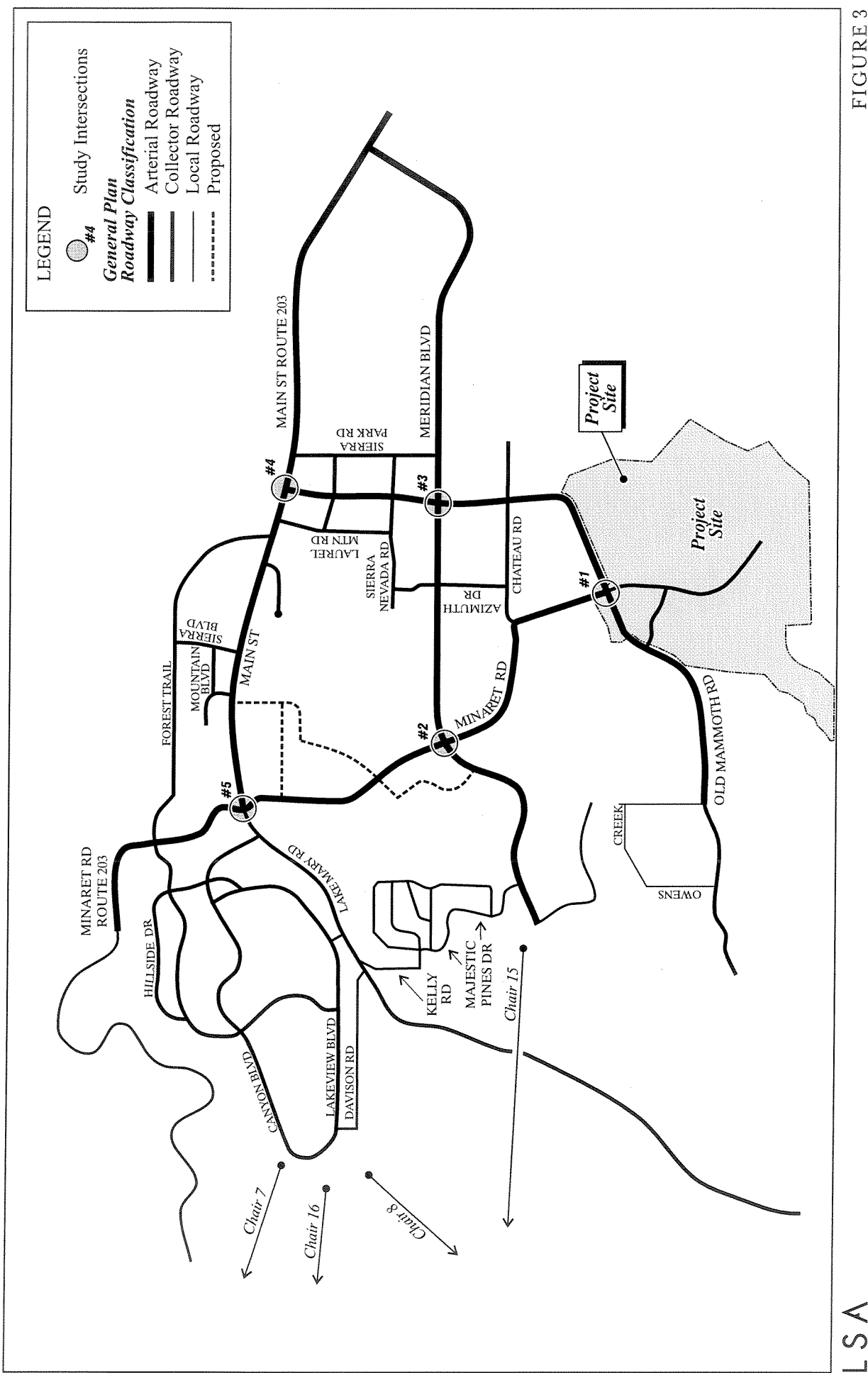
Peak winter Saturday daily and p.m. peak-hour trips were generated for the proposed Snowcreek VIII project using standard trip rates from the Town and the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 7th Edition. Trip distribution and assignment were determined by the relationship of prominent attractions to the project.

LEVEL OF SERVICE STANDARDS

The Town's level of service (LOS, which is defined using letter grades A–F) standard for intersections is LOS D, which corresponds to a volume-to-capacity (v/c) ratio of 0.90 for signalized intersections. An intersection is considered satisfactory when it operates at LOS A–D. An unsignalized intersection would be considered deficient if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle hours for a single-lane approach and five vehicle hours for a multilane approach, consistent with the General Plan Update Traffic Analysis.

Methodology

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of LOS. These levels recognize that, while an absolute limit exists regarding the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such



conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stalls) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual*. The Manual establishes LOS A–F. Brief descriptions of the six LOS, as abstracted from the Manual, are shown in Table A. The LOS criteria for unsignalized and signalized intersections are shown in Table B.

Table A: Intersection LOS Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Table B: Level of Service Parameters

Level of Service	Signalized Intersections	Unsignalized Intersections
	Delay (seconds)	Delay (seconds) ¹
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0–15.0
C	> 20.0 and ≤ 35.0	> 15.0–25.0
D	> 35.0 and ≤ 55.0	> 25.0–35.0
E	> 55.0 and ≤ 80.0	> 35.0 seconds/vehicle and > 4.0 hour cumulative delay for single lane or >5.0 hour cumulative delay for two-lane approach
F	> 80.0	

¹ If the intersection exceeds the LOS D criteria, the hourly total criteria (four vehicle-hours for a single-lane approach and five vehicle-hours for a multilane approach) standard applies.

For all study area intersections, the *2000 Highway Capacity Manual* (HCM 2000) analysis methodologies were used to determine intersection LOS. All LOS were calculated using the Traffix Version 7.8 software, which uses the HCM 2000 methodologies.

Signalized Intersections and Unsignalized Intersections

LOS for signalized and unsignalized intersections are determined using the methodology set forth in the 2000 HCM, where the calculation of LOS is dependent on the occurrence of gaps in the through traffic flow of the major street. Using data collected describing the intersection configuration and traffic volumes at the study area intersections, the delay (in seconds per vehicle) of each minor street or major street conflicting movement is estimated. These delays are used to calculate the intersection's average delay per vehicle, which is used to determine the intersection LOS. It should be noted that at two-way, stop-controlled intersections, the intersection delay refers only to the delay experienced by vehicles on the stop-controlled minor street. As a result, at locations where a higher volume of through traffic is experienced on the major street, fewer gaps will be experienced in the through traffic flow of the major street. As a result, the addition of only one or two vehicles to the stop-controlled minor street could result in the rapid deterioration of LOS at that intersection, although most vehicles at the intersection do not experience any delay.

It should be noted that the LOS threshold at unsignalized intersections can be easily exceeded when only a few vehicles experience a delay greater than 50 seconds. Furthermore, application of this threshold would substantially increase the frequency of identified failure of intersections, along with the need for intersection improvements. For these reasons, the Town has identified unsignalized intersection LOS standards that allow greater delay on low-volume approaches. These thresholds of significance identify a deficiency if the approach delay exceeds four vehicle-hours for a single-lane approach and five vehicle-hours for a multilane approach. This threshold has the advantage of being relatively easy to calculate as well as to explain to the public. For example, it could be summarized as follows: "A deficiency is only found for a side street with two approach lanes when the cumulative total delay exceeds five hours." Therefore, as delay exceeds the 50-second threshold, the four vehicle-hour and five vehicle-hour standard applies.

EXISTING (WINTER 2005) CONDITIONS

Figure 4 presents the existing number of lanes and intersection control for the study area intersections. Figure 5 shows the existing typical winter Saturday peak-hour traffic volumes at each study area intersection and average daily traffic (ADT) on the roadways. Existing LOS at study area intersections are shown in Table C. Existing LOS worksheets are presented in Appendix A.

As shown in Table C, all study area intersections currently operate at satisfactory LOS (LOS D or better) in the existing condition.

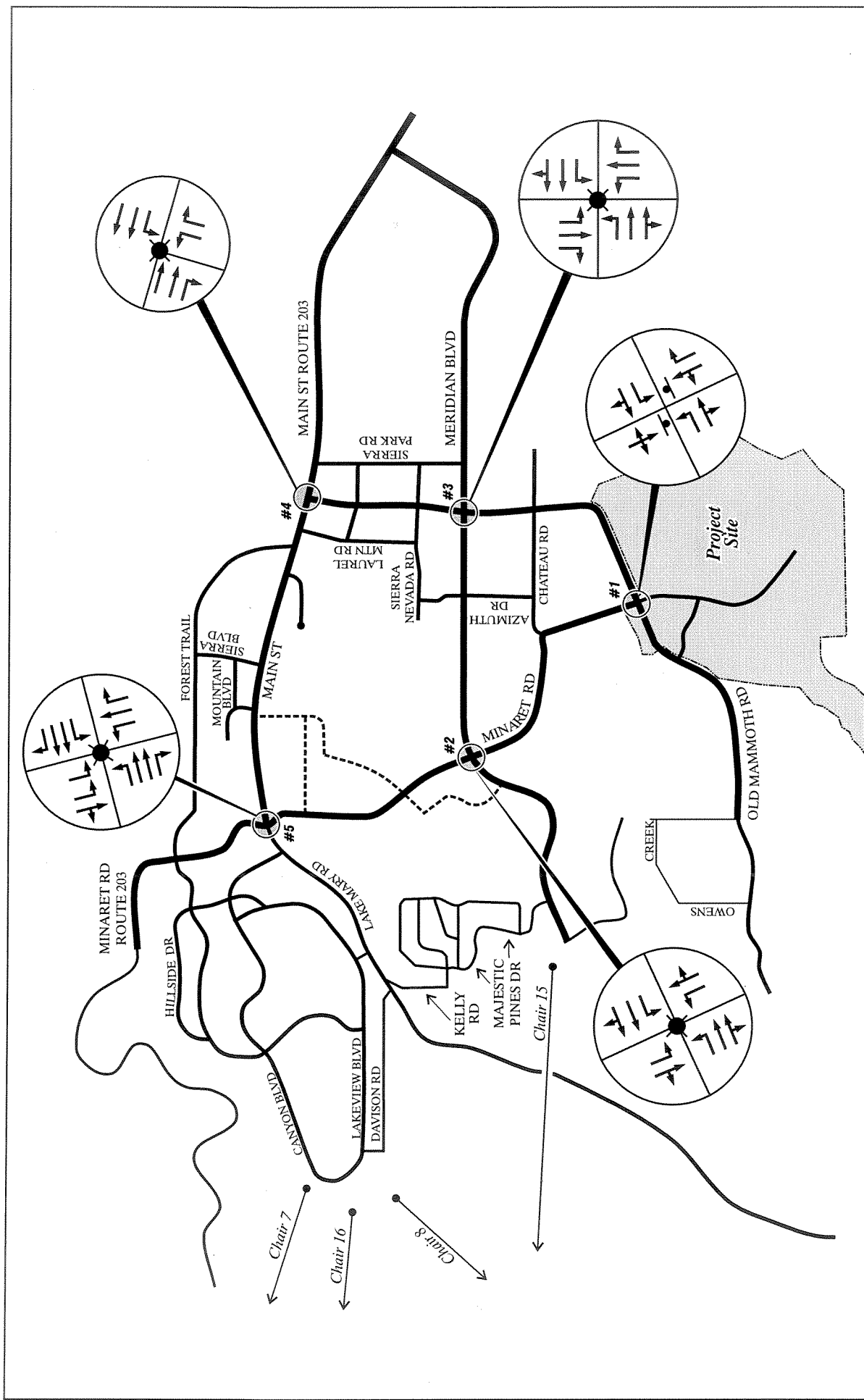
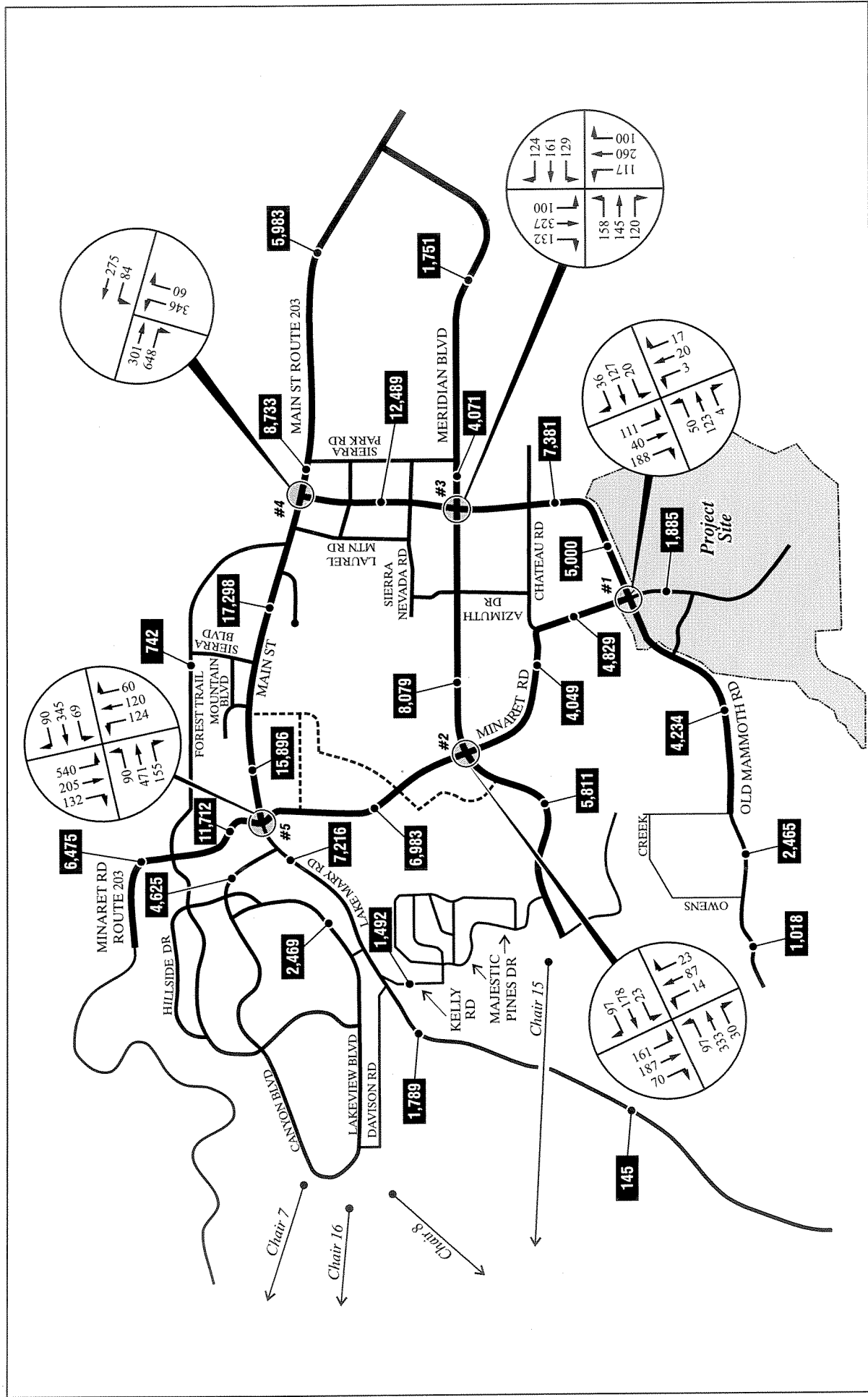


FIGURE 4



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Note: Existing volumes taken from the Eagle Lodge Traffic Impact Analysis, (August 31, 2006) and the Mammoth Lakes Transportation Model Validations Report (November 11, 2004) by LSC Transportation Consultants, Inc.

YVY - Average Daily Traffic (ADT)

FIGURE 5

Existing Condition Typical Winter Saturday
Peak Hour Traffic Volumes

NOT TO SCALE

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Table C: Existing (2005) Typical Winter Saturday Intersection LOS

Intersection	Delay (seconds)	LOS
1. Minaret Road/Old Mammoth Road ¹	18.9	C
2. Minaret Road/Meridian Boulevard	17.1	B
3. Old Mammoth Road/Meridian Boulevard	20.3	C
4. Old Mammoth Road/Main Street	17.5	B
5. Minaret Road/Main Street	19.7	B

¹ Unsignalized intersection

CUMULATIVE (EXISTING PLUS CUMULATIVE PROJECTS) CONDITIONS

To forecast background traffic conditions, traffic volumes from cumulative projects in the vicinity of the Snowcreek VIII project were added to existing traffic volumes. A list of these projects was provided by the Town. Projects that are 10 units or less are not shown. The following projects in the vicinity of the Snowcreek VIII project are included:

1. Tavern Road Park-n-Ride: 31 high-density dwelling units
2. The Jeffries: 14 high-density dwelling units*
3. The Grove: 42 medium-density dwelling units
4. Mammoth Lakes Foundation: 74 high-density student housing units*
5. Westin Hotel (The Monache): 230-room resort hotel with 4,000 sf of restaurant use*
6. 8050 A/B/C Timeshare Condominiums: 44 high-density dwelling units*
7. Tallus Timeshare Condominiums: 19 high-density dwelling units*
8. Mammoth Hillside: 193 resort hotel units and 37 employee units*
9. Mammoth Lakes Family Housing: 24 high-density dwelling units*
10. Mammoth View: 92 private residence club units and 106 condominium/hotel units
11. Fairway 4/5 (Woodwinds): 12 high-density dwelling units*
12. Sierra Star 4b Housing: 40 high-density dwelling units*
13. Intrawest South Hotel: 251 high-density dwelling units*
14. Storied Places: 22 high-density dwelling units*
15. Fairway 16 (Solstice): 58 high-density dwelling units*
16. Stonegate: 14 medium-density dwelling units*
17. Snowcreek VI: 120 high-density dwelling units (106 units actually built)*
18. Mono County Library: 16,000 sf*

* Included in the Eagle Lodge Study; considered part of the 2009 cumulative baseline traffic volumes.

19. Mammoth Hospital: 40,000 sf
20. Darrin Davis: 11 high-density dwelling units*
21. Manzanita Apartments: 14 high-density dwelling units
22. Aspen Village Phase I: 48 affordable housing units*
23. Mammoth Crossings (Lodestar): 45 condominium/hotel units*
24. Aspen Village Phase II: 24 high-density dwelling units*
25. Eagle Lodge: 180 condominium/hotel dwelling units, 5,000 sf ice skating rink, 4,000 sf convenience market, 8,000 sf day spa, 4,000 sf restaurant, a food court, ski school/day care, and skier commercial services*
26. 3863/3905 Main Street: 54 high-density dwelling units*
27. Gaylon Teslaa (3599 Main Street): 3,600 sf veterinary clinic
28. Snowcreek VII: 118 high-density dwelling units *
29. Town Parking Structure: 340-space municipal parking garage.
30. Mammoth Lakes Fire and Police Department (MFPD): demolition of old station and construction of new station.
31. Cardinal Investments: 120 high-density dwelling units (190 room condominium hotel)
32. Hidden Creek Crossing/Shady Rest: 460 high-density units and 31,000 sf commercial (not included in traffic analysis, as directed by Town staff)
33. Clearwater Mammoth: 339 high-density units and 28,205 sf commercial
34. Sierra Star Master Plan: 800 high-density units, 29,000 sf commercial, and 30,000 sf conference center
35. Grey Eagle: 12 high-density units
36. Holiday Haus/Ward Jones: 74-unit hotel
37. High Country Lumber Expansion: 6,240 sf home improvement store
38. Town Ice Skating Rink: regulation-sized ice rink/multiuse facility

Table D shows the trip generation of each cumulative project. Where available, trip generation estimates were obtained from traffic studies prepared for the approved projects. Trips were generated for that project using trip rates from the Mammoth Lakes Transportation Model (MTM). The location of the approved projects, along with the traffic volumes and ADT contributed to study area intersections and roadways by the approved projects, is illustrated in Figure 6.

An additional cumulative project known as Mammoth Crossings (located on the corners of Main Street/Minaret Road) is also worth noting. This project proposes to increase the density from 48 rooms per acre to 80 rooms per acre and applies some density bonuses. The resultant project is 435 units in comparison to the approximately 223 units allowed under the existing zoning. This assumes an average of 2 bedrooms per unit. The net result is a 212-unit increase beyond current zoning and the General Plan. It was requested to provide an order of magnitude impact of this project.

Table D- Approved Projects Trip Generation

Land Use	ADT	Winter Saturday Peak Hour		
		In	Out	Total
1. Tavern Road Park and Ride ¹	248	10	10	20
2. The Jeffries ^{1*}	112	5	5	9
3. The Grove ¹	420	19	16	35
4. Mammoth Lakes Foundation ^{1*}	592	24	24	48
5. The Monache ^{1*}	2,473	141	100	241
6. 8050 A/B/C Timeshare Condominiums ^{1*}	440	20	17	37
7. Tallus Timeshare Condominiums ^{1*}	180	8	7	15
8. Mammoth Hillside ^{2*}	2,205	106	84	265
9. Mammoth Lakes Housing ^{1*}	240	11	9	20
10. Mammoth View ^{3*}	451	24	12	36
11. Fairway 4/5 (Woodwinds) ^{1*}	120	5	5	10
12. Sierra Star 4b Housing ^{1*}	400	18	15	33
13. Intrawest South Hotel ^{1*}	2,510	112	96	208
14. Storied Places ^{1*}	220	10	8	18
15. Fairway 16 (Solstice) ^{1*}	580	26	22	48
16. Stonegate ^{1*}	140	6	5	12
17. Snowcreek VI ^{1*}	1,060	47	40	88
18. Mono County Library ^{1*}	745	57	51	108
19. Mammoth Hospital ⁴	671	9	28	37
20. Darrin Davis Condominiums ^{1*}	110	5	4	9
21. Manzanita Apartments ¹	112	5	5	9
22. Aspen Village Phase I ^{1*}	480	22	18	40
23. Mammoth Crossing (Lodestar) ^{1*}	450	20	17	37
24. Aspen Village Phase II ^{1*}	240	11	9	20
25. Eagle Lodge ^{1*}	2,170	172	147	216
26. 3863/3905 Main Street ^{1*}	540	24	21	45
27. 3599 Main Street (Gaylon Tesla) ¹	283	8	10	17
28. Snowcreek VII ^{5*}	1,062	46	40	86
29. Town Parking Structure ⁶	-	-	-	-
30. MLFPD ⁷	-	-	-	-
31. Cardinal Investments ¹	1,200	54	46	100
32. Hidden Creek Crossing (Shady Rest) ⁸	-	-	-	-
33. Clearwater Mammoth ⁹	5,181	247	202	449
34. Sierra Star Master Plan ¹⁰	7,295	342	280	583
35. Grey Eagle ¹	120	5	5	10
36. Holiday Haus/Ward Jones ¹	200	8	6	14
37. High Country Lumber Expansion ¹	284	18	16	34
38. Town Ice Skating Rink ¹	200	6	7	15
Total Approved Projects	33,734	1,650	1,388	2,972

Notes:

* Approved projects included in Mammoth Lakes Eagle Lodge Traffic Impact Analysis by LSC Consultants, Inc. (August 2006). The approved projects not denoted with an asterisk (*) were manually generated and assigned.

¹ Daily trip generation based on MTM. The p.m. peak-hour rates were developed based on the proportional relationship of the daily and p.m. peak-hour rates for the respective land uses as shown in the ITE Trip Generation, 7th Edition.

² Mammoth Hillside Traffic Impact Analysis, LSA Associates, Inc., December 2005.

³ Mammoth View Traffic Impact Analysis, LSA Associates, Inc., May 2007

⁴ Mammoth Hospital Expansion Traffic Impact Analysis, LSA Associates, Inc., April 2003.

⁵ Snowcreek 7 Traffic Impact Analysis, LSA Associates, Inc., December 2005.

⁶ No increase in area-wide traffic generation.

⁷ This land use will generate a nominal number of trips during the Saturday peak hour.

⁸ Not included in the Traffic Study as directed by Town staff.

⁹ Clearwater Mammoth Traffic Impact Analysis, LSA Associates, Inc., November 2006.

¹⁰ Sierra Star Master Plan Traffic Impact Analysis, LSA Associates, Inc., August 2006.

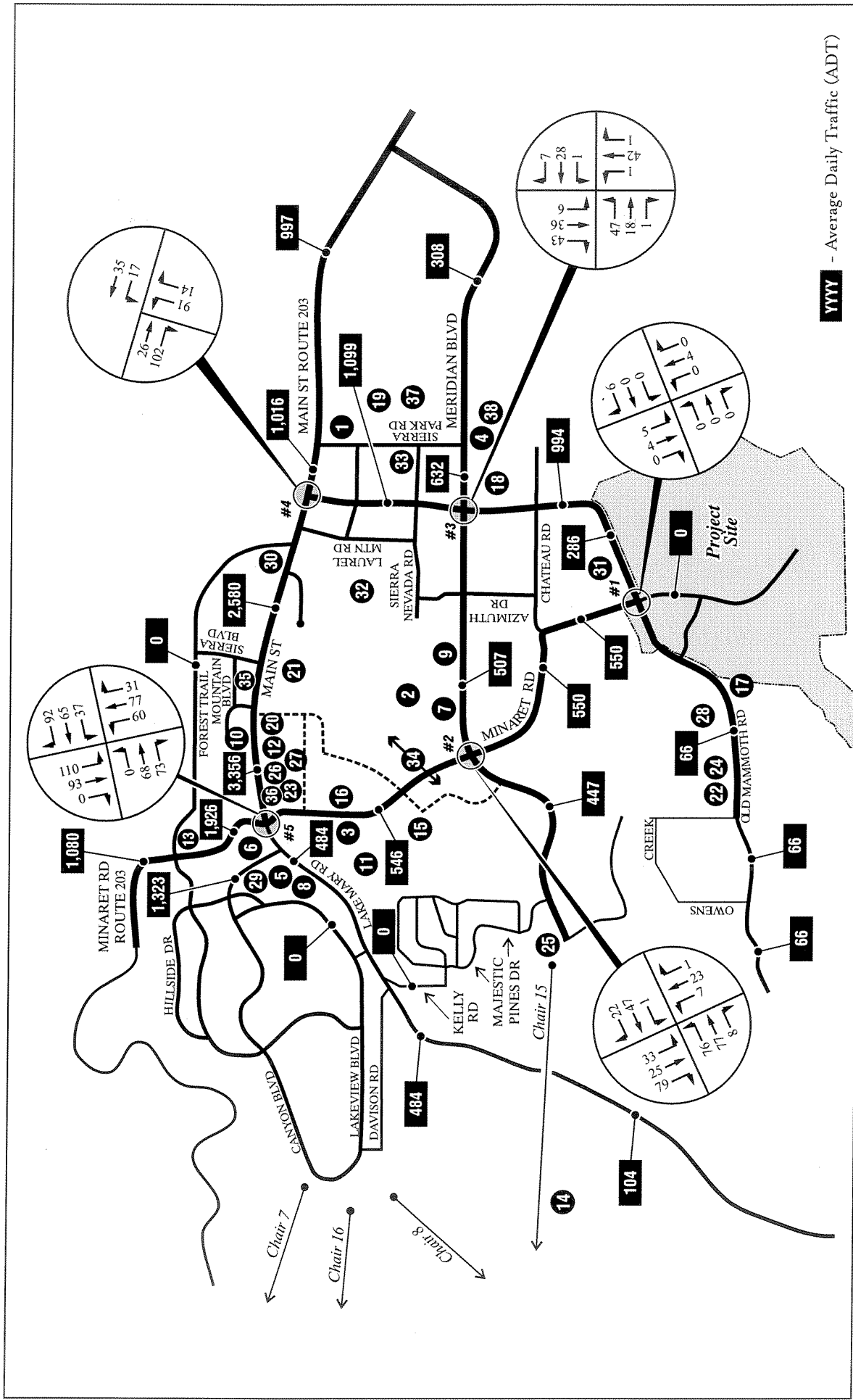


FIGURE 6

Snowcreek VIII

Approved Project Locations and Trip Assignment

YYY - Average Daily Traffic (ADT)

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North Arrow

*Approved projects included in Mammoth Lakes Eagle Lodge Traffic Impact Analysis, LSC Transportation Consultants, Inc. (August 31, 2006).

The unit increase would result in approximately 100 peak-hour trips using standard traffic generation rates for residential units. Furthermore, approximately 30 percent of these 100 peak-hour trips would be assigned as internal to The Village gondola area resulting in a net increase of 70 peak-hour trips. These trips would be distributed in all directions to and from the project site, resulting in a relatively minor increase to General Plan level of service (LOS). The key intersection of Minaret Road/Main Street has some available capacity to accommodate these additional trips as a result of the recommended mitigation measures of the General Plan.

The 2009 cumulative baseline traffic volumes were obtained from the Mammoth Lakes Eagle Lodge Traffic Impact Analysis (LSC Consultants, Inc., August 2006). The projects listed above denoted with an asterisk (*) were included in the Eagle Lodge study and therefore are considered part of the 2009 cumulative baseline traffic volumes. Traffic from the cumulative projects not denoted with an asterisk was manually generated and assigned to the Eagle Lodge 2009 cumulative baseline traffic to arrive at the cumulative baseline condition. The cumulative baseline traffic volumes at each intersection are illustrated in Figure 7. A level of service analysis at study area intersections was prepared for the cumulative baseline condition. The cumulative baseline LOS are shown in Table E, and the LOS worksheets are presented in Appendix B.

Table E: Cumulative Typical Winter Saturday Intersection Levels of Service

Intersection	Delay (seconds)	LOS
1. Minaret Road/Old Mammoth Road ¹ (stop sign)	22.3	C
2. Minaret Road/Meridian Road (signal) ²	30.9	C
3. Old Mammoth Road/Meridian Road (signal)	29.4	C
4. Old Mammoth Road/Main Street (signal)	25.8	C
5. Minaret Road/Main Street (signal)	40.0	D

¹ Unsignalized intersection

² Assumes existing signal. It should be noted that a roundabout is expected to be constructed in 2008.

As shown in Table E, all the study area intersections are forecast to operate at satisfactory LOS in the cumulative condition.

TRANSIT SERVICE

Transit service within the vicinity of the project site is currently served by Mammoth Lakes Transit Red Line. The Red Line provides bus stops adjacent to the project site and provides service to North Village, Snowcreek Athletic Club, and the Main Lodge via Old Mammoth Road, Minaret Road, Chateau Road, Main Street, and Canyon Boulevard. The Red Line day service operates every 30 minutes from 7:00 a.m. to 5:30 p.m. The evening service operates every 30 minutes from 5:00 p.m. to 12:00 a.m.

The Town has recently implemented a year-round Mammoth Lakes Transit system in the vicinity of the project site. The Town Trolley provides bus stops on Old Mammoth Road and provides service to The Village via Old Mammoth Road and Main Street every 30 minutes from 9:00 a.m. to 10:00 p.m. The Midtown Lift provides bus stops on Chateau Road and also provides service to The Village via mid-Mammoth every 30 minutes Monday through Friday from 7:00 a.m. to 6:00 p.m. and on weekends from 9:00 a.m. to 6:00 p.m.

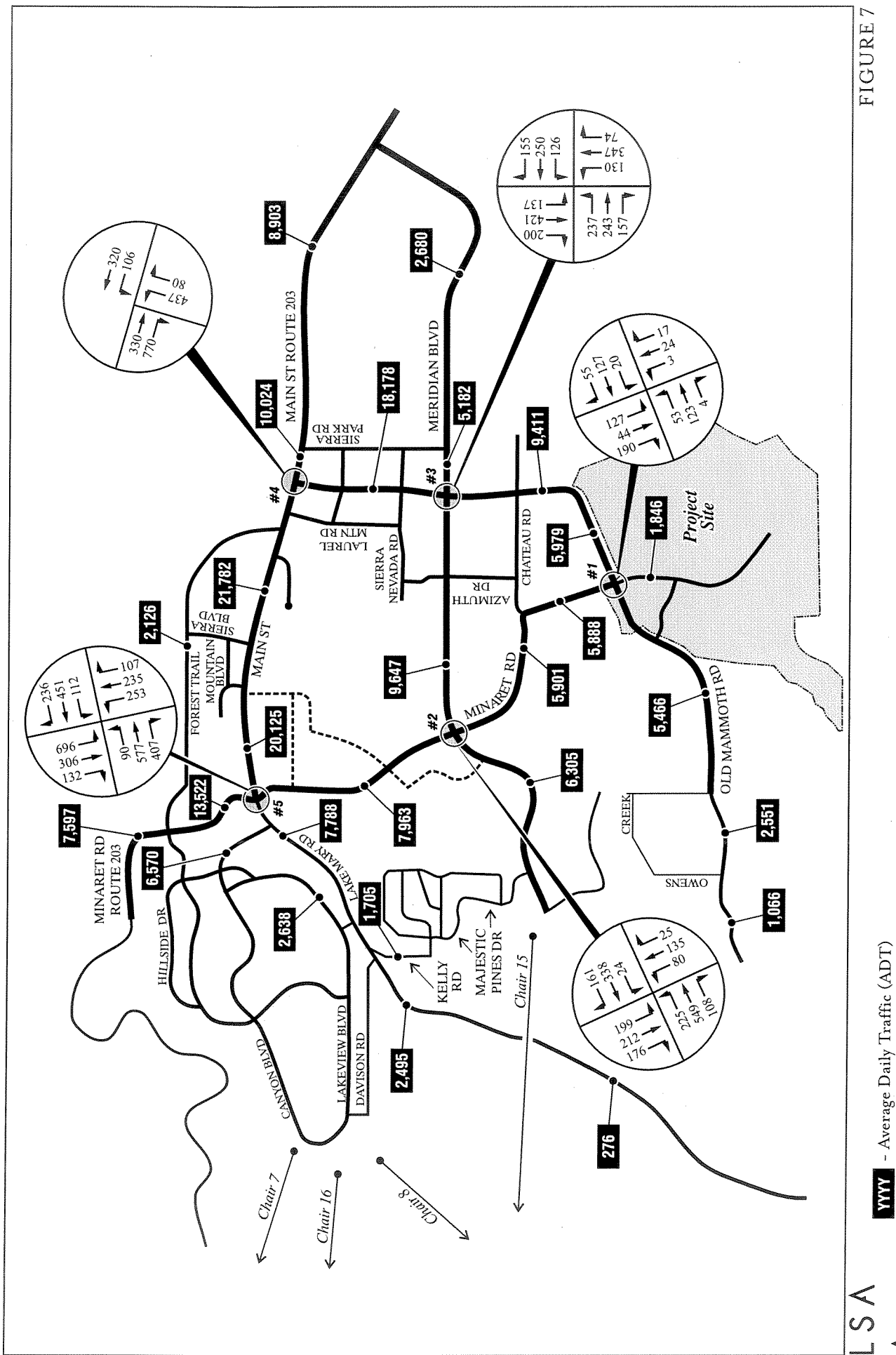


FIGURE 7

Cumulative Baseline Typical Winter Saturday Peak Hour Traffic Volumes

PROJECT TRIP GENERATION

Project trips were generated based on the land uses of the proposed project. Winter Saturday daily and peak-hour trips were generated for the proposed Snowcreek VIII project using trip rates from the ITE *Trip Generation Manual*, 7th Edition (2003). The trip rates for Residential Condominium/Townhouse (Land Use Code 230), Hotel (Land Use Code 310), Convenience Market (Land Use Code 851), Specialty Retail (Land Use Code 814), Athletic Club (Land Use 493), and Multipurpose Recreational Facility (Land Use Code 465) were used to calculate trips generated by the proposed project. The hotel trip rates include consideration of supporting facilities such as restaurants, cocktail lounges, meeting/banquet/convention facilities, limited recreational facilities (pool, spa, fitness room), and/or other retail service shops consistent with the land use description for Hotel per ITE.

Project traffic generated by the residential uses was reduced by 15 percent to account for transit capture based on the committed shuttle provisions noted in the project description. The Snowcreek VIII shuttle services and Red Line Bus routes have been accounted for in the traffic generation. The project trip rates and trip generation are shown in Table F.

As shown in Table F, the proposed Snowcreek VIII project generates approximately 11,183 daily trips and 969 peak-hour trips.

As a design feature, the project will construct a roundabout consistent with the Town General Plan. The standard single-lane roundabout will feature well-defined pedestrian walkway edges and appropriate signage, marking, and striping to indicate crossing locations on all approaches. These crossing locations will be in advance of vehicles entering the roundabout. Pedestrians only needing to cross half of the street at a time due to splitter islands (refuge areas) will provide added safety.

The Trail Master Plan bike path tunnel on the northeast quadrant of the intersection of Minaret Road/Old Mammoth Road will pass through Minaret Road under Minaret Road, just north of the roundabout. The tunnel continues west of Minaret Road along Old Mammoth Road to the Snowcreek VII site.

EXISTING PLUS PROJECT CONDITIONS

The project trips were distributed to the surrounding circulation system based on the location of activity centers in the Town and the location of the proposed project in relation to the Town's recreational and commercial areas. The trip distribution and project peak-hour trips and ADT at study area intersections and roadway segments are illustrated in Figure 8. As shown in Figure 8, approximately 15 percent of project traffic is destined west to the Little Eagle Ski Area and Eagle Lodge via Meridian; 30 percent north to The Village; Canyon Lodge and Main Lodge via Minaret Road; 25 percent to the Downtown areas via Old Mammoth Road and Meridian Boulevard; 10 percent east via Main Street and Meridian Boulevard; 15 percent to Main Street attractions via Minaret Road and Old Mammoth Road; and 5 percent east via Old Mammoth Road. Existing plus project traffic peak-hour volumes and ADT are shown in Figure 9. LOS at study area intersections were analyzed and are shown in Table G. The LOS worksheets for the existing plus project conditions are presented in Appendix C.

Table F - Snowcreek VIII Trip Generation

Land Use	Size	Units	Weekend Peak Hour			
			ADT	In	Out	Total
Trip Rate						
Residential Condominium/Townhouse ¹		DU	5.670	0.254	0.216	0.470
Hotel ²		DU	9.975	0.463	0.364	0.827
Convenience Market ³		TSF	863.100	38.555	38.555	77.110
Specialty Retail ⁴		TSF	42.040	2.381	2.381	4.762
Athletic Club ⁵		TSF	38.460	1.845	1.845	3.690
Ice Skating Rink ⁶		TSF	39.930	1.150	1.400	2.550
Project Trip Generation						
Residential Condominiums	770	DU	4,366	195	166	362
Condominiums (Employee Housing)	80	DU	454	20	17	38
Hotel	400	DU	3,990	185	146	331
Total Residential Trip Generation			8,810	401	329	730
Transit Capture (15%)			(1,321)	(60)	(49)	(110)
Net Residential Trip Generation			7,488	341	280	621
Market	3.500	TSF	3,021	135	135	270
Interpretive Center ⁷	0.900	TSF	388	17	17	35
Outfitters Cabin ⁸	1.700	TSF	71	4	9	13
Swim Club	8.000	TSF	154	7	7	15
Ice Skating Pond		TSF	60	3	3	6
Snowcreek VIII Transit Line ⁹			-	3	3	6
Red Line Bus Route ¹⁰			-	2	2	4
Total Project Trip Generation			11,183	513	457	969
Total Snowcreek VIII Trip Generation			11,183	513	457	969

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

TSF = Thousand Square Feet

¹ Trip rate referenced from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 7th Edition (2003) Land Use Code (230) - Residential Condominium/Townhouse² Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition (2003) Land Use Code (310) - Hotel (per occupied room using a 95 percent occupancy rate)³ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition (2003) Land Use Code (851) - Convenience Market (Open 24 Hours)⁴ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition (2003) Land Use Code (814) - Specialty Retail⁵ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition (2003) Land Use Code (493) - Athletic Club. It is expected that approximately half of the trips are generated by skiers already on site.⁶ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition (2003) Land Use Code (465) - Multi-Purpose Recreational Facility Saturday trip rate compared to Ice Rink weekday trip rate. It should be noted that as in the Eagle Lodge TIA (LSC Consultants, Inc.), the trip generation is lower because it is expected that approximately half of the trips are generated by skiers already on site.⁷ Interpretive center trip rate taken as 50 percent of the market rate.⁸ It should be noted that 5 outbound trips have been added to the standard retail trip generation for the cabin to account for access to the cross county trails⁹ The Snowcreek VIII shuttle service is estimated to serve the project site three times during the Saturday peak hour.¹⁰ The Red Line bus route is expected to serve the Snowcreek VIII project site every half hour from 5:00p.m. - 12:00 a.m.

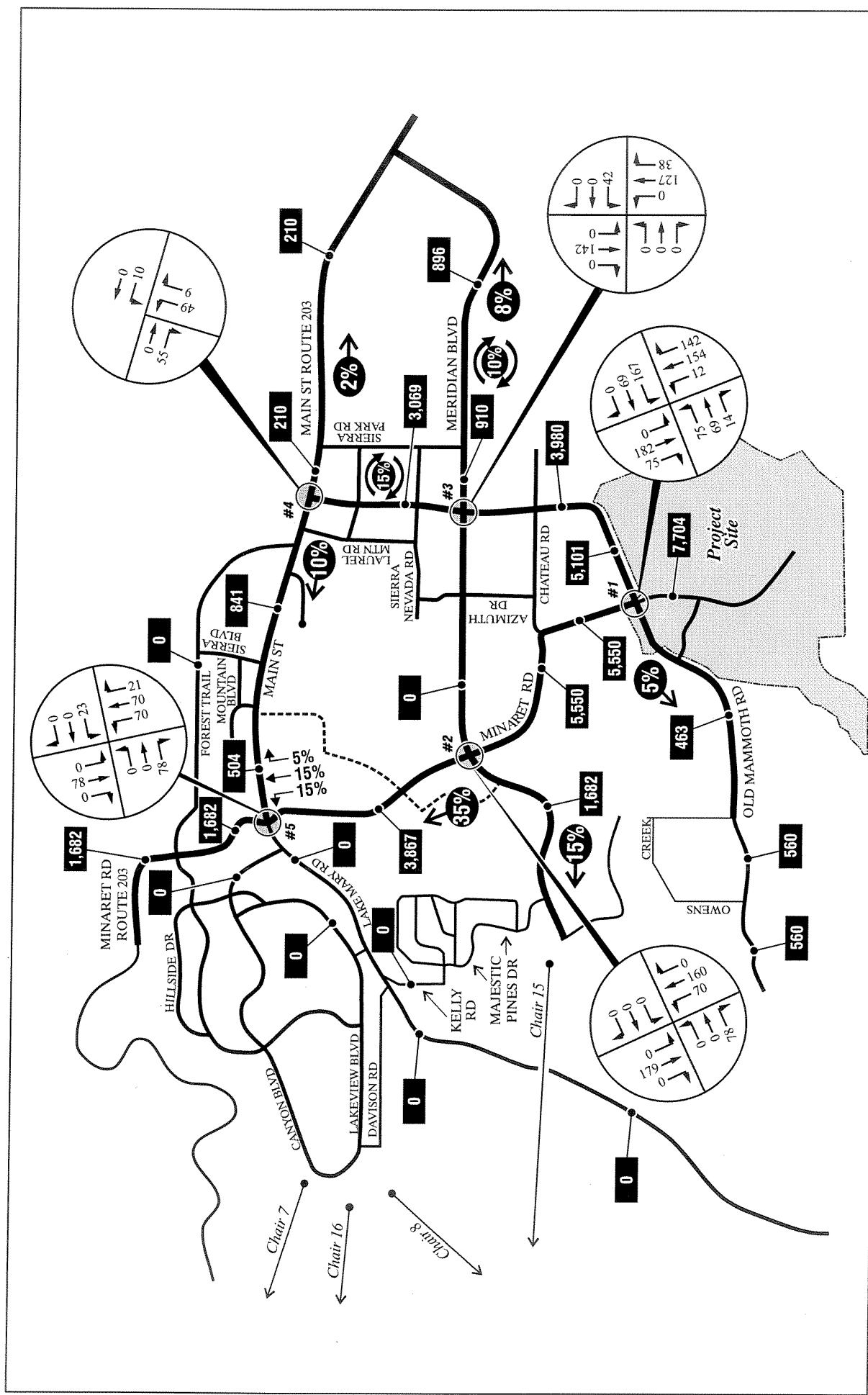


FIGURE 8

Snowcreek VIII

NOT TO SCALE

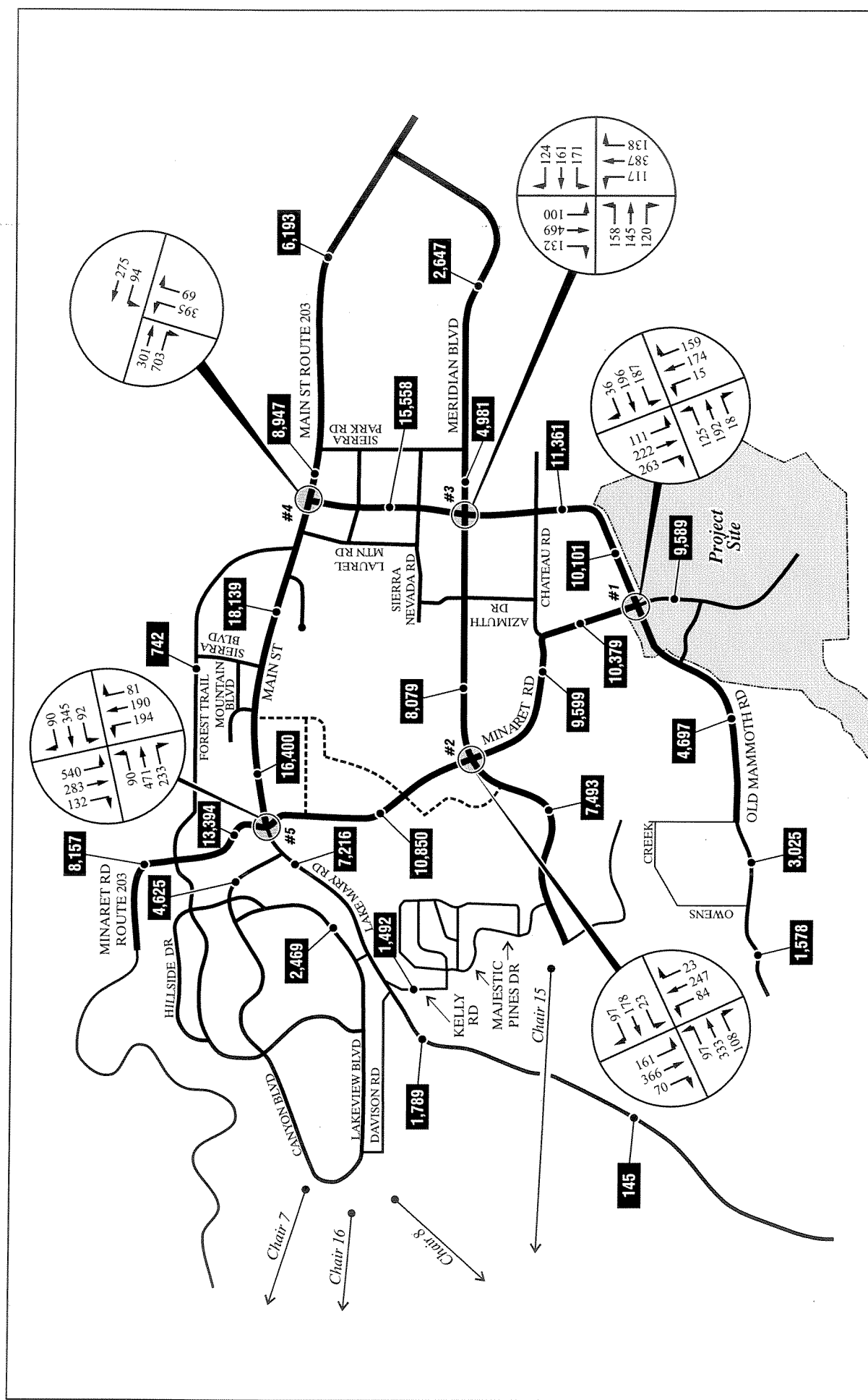


FIGURE 9

YYY - Average Daily Traffic (ADT)

Snowcreek VIII

Existing Plus Project Typical Winter Saturday Peak Hour Traffic Volumes

NOT TO SCALE

\\dmy0601\G\Ex+Proj Vols.cdr (7/27/07)

Table G: Existing Plus Project Typical Winter Saturday Intersection LOS

Intersection	Cumulative + Project	
	Delay (sec)	LOS
1. Minaret Road/Old Mammoth Road ¹	8.4	A
2. Minaret Road/Meridian Road	28.0	C
3. Old Mammoth Road/Meridian Road	25.6	C
4. Old Mammoth Road/Main Street	21.9	C
5. Minaret Road/Main Street	34.2	C

¹ Roundabout

As shown in Table G, all of the study area intersections are forecast to operate at a satisfactory LOS in the existing plus project condition.

Existing Plus Project Mitigation Measures

As project traffic is added to Minaret Road and Old Mammoth Road at Chateau Road, the applicant shall be required to fund traffic counts on Chateau Road during the winter of 2007 or 2008. If any mitigations are required based on the traffic counts, the Town will pay a proportionate share.

CUMULATIVE PLUS PROJECT CONDITIONS

The trip distribution and project trips at study area intersections in the previously referenced Figure 8 were added to the cumulative baseline condition. Cumulative plus project traffic volumes and ADT are shown in Figure 10. LOS at study area intersections were analyzed and are shown in Table H. The LOS worksheets for the cumulative plus project conditions are presented in Appendix D.

Table H: Cumulative Plus Project Typical Winter Saturday Intersection LOS

Intersection	Cumulative + Project		With Mitigation	
	Delay (sec)	LOS	Delay (sec)	LOS
1. Minaret Road/Old Mammoth Road ¹	8.9	A		
2. Minaret Road/Meridian Road	43.2	D		
3. Old Mammoth Road/Meridian Road	33.9	C		
4. Old Mammoth Road/Main Street	32.9	C		
5. Minaret Road/Main Street	58.5	E	38.6	D

¹ Roundabout

Shaded = unsatisfactory LOS

As shown in Table H, all of the study area intersections are forecast to operate at a satisfactory LOS in the cumulative plus project condition with the exception of Minaret Road/Main Street.

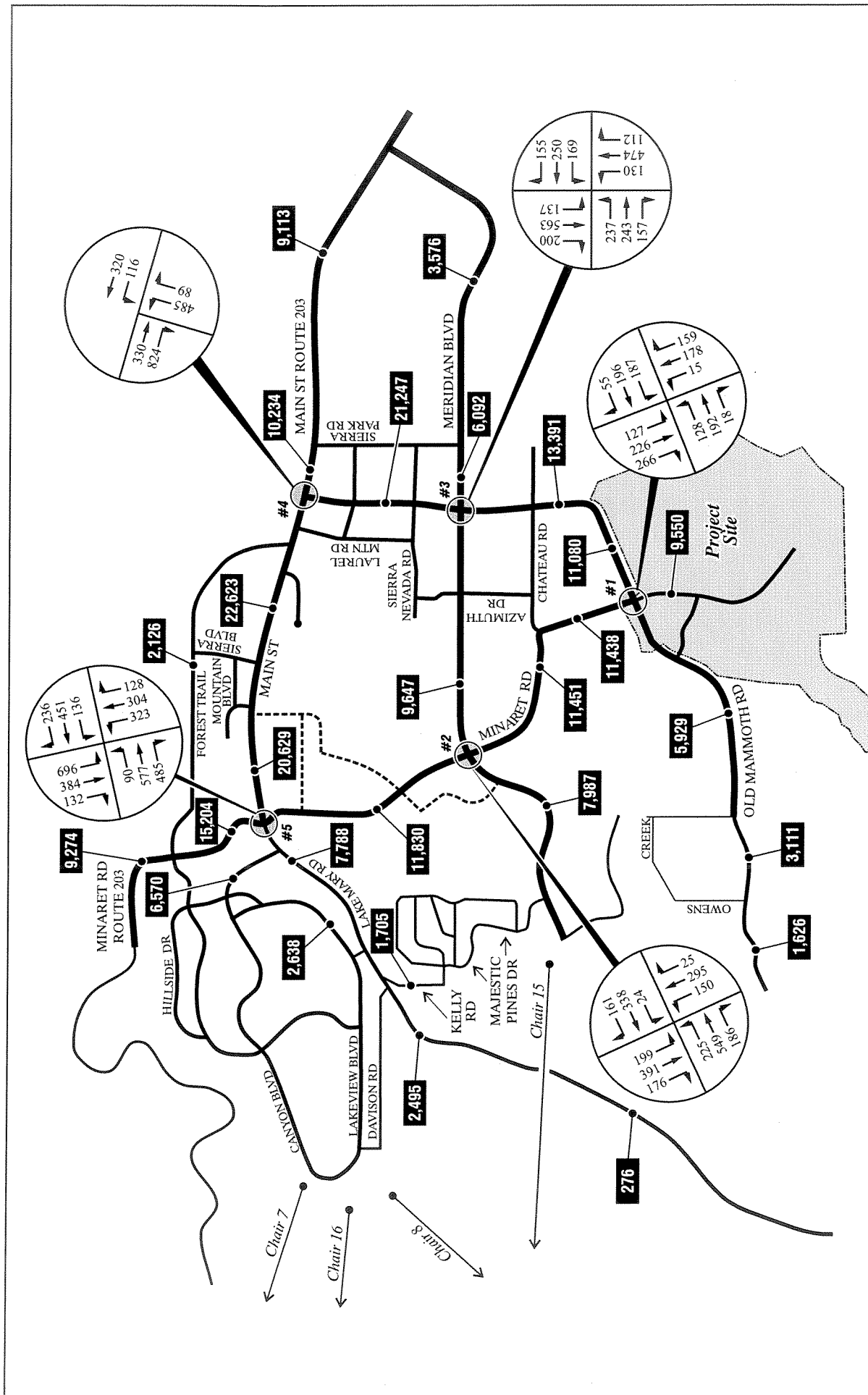


FIGURE 10

YYY - Average Daily Traffic (ADT)

Snowcreek VIII
Cumulative Plus Project Typical Winter Saturday
Peak Hour Traffic Volumes

Cumulative Plus Project Mitigation Measures

Evaluation of intersection LOS shows that the addition of the Snowcreek VIII project traffic to the cumulative traffic will significantly impact the following location in the cumulative plus project scenario, according to the Town's criteria:

- Minaret Road/Main Street

The following improvement would be required for the cumulative plus project condition to mitigate the intersection to LOS D or better:

- **Minaret Road/Main Street.** Provide eastbound right-turn overlap signal phasing or protected left-turn phasing on north/south approaches consistent with General Plan recommendations. All costs for the implementation of this improvement should be eligible for a credit to DIF fees.

LONG-RANGE TOWN BUILD OUT CONDITIONS

The long-range Town General Plan build out scenario from the Eagle Lodge Traffic Impact Analysis (LSC Consultants, Inc., August 2006) 2024 plus Project traffic projections and mitigation measures from the Town General Plan Update Traffic Analysis (LSC Consultants, Inc., November 2004) were utilized to evaluate long-range impacts. Study area intersection LOS and mitigated LOS for long-range conditions are summarized in the following table. As directed by Town staff, the intersections of US-395 northbound (NB) ramps/Main Street (SR-203) and US-395 southbound (SB) ramps/Main Street (SR-203) have been added to the long-range analysis. Long-range volumes for these two intersections were referenced from the General Plan Proposed Action Alternative 5 (LSC Consultants, Inc., August 2005).

It should be noted that the Snowcreek Master Plan will be reduced by approximately 200 units from that assumed in the Town General Plan Update Traffic Analysis. Therefore, LOS conditions will be improved from those reported in the General Plan analysis.

As shown in Table I, all study area intersections continue to operate at satisfactory LOS (LOS D or better) in long-range conditions. (The LOS worksheets for the long-range conditions are presented in Appendix E.)

Table I: Long-Range Typical Winter Saturday Intersection LOS

Intersection	Delay (sec)	LOS
1. Minaret Road/Old Mammoth Road ¹	21.5	C
2. Minaret Road/Meridian Road	33.1	C
3. Old Mammoth Road/Meridian Road	35.1	D
4. Old Mammoth Road/Main Street	13.8	B
5. Minaret Road/Main Street	41.0	D
6. US-395 NB Ramps/Main Street	26.6	D
7. US-395 SB Ramps/Main Street	13.5	B

¹ Roundabout

Long-Range Mitigation Measures

No mitigation measures in the long-range Town build-out conditions are required.

CONSTRUCTION IMPACTS

Grading operation may involve up to 10 haulers conducting 180 loads per day (180 trips in and 180 out). These trips will only occur on no-snow conditions weekdays, Monday through Friday. As such, the grading operation of only 18 trips in and 18 trips out during the weekday peak hour will have no impact on the TIA's typical winter Saturday. This volume of truck trips would be equivalent to trips generated by approximately 150 residential units using a passenger-car-equivalent (pce) of two.

VEHICLE MILES OF TRAVEL (VMT)

The estimated VMT on study area roadway segments for the existing, project, and cumulative scenarios are illustrated in Table J. As shown in Table J, the estimated total VMT on study area roadways is 111,715.

INTERNAL CIRCULATION

The operation of the internal street system has also been reviewed. All side intersecting streets to the main spine road should be stop-controlled, and an all-way stop should be provided at the intersection of the spine road and the road leading to Snowcreek 5. Single-lane roundabouts may also be substituted for the stop-controlled and all-way stop intersections.

The need for a westbound left-turn lane from Old Mammoth Road to the secondary access location was also evaluated. Based on Exhibit 9-75: *Guide for Left-Turn Lanes on Two-Lane Highways* of A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials, 2004), using design speed of 45 mph, a westbound left-turn lane is not recommended at the intersection of Minaret Road/Meadow Lane due to nominal westbound left-turn volumes.

MITIGATION MEASURES

Existing Plus Project

- As project traffic is added to Minaret Road and Old Mammoth Road at Chateau Road, the applicant shall be required to fund traffic counts on Chateau Road during the winter of 2007 or 2008. If any mitigations are required based on the traffic counts, the Town will pay a proportionate share.

Table J: Snowcreek VIII Estimated Vehicle Miles of Travel (VMT) on Study Roadway Segments												
Segment	Description	Length (Miles)	2004 (Existing)		Snowcreek VIII		2009 (Cumulative) ¹		Additional Cumulative Projects ²		Total ³	
			ADT	VMT	ADT	VMT	ADT	VMT	ADT	VMT	ADT	VMT
Main Street Segment 1	Between Meridian and Sierra Park	1.03	5,983	6,163	210	216	7,906	8,143	997	1,027	7,190	7,406
Main Street Segment 2	Between Sierra Park and Old Mammoth	0.12	8,733	1,048	210	25	9,008	1,081	1,016	122	9,959	1,195
TOTAL	Between Old Mammoth and Mono	0.48	17,298	8,303	841	404	19,202	9,217	2,580	1,238	20,719	9,945
Main Street Segment 3	Between Mono and Minaret	0.45	15,896	7,153	504	227	16,769	7,546	3,356	1,510	19,766	8,890
Lake Mary Road (Old Main Street Segment 5)	Between Minaret and Lakeview	0.49	7,216	3,536	0	0	7,304	3,579	484	237	7,700	3,773
Lake Mary Road Segment 1	Between Lakeview and Juniper	0.46	1,789	823	0	0	2,011	925	484	223	2,273	1,046
Lake Mary Road Segment 2	South of Juniper	1.20	145	174	0	0	172	206	104	125	249	299
Meridian Boulevard Segment 1	SR 203 to Sierra Park	1.09	1,751	1,909	896	977	2,372	2,585	308	336	2,955	3,221
Meridian Boulevard Segment 2	Sierra Park to Old Mammoth	0.14	4,071	570	910	127	4,550	637	632	88	5,613	786
Meridian Boulevard Segment 3	Old Mammoth to Minaret	0.58	8,079	4,686	0	0	9,140	5,301	507	294	8,586	4,980
Meridian Boulevard Segment 4	Minaret to Majestic Pines	0.66	5,811	3,835	1,682	1,110	5,858	3,866	447	295	7,940	5,240
Old Mammoth Road Segment 1	Main to Meridian	0.45	12,489	5,620	3,069	1,381	17,080	7,686	1,098	494	16,656	7,495
Old Mammoth Road Segment 2	Meridian to Sherwin Creek	0.36	7,381	2,657	3,980	1,433	8,417	3,030	994	358	12,355	4,448
Old Mammoth Road Segment 3	Sherwin to Minaret	0.29	5,000	1,450	5,101	1,479	5,693	1,651	286	83	10,387	3,012
Old Mammoth Road Segment 4	Minaret to Club	0.47	4,234	1,990	463	218	5,400	2,538	66	31	4,763	2,239
Old Mammoth Road Segment 5	Club Drive to Waterford	0.26	2,465	641	560	146	2,485	646	66	17	3,091	804
Old Mammoth Road Segment 6	West of Sherwin	0.71	1,018	723	560	398	1,000	710	66	47	1,644	1,167
Forest Trail	Entire Length of Road	1.06	742	786	0	0	2,126	2,254	0	0	742	787
Canyon Boulevard	Lake Mary to Lakeview	0.32	4,625	1,480	0	0	5,247	1,679	1,323	423	5,948	1,903
Lakeview Drive	Canyon to Davison	0.93	2,469	2,296	0	0	2,638	2,453	0	0	2,469	2,296
Kelly Road and Majestic Pines	Lake Mary to Meridian	0.60	1,492	895	0	0	1,705	1,023	0	0	1,492	895
SR 203 Segment 1 (Minaret North of Main)	Lake Mary to Forest Trail	0.26	11,712	3,045	1,682	437	11,596	3,015	1,926	501	15,320	3,983
SR 203 Segment 2	Forest Trail to 1.0 Mile North	1.00	6,475	6,475	1,682	1,682	6,512	6,512	1,080	1,080	9,237	9,237
Minaret Road Segment 1	Main to Meridian	0.64	6,983	4,469	3,867	2,475	7,417	4,747	546	349	11,396	7,293
Minaret Road Segment 2	Meridian to Chateau	0.51	4,049	2,065	5,550	2,831	4,541	2,316	550	281	10,149	5,176
Minaret Road Segment 3	Chateau to Old Mammoth	0.21	4,829	1,014	5,550	1,166	5,338	1,121	550	116	10,929	2,295
Fairway Drive	Immediately South of Old Mammoth	0.13	1,885	245	7,704	1,002	1,846	240	0	0	9,589	1,247
TOTAL VMT				74,051		17,732		84,708		9,275		111,715
Source: 2004 Mammoth TranPLAN Transportation Demand Model												
Notes:												
¹ 2009 (Cumulative) represents an existing plus approved projects scenario as part of the Eagle Lodge EIR.												
² Additional Cumulative Projects are projects not included in the 2009 cumulative projects list as presented in the Eagle Lodge EIR but are as part of the Sherwin TIA (projects #1, #18, #19, #21, #27, #32, #33 and #34 of the Sherwin TIA).												
³ Total VMT is calculated as the sum of the VMT from the Sherwin project, the 2009 Cumulative projects, and the Additional Cumulative projects.												

Cumulative Plus Project

- **Minaret Road/Main Street.** Provide eastbound right-turn overlap signal phasing or protected left-turn phasing on north/south approaches consistent with General Plan recommendations. The costs for these improvements should be eligible for DIF fee credit.

Long-Range General Plan

No mitigation measures in the long-range Town build-out conditions are required.

CONCLUSIONS

Based on results of this analysis, the traffic impacts as a result of the Snowcreek VIII development of 1,250 traffic-generating units (i.e., 770 condominium units, 80 affordable housing units, and 400 hotel/private residence units), an ice skating pond, 8,000 sf swim club, and 6,000 sf of retail can be mitigated with the measures identified previously, resulting in no significant remaining impacts.

APPENDIX A

EXISTING LEVEL OF SERVICE WORKSHEETS

Snowcreek VIII
Existing Condition (2005)

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

Intersection #4 Minaret Rd/ Old Mammoth Rd

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: C[18.9]

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	1	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0

Volume Module:	North Bound					South Bound					East Bound					West Bound								
Base Vol:	3	20	17	111	40	188	50	123	4	20	127	36	3	20	17	111	40	188	50	123	4	20	127	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	3	20	17	111	40	188	50	123	4	20	127	36	3	20	17	111	40	188	50	123	4	20	127	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	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	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	3	22	19	123	44	209	56	137	4	22	141	40	3	22	19	123	44	209	56	137	4	22	141	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	3	22	19	123	44	209	56	137	4	22	141	40	3	22	19	123	44	209	56	137	4	22	141	40

Critical Gap Module:	North Bound					South Bound					East Bound					West Bound					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	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	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound					South Bound					East Bound					West Bound					
Cnflct Vol:	582	476	139	476	458	161	181	xxxx	xxxxx	141	xxxx	xxxxx	141	xxxx	xxxxx	141	xxxx	xxxxx	141	xxxx	xxxxx
Potent Cap.:	427	491	915	502	502	889	1406	xxxx	xxxxx	1454	xxxx	xxxxx	1454	xxxx	xxxxx	1454	xxxx	xxxxx	1454	xxxx	xxxxx
Move Cap.:	291	464	915	455	475	889	1406	xxxx	xxxxx	1454	xxxx	xxxxx	1454	xxxx	xxxxx	1454	xxxx	xxxxx	1454	xxxx	xxxxx
Volume/Cap:	0.01	0.05	0.02	0.27	0.09	0.23	0.04	xxxx	xxxx	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:	North Bound					South Bound					East Bound					West Bound							
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx		
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*	A	*	*	A	*	*	A	*	*		
Movement:	LT	-	LTR	-	RT	LT	LT	-	LTR	-	RT	LT	LT	-	LTR	-	RT	LT	LT	-	LTR	-	RT
Shared Cap.:	431	xxxx	xxxxx	xxxx	628	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	13.9	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	B	*	*	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	11.8				18.9		xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx				
ApproachLOS:	B				C		*			*		*	*		*	*		*	*		*		

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

Snowcreek VIII
Existing (2005)

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

Intersection #1 Minaret Rd/ Meridian Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	14	87	23	161	187	70	97	333	30	23	178	97
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:	14	87	23	161	187	70	97	333	30	23	178	97
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:	14	87	23	161	187	70	97	333	30	23	178	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	97	26	179	208	78	108	370	33	26	198	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	97	26	179	208	78	108	370	33	26	198	108
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
Final Vol.:	16	97	26	179	208	78	108	370	33	26	198	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	0.96	0.96	0.95	0.94	0.94	0.95	0.90	0.90
Lanes:	1.00	0.79	0.21	1.00	0.73	0.27	1.00	1.83	0.17	1.00	1.29	0.71
Final Sat.:	1805	1456	385	1805	1326	496	1805	3272	295	1805	2213	1206

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.10	0.16	0.16	0.06	0.11	0.11	0.01	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.14	0.14	0.21	0.34	0.34	0.13	0.29	0.29	0.04	0.19	0.19
Volume/Cap:	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.39	0.39	0.39	0.46	0.46
Delay/Veh:	34.0	20.9	20.9	18.0	13.5	13.5	21.6	14.6	14.6	27.5	18.4	18.4
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:	34.0	20.9	20.9	18.0	13.5	13.5	21.6	14.6	14.6	27.5	18.4	18.4
LOS by Move:	C	C	C	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	1	2	2	3	4	4	2	3	3	1	3	3

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

Snowcreek VIII
Existing Condition (2005)

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

Intersection #3 Old Mammoth Rd/Meridian Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 50 Level Of Service: C

Street Name:	Old Mammoth Rd						Meridian Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Old Mammoth Rd			Old Mammoth Rd			Meridian Blvd			Meridian Blvd		
Base Vol:	117	260	100	100	327	132	158	145	120	129	161	124
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:	117	260	100	100	327	132	158	145	120	129	161	124
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:	123	274	105	105	344	139	166	153	126	136	169	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	274	105	105	344	139	166	153	126	136	169	131
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
Final Vol.:	123	274	105	105	344	139	166	153	126	136	169	131

Saturation Flow Module:	Old Mammoth Rd			Old Mammoth Rd			Meridian Blvd			Meridian Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.91	1.00	1.13	0.87
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1841	1524	1805	1907	1469

Capacity Analysis Module:	Old Mammoth Rd			Old Mammoth Rd			Meridian Blvd			Meridian Blvd		
Vol/Sat:	0.07	0.14	0.07	0.06	0.18	0.09	0.09	0.08	0.08	0.08	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.29	0.29	0.15	0.15	0.15	0.14	0.14	0.14
Volume/Cap:	0.63	0.51	0.23	0.51	0.63	0.30	0.63	0.57	0.57	0.54	0.63	0.63
Delay/Veh:	28.0	16.0	14.1	23.1	18.0	14.3	25.1	21.5	21.5	22.2	23.1	23.1
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:	28.0	16.0	14.1	23.1	18.0	14.3	25.1	21.5	21.5	22.2	23.1	23.1
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	4	1	2	6	2	4	3	3	3	4	4

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

Snowcreek VIII
Existing Condition (2005)

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

Intersection #6 Old Mammoth Rd/ Main St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 60 Level Of Service: B

Street Name:	Old Mammoth Rd						Main St					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	2

Volume Module:	Old Mammoth Rd			Old Mammoth Rd			Main St			Main St		
Base Vol:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	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:	364	0	63	0	0	0	0	317	682	88	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	63	0	0	0	0	317	682	88	289	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
Final Vol.:	364	0	63	0	0	0	0	317	682	88	289	0

Saturation Flow Module:	Old Mammoth Rd			Old Mammoth Rd			Main St			Main St		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.98	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1857	1805	3610	0

Capacity Analysis Module:	Old Mammoth Rd			Old Mammoth Rd			Main St			Main St		
Vol/Sat:	0.20	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.37	0.05	0.08	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.51	0.51	0.62	0.57	0.00
Volume/Cap:	0.73	0.00	0.14	0.00	0.00	0.00	0.00	0.17	0.73	0.14	0.14	0.00
Delay/Veh:	31.5	0.0	21.9	0.0	0.0	0.0	0.0	10.8	18.4	6.2	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	0.0	21.9	0.0	0.0	0.0	0.0	10.8	18.4	6.2	8.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	A	A	A
HCM2kAvgQ:	10	0	1	0	0	0	0	2	14	1	2	0

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

Snowcreek VIII
Existing Condition (2005)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Minaret Rd/Main St-Lake Mary Rd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 51 Level Of Service: B

Street Name:	Minaret Rd						Main St-Lake Mary Rd											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Protected					
Rights:	Include						Include						Protected					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	2	0	0	1	0	1	0	2	0	1		

Volume Module:	Minaret Rd						Main St-Lake Mary Rd					
Base Vol:	124	120	60	540	205	132	90	471	155	69	345	90
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:	124	120	60	540	205	132	90	471	155	69	345	90
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:	124	120	60	540	205	132	90	471	155	69	345	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	126	63	568	216	139	95	496	163	73	363	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	126	63	568	216	139	95	496	163	73	363	95
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
Final Vol.:	131	126	63	568	216	139	95	496	163	73	363	95

Saturation Flow Module:	Minaret Rd						Main St-Lake Mary Rd					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	2.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	3502	1088	700	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:	Minaret Rd						Main St-Lake Mary Rd					
Vol/Sat:	0.07	0.07	0.04	0.16	0.20	0.20	0.05	0.14	0.10	0.04	0.10	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.11	0.11	0.30	0.30	0.30	0.09	0.21	0.21	0.06	0.18	0.48
Volume/Cap:	0.66	0.61	0.36	0.54	0.66	0.66	0.57	0.66	0.48	0.66	0.57	0.12
Delay/Veh:	29.3	26.3	21.9	15.1	18.3	18.3	26.3	20.3	18.5	36.7	20.0	7.3
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:	29.3	26.3	21.9	15.1	18.3	18.3	26.3	20.3	18.5	36.7	20.0	7.3
LOS by Move:	C	C	C	B	B	B	C	C	B	D	C	A
HCM2kAvgQ:	3	3	1	5	6	6	2	5	3	2	4	1

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

APPENDIX B

**CUMULATIVE BASELINE
LEVEL OF SERVICE WORKSHEETS**

Snowcreek VIII
Cumulative Condition (2009)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Minaret Rd/ Old Mammoth Rd

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: C[22.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	3	20	17	111	40	188	50	123	4	20	127	36
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:	3	20	17	111	40	188	50	123	4	20	127	36
Added Vol:	0	0	0	11	0	2	3	0	0	0	0	13
PasserByVol:	0	4	0	5	4	0	0	0	0	0	0	6
Initial Fut:	3	24	17	127	44	190	53	123	4	20	127	55
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:	3	27	19	141	49	211	59	137	4	22	141	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	27	19	141	49	211	59	137	4	22	141	61

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:

Cnflct Vol:	603	503	139	496	475	172	202	xxxx	xxxxx	141	xxxx	xxxxx
Potent Cap.:	414	474	915	488	491	877	1382	xxxx	xxxxx	1454	xxxx	xxxxx
Move Cap.:	277	446	915	436	463	877	1382	xxxx	xxxxx	1454	xxxx	xxxxx
Volume/Cap:	0.01	0.06	0.02	0.32	0.11	0.24	0.04	xxxx	xxxxx	0.02	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	418	xxxx	xxxxx	xxxx	599	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	5.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	14.3	xxxx	xxxxx	xxxxx	22.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	12.2			22.3			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Snowcreek VIII
Cumulative Condition (2009)

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

Intersection #1 Minaret Rd/ Meridian Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	14	87	23	161	187	70	97	333	30	23	178	97
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:	14	87	23	161	187	70	97	333	30	23	178	97
Added Vol:	7	14	0	4	17	2	3	50	8	0	50	5
Cumulative:	59	34	2	34	8	104	125	172	70	1	116	59
Initial Fut:	80	135	25	199	212	176	225	555	108	24	344	161
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:	89	150	28	221	236	196	250	617	120	27	382	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	150	28	221	236	196	250	617	120	27	382	179
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
Final Vol.:	89	150	28	221	236	196	250	617	120	27	382	179

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.90	0.90
Lanes:	1.00	0.84	0.16	1.00	0.55	0.45	1.00	1.67	0.33	1.00	1.36	0.64
Final Sat.:	1805	1566	290	1805	968	803	1805	2949	574	1805	2341	1096

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.10	0.10	0.12	0.24	0.24	0.14	0.21	0.21	0.01	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.18	0.18	0.22	0.33	0.33	0.19	0.38	0.38	0.03	0.22	0.22
Volume/Cap:	0.73	0.55	0.55	0.55	0.73	0.73	0.73	0.54	0.54	0.54	0.73	0.73
Delay/Veh:	59.2	33.9	33.9	30.7	29.7	29.7	40.4	20.8	20.8	52.7	34.3	34.3
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:	59.2	33.9	33.9	30.7	29.7	29.7	40.4	20.8	20.8	52.7	34.3	34.3
LOS by Move:	E	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	5	5	6	11	11	8	8	8	2	9	9

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

Snowcreek VIII
Cumulative Condition (2009)

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

Intersection #3 Old Mammoth Rd/Meridian Blvd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:		Old Mammoth Rd						Meridian Blvd								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:		Protected			Protected			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:		1	0	1	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	117	260	100	100	327	132	158	145	120	129	161	124
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:	117	260	100	100	327	132	158	145	120	129	161	124
Added Vol:	0	42	1	6	36	41	46	12	0	2	18	7
Cumulative:	13	45	-27	32	58	27	33	93	37	-4	77	25
Initial Fut:	130	347	74	138	421	200	237	250	157	127	256	156
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:	137	365	78	145	443	211	249	263	165	134	269	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	365	78	145	443	211	249	263	165	134	269	164
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
Final Vol.:	137	365	78	145	443	211	249	263	165	134	269	164

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	0.77	1.00	1.24	0.76
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2089	1312	1805	2115	1289

Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.08	0.23	0.13	0.14	0.13	0.13	0.07	0.13	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.29	0.29	0.12	0.31	0.31	0.19	0.19	0.19	0.17	0.17	0.17
Volume/Cap:	0.74	0.66	0.16	0.66	0.74	0.42	0.74	0.68	0.68	0.43	0.74	0.74
Delay/Veh:	45.8	24.6	18.6	36.4	26.6	19.5	35.7	29.6	29.6	27.0	32.8	32.8
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:	45.8	24.6	18.6	36.4	26.6	19.5	35.7	29.6	29.6	27.0	32.8	32.8
LOS by Move:	D	C	B	D	C	B	D	C	C	C	C	C
HCM2kAvgQ:	5	8	1	4	10	4	7	6	6	3	7	7

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

Snowcreek VIII
Cumulative Condition (2009)

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

Intersection #6 Old Mammoth Rd/ Main St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Old Mammoth Rd				Main St											
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				Prot+Permit				Prot+Permit			
Rights: Include				Include				Include				Include			
Min. Green: 0 0 0				0 0 0				0 0 0				0 0 0			
Lanes: 1 0 0 0 1				0 0 0 0 0				0 0 2 0 1				1 0 2 0 0			

Volume Module:

Base Vol:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	0
Added Vol:	77	0	14	0	0	0	0	20	87	17	29	0
Cumulative:	22	0	6	0	0	0	0	20	39	5	30	0
Initial Fut:	445	0	80	0	0	0	0	341	774	106	334	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:	468	0	84	0	0	0	0	359	815	112	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	0	84	0	0	0	0	359	815	112	352	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
Final Vol.:	468	0	84	0	0	0	0	359	815	112	352	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.98	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1857	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.26	0.00	0.05	0.00	0.00	0.00	0.00	0.10	0.44	0.06	0.10	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.50	0.50	0.62	0.58	0.00
Volume/Cap:	0.87	0.00	0.17	0.00	0.00	0.00	0.00	0.20	0.87	0.18	0.17	0.00
Delay/Veh:	45.8	0.0	24.8	0.0	0.0	0.0	0.0	13.0	29.6	7.7	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	0.0	24.8	0.0	0.0	0.0	0.0	13.0	29.6	7.7	9.5	0.0
LOS by Move:	D	A	C	A	A	A	A	B	C	A	A	A
HCM2kAvgQ:	16	0	2	0	0	0	0	3	24	1	3	0

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

Snowcreek VIII
Cumulative Condition (2009)

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

Intersection #2 Minaret Rd/Main St-Lake Mary Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0

Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Minaret Rd						Main St-Lake Mary Rd					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:	Minaret Rd			Main St-Lake Mary Rd		
Base Vol:	124	120	60	540	205	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	120	60	540	205	132
Added Vol:	6	16	1	112	18	0
Cumulative:	123	99	46	53	83	0
Initial Fut:	253	235	107	705	306	132
User Adj:	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
PHF Volume:	266	247	113	742	322	139
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	266	247	113	742	322	139
PCE Adj:	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
Final Vol.:	266	247	113	742	322	139

Saturation Flow Module:	Minaret Rd			Main St-Lake Mary Rd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.92	0.96	0.96
Lanes:	1.00	1.00	1.00	2.00	0.70	0.30
Final Sat.:	1805	1900	1615	3502	1268	547

Capacity Analysis Module:	Minaret Rd			Main St-Lake Mary Rd		
Vol/Sat:	0.15	0.13	0.07	0.21	0.25	0.25
Crit Moves:	****			****		
Green/Cycle:	0.17	0.17	0.17	0.29	0.29	0.29
Volume/Cap:	0.87	0.77	0.41	0.73	0.87	0.87
Delay/Veh:	63.3	50.4	38.1	34.5	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	50.4	38.1	34.5	48.3	48.3
LOS by Move:	E	D	D	C	D	D
HCM2kAvgQ:	11	9	3	12	17	17

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

APPENDIX C

**EXISTING PLUS PROJECT
LEVEL OF SERVICE WORKSHEETS**

Snowcreek VIII
Existing plus Project

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

Intersection #4 Minaret Rd/ Old Mammoth Rd

Average Delay (sec/veh): 8.4 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	3	20	17	111	40	188	50	123	4	20	127	36
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:	3	20	17	111	40	188	50	123	4	20	127	36
Added Vol:	12	154	142	0	182	75	75	69	14	167	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	174	159	111	222	263	125	192	18	187	196	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	193	177	123	247	292	139	213	20	208	218	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	193	177	123	247	292	139	213	20	208	218	40
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
Final Vol.:	17	193	177	123	247	292	139	213	20	208	218	40

PCE Module:

AutoPCE:	17	193	177	123	247	292	139	213	20	208	218	40
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	17	193	177	123	247	292	139	213	20	208	218	40

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	476	442	578	349
MaxVolume:	943	961	888	1012
PedVolume:	0	0	0	0
AdjMaxVol:	943	961	888	1012
ApproachVol:	387	662	372	466
ApproachDel:	6.4	11.6	6.9	6.6
Queue:	2.0	5.8	2.1	2.5

Snowcreek VIII
Existing plus Project

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

Intersection #1 Minaret Rd/ Meridian Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	14	87	23	161	187	70	97	333	30	23	178	97
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:	14	87	23	161	187	70	97	333	30	23	178	97
Added Vol:	70	160	0	0	179	0	0	0	78	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	247	23	161	366	70	97	333	108	23	178	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	93	274	26	179	407	78	108	370	120	26	198	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	274	26	179	407	78	108	370	120	26	198	108
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
Final Vol.:	93	274	26	179	407	78	108	370	120	26	198	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	1.00	0.91	0.09	1.00	0.84	0.16	1.00	1.51	0.49	1.00	1.29	0.71
Final Sat.:	1805	1716	160	1805	1557	298	1805	2625	851	1805	2213	1206

Capacity Analysis Module:

Vol/Sat:	0.05	0.16	0.16	0.10	0.26	0.26	0.06	0.14	0.14	0.01	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.34	0.34	0.21	0.45	0.45	0.11	0.24	0.24	0.02	0.16	0.16
Volume/Cap:	0.58	0.48	0.48	0.48	0.58	0.58	0.55	0.58	0.58	0.58	0.55	0.55
Delay/Veh:	42.2	22.9	22.9	30.6	18.2	18.2	39.5	29.2	29.2	58.4	34.1	34.1
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:	42.2	22.9	22.9	30.6	18.2	18.2	39.5	29.2	29.2	58.4	34.1	34.1
LOS by Move:	D	C	C	C	B	B	D	C	C	E	C	C
HCM2kAvgQ:	3	7	7	5	10	10	4	7	7	2	5	5

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

Snowcreek VIII
Existing plus Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Old Mammoth Rd/Meridian Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Old Mammoth Rd				Meridian Blvd			
North Bound		South Bound		East Bound		West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	117	260	100	100	327	132	158	145	120	129	161	124
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:	117	260	100	100	327	132	158	145	120	129	161	124
Added Vol:	0	127	38	0	142	0	0	0	0	42	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	387	138	100	469	132	158	145	120	171	161	124
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:	123	407	145	105	494	139	166	153	126	180	169	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	407	145	105	494	139	166	153	126	180	169	131
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
Final Vol.:	123	407	145	105	494	139	166	153	126	180	169	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.91	1.00	1.13	0.87
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1841	1524	1805	1907	1469

Capacity Analysis Module:

Vol/Sat:	0.07	0.21	0.09	0.06	0.26	0.09	0.09	0.08	0.08	0.10	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.38	0.38	0.10	0.39	0.39	0.14	0.14	0.14	0.15	0.15	0.15
Volume/Cap:	0.67	0.56	0.24	0.56	0.67	0.22	0.67	0.61	0.61	0.67	0.60	0.60
Delay/Veh:	39.9	18.0	14.9	33.6	20.3	14.6	35.9	30.8	30.8	34.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	18.0	14.9	33.6	20.3	14.6	35.9	30.8	30.8	34.9	29.9	29.9
LOS by Move:	D	B	B	C	C	B	D	C	C	C	C	C
HCM2kAvgQ:	4	7	2	3	10	2	5	4	4	5	4	4

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

Snowcreek VIII
Existing plus Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Old Mammoth Rd/ Main St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.782
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
 Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Old Mammoth Rd						Main St					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	2

Volume Module:

Base Vol:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	0
Added Vol:	49	0	9	0	0	0	0	0	55	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	0	69	0	0	0	0	301	703	94	275	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:	416	0	73	0	0	0	0	317	740	99	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	0	73	0	0	0	0	317	740	99	289	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
Final Vol.:	416	0	73	0	0	0	0	317	740	99	289	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.98	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1857	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.23	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.40	0.05	0.08	0.00
Crit Moves:	****						****					
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.51	0.51	0.62	0.58	0.00
Volume/Cap:	0.78	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.78	0.15	0.14	0.00
Delay/Veh:	38.1	0.0	24.9	0.0	0.0	0.0	0.0	12.6	23.3	7.4	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	0.0	24.9	0.0	0.0	0.0	0.0	12.6	23.3	7.4	9.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	C	A	A	A
HCM2kAvgQ:	13	0	2	0	0	0	0	3	19	1	2	0

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

Snowcreek VIII
Existing plus Project

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

Intersection #2 Minaret Rd/Main St-Lake Mary Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Minaret Rd						Main St-Lake Mary Rd					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:	Minaret Rd			Minaret Rd			Main St-Lake Mary Rd			Main St-Lake Mary Rd		
Base Vol:	124	120	60	540	205	132	90	471	155	69	345	90
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:	124	120	60	540	205	132	90	471	155	69	345	90
Added Vol:	70	70	21	0	78	0	0	0	78	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	190	81	540	283	132	90	471	233	92	345	90
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:	204	200	85	568	298	139	95	496	245	97	363	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	200	85	568	298	139	95	496	245	97	363	95
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
Final Vol.:	204	200	85	568	298	139	95	496	245	97	363	95

Saturation Flow Module:	Minaret Rd			Minaret Rd			Main St-Lake Mary Rd			Main St-Lake Mary Rd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	2.00	0.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	3502	1233	575	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:	Minaret Rd			Minaret Rd			Main St-Lake Mary Rd			Main St-Lake Mary Rd		
Vol/Sat:	0.11	0.11	0.05	0.16	0.24	0.24	0.05	0.14	0.15	0.05	0.10	0.06
Crit Moves:	***			***			***		***	***		
Green/Cycle:	0.17	0.17	0.17	0.36	0.36	0.36	0.11	0.23	0.23	0.08	0.20	0.56
Volume/Cap:	0.67	0.62	0.31	0.45	0.67	0.67	0.50	0.60	0.67	0.67	0.50	0.10
Delay/Veh:	44.4	42.2	37.0	24.5	29.5	29.5	44.2	35.8	39.8	55.9	35.9	10.1
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:	44.4	42.2	37.0	24.5	29.5	29.5	44.2	35.8	39.8	55.9	35.9	10.1
LOS by Move:	D	D	D	C	C	C	D	D	D	E	D	B
HCM2kAvgQ:	7	7	3	7	12	12	3	8	8	4	6	1

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

APPENDIX D

**CUMULATIVE PLUS PROJECT
LEVEL OF SERVICE WORKSHEETS**

Snowcreek VIII
Cumulative Condition (2009) plus Project

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #4 Minaret Rd/ Old Mammoth Rd

Average Delay (sec/veh): 8.9 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	3	20	17	111	40	188	50	123	4	20	127	36
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:	3	20	17	111	40	188	50	123	4	20	127	36
Added Vol:	12	154	142	11	182	78	78	69	14	167	69	13
PasserByVol:	0	4	0	5	4	0	0	0	0	0	0	6
Initial Fut:	15	178	159	127	226	266	128	192	18	187	196	55
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:	17	198	177	141	251	296	142	213	20	208	218	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	198	177	141	251	296	142	213	20	208	218	61
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
Final Vol.:	17	198	177	141	251	296	142	213	20	208	218	61

PCE Module:

AutoPCE:	17	198	177	141	251	296	142	213	20	208	218	61
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	17	198	177	141	251	296	142	213	20	208	218	61

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	497	442	600	357
MaxVolume:	932	961	876	1007
PedVolume:	0	0	0	0
AdjMaxVol:	932	961	876	1007
ApproachVol:	391	688	376	487
ApproachDel:	6.6	12.6	7.2	6.9
Queue:	2.1	6.4	2.2	2.7

Snowcreek VIII
Cumulative Condition (2009) plus Project

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

Intersection #1 Minaret Rd/ Meridian Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.914

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.4

Optimal Cycle: OPTIMIZED Level of Service: D

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

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	14	87	23		161	187	70		97	333	30		23	178	97	
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:	14	87	23		161	187	70		97	333	30		23	178	97	
Added Vol:	77	174	0		4	196	2		3	50	86		0	50	5	
Cumulative:	59	34	2		34	8	104		125	172	70		1	116	59	
Initial Fut:	150	295	25		199	391	176		225	555	186		24	344	161	
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:	167	328	28		221	434	196		250	617	207		27	382	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	328	28		221	434	196		250	617	207		27	382	179	
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	
Final Vol.:	167	328	28		221	434	196		250	617	207		27	382	179	

Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.99	0.99		0.95	0.95	0.95		0.95	0.91	0.91		0.95	0.90	0.90	
Lanes:	1.00	0.92	0.08		1.00	0.69	0.31		1.00	1.50	0.50		1.00	1.36	0.64	
Final Sat.:	1805	1731	147		1805	1250	563		1805	2601	872		1805	2341	1096	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.09	0.19	0.19		0.12	0.35	0.35		0.14	0.24	0.24		0.01	0.16	0.16	
Crit Moves:	****				****				****				****			
Green/Cycle:	0.10	0.29	0.29		0.19	0.38	0.38		0.15	0.31	0.31		0.02	0.18	0.18	
Volume/Cap:	0.91	0.65	0.65		0.65	0.91	0.91		0.91	0.76	0.76		0.76	0.91	0.91	
Delay/Veh:	80.7	29.0	29.0		36.2	41.7	41.7		68.1	29.7	29.7		106.1	52.5	52.5	
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:	80.7	29.0	29.0		36.2	41.7	41.7		68.1	29.7	29.7		106.1	52.5	52.5	
LOS by Move:	F	C	C		D	D	D		E	C	C		F	D	D	
HCM2kAvgQ:	8	9	9		6	20	20		10	12	12		2	11	11	

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

Snowcreek VIII
Cumulative Condition (2009) plus Project

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

Intersection #3 Old Mammoth Rd/Meridian Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Old Mammoth Rd						Meridian Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Old Mammoth Rd			Old Mammoth Rd			Meridian Blvd			Meridian Blvd		
Base Vol:	117	260	100	100	327	132	158	145	120	129	161	124
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:	117	260	100	100	327	132	158	145	120	129	161	124
Added Vol:	0	169	39	6	178	41	46	12	0	44	18	7
Cumulative:	13	45	-27	32	58	27	33	93	37	-4	77	25
Initial Fut:	130	474	112	138	563	200	237	250	157	169	256	156
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:	137	499	118	145	593	211	249	263	165	178	269	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	499	118	145	593	211	249	263	165	178	269	164
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
Final Vol.:	137	499	118	145	593	211	249	263	165	178	269	164

Saturation Flow Module:	Old Mammoth Rd			Old Mammoth Rd			Meridian Blvd			Meridian Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	0.77	1.00	1.24	0.76
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2089	1312	1805	2115	1289

Capacity Analysis Module:	Old Mammoth Rd			Old Mammoth Rd			Meridian Blvd			Meridian Blvd		
Vol/Sat:	0.08	0.26	0.07	0.08	0.31	0.13	0.14	0.13	0.13	0.10	0.13	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.35	0.35	0.11	0.37	0.37	0.16	0.16	0.16	0.15	0.15	0.15
Volume/Cap:	0.85	0.75	0.21	0.75	0.85	0.35	0.85	0.77	0.77	0.66	0.85	0.85
Delay/Veh:	63.2	24.8	16.1	45.3	29.7	16.4	48.3	34.7	34.7	33.7	41.4	41.4
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:	63.2	24.8	16.1	45.3	29.7	16.4	48.3	34.7	34.7	33.7	41.4	41.4
LOS by Move:	E	C	B	D	C	B	D	C	C	C	D	D
HCM2kAvgQ:	5	11	2	5	15	4	8	7	7	5	8	8

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

Snowcreek VIII
Cumulative Condition (2009) plus Project

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

Intersection #6 Old Mammoth Rd/ Main St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Old Mammoth Rd						Main St					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	2

Volume Module:	Old Mammoth Rd			Old Mammoth Rd			Main St			Main St		
Base Vol:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	0
Added Vol:	125	0	23	0	0	0	0	20	142	26	29	0
Cumulative:	22	0	6	0	0	0	0	20	39	5	30	0
Initial Fut:	493	0	89	0	0	0	0	341	829	115	334	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:	519	0	94	0	0	0	0	359	873	121	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	0	94	0	0	0	0	359	873	121	352	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
Final Vol.:	519	0	94	0	0	0	0	359	873	121	352	0

Saturation Flow Module:	Old Mammoth Rd			Old Mammoth Rd			Main St			Main St		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.98	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1857	1805	3610	0

Capacity Analysis Module:	Old Mammoth Rd			Old Mammoth Rd			Main St			Main St		
Vol/Sat:	0.29	0.00	0.06	0.00	0.00	0.00	0.00	0.10	0.47	0.07	0.10	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.50	0.50	0.61	0.57	0.00
Volume/Cap:	0.94	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.94	0.20	0.17	0.00
Delay/Veh:	57.3	0.0	24.6	0.0	0.0	0.0	0.0	13.4	40.1	8.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	0.0	24.6	0.0	0.0	0.0	0.0	13.4	40.1	8.0	9.8	0.0
LOS by Move:	E	A	C	A	A	A	A	B	D	A	A	A
HCM2kAvgQ:	20	0	2	0	0	0	0	3	29	2	3	0

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

Snowcreek VIII
Cumulative Condition (2009) plus Project

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

Intersection #2 Minaret Rd/Main St-Lake Mary Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.049
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 58.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Minaret Rd						Main St-Lake Mary Rd					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	2

Volume Module:	Minaret Rd			Minaret Rd			Main St-Lake Mary Rd			Main St-Lake Mary Rd		
Base Vol:	124	120	60	540	205	132	90	471	155	69	345	90
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:	124	120	60	540	205	132	90	471	155	69	345	90
Added Vol:	76	85	22	112	96	0	0	75	85	25	69	91
Cumulative:	123	99	46	53	83	0	0	45	245	42	47	60
Initial Fut:	323	304	128	705	384	132	90	591	485	136	461	241
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:	340	320	135	742	404	139	95	622	511	143	485	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	320	135	742	404	139	95	622	511	143	485	254
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
Final Vol.:	340	320	135	742	404	139	95	622	511	143	485	254

Saturation Flow Module:	Minaret Rd			Minaret Rd			Main St-Lake Mary Rd			Main St-Lake Mary Rd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.92	0.96	0.96	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	2.00	0.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	3502	1360	468	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:	Minaret Rd			Minaret Rd			Main St-Lake Mary Rd			Main St-Lake Mary Rd		
Vol/Sat:	0.19	0.17	0.08	0.21	0.30	0.30	0.05	0.17	0.32	0.08	0.13	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.28	0.28	0.28	0.11	0.30	0.30	0.08	0.27	0.55
Volume/Cap:	1.05	0.94	0.46	0.75	1.05	1.05	0.50	0.57	1.05	1.05	0.50	0.28
Delay/Veh:	104.3	73.4	37.9	35.8	88.8	88.8	44.2	30.2	89.1	136.8	31.1	11.9
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:	104.3	73.4	37.9	35.8	88.8	88.8	44.2	30.2	89.1	136.8	31.1	11.9
LOS by Move:	F	E	D	D	F	F	D	C	F	F	C	B
HCM2kAvgQ:	17	14	4	12	25	25	3	9	24	9	7	4

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

APPENDIX E

LONG-RANGE

LEVEL OF SERVICE WORKSHEETS

Snowcreek VIII
Long Range

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

Intersection #4 Minaret Rd/ Old Mammoth Rd

Average Delay (sec/veh): 21.5 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	71	365	209	96	449	209	108	203	70	268	212	51
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:	71	365	209	96	449	209	108	203	70	268	212	51
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:	71	365	209	96	449	209	108	203	70	268	212	51
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:	79	406	232	107	499	232	120	226	78	298	236	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	406	232	107	499	232	120	226	78	298	236	57
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
Final Vol.:	79	406	232	107	499	232	120	226	78	298	236	57

PCE Module:

AutoPCE:	79	406	232	107	499	232	120	226	78	298	236	57
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	79	406	232	107	499	232	120	226	78	298	236	57

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	452	612	903	604
MaxVolume:	956	869	712	874
PedVolume:	0	0	0	0
AdjMaxVol:	956	869	712	874
ApproachVol:	717	838	423	590
ApproachDel:	14.1	39.1	12.2	12.2
Queue:	7.2	15.9	4.0	5.4

Snowcreek VIII
Long Range

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Minaret Rd/ Meridian Blvd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.835

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.1

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	207	217	24	275	374	58	157	679	223	10	470	114
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:	207	217	24	275	374	58	157	679	223	10	470	114
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:	207	217	24	275	374	58	157	679	223	10	470	114
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:	218	228	25	289	394	61	165	715	235	11	495	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	228	25	289	394	61	165	715	235	11	495	120
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
Final Vol.:	218	228	25	289	394	61	165	715	235	11	495	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	0.90	0.10	1.00	0.87	0.13	1.00	1.51	0.49	1.00	1.61	0.39
Final Sat.:	1805	1685	186	1805	1612	250	1805	2617	859	1805	2821	684

Capacity Analysis Module:

Vol/Sat:	0.12	0.14	0.14	0.16	0.24	0.24	0.09	0.27	0.27	0.01	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.20	0.20	0.24	0.29	0.29	0.11	0.33	0.33	0.01	0.22	0.22
Volume/Cap:	0.83	0.68	0.68	0.68	0.83	0.83	0.80	0.83	0.83	0.83	0.80	0.80
Delay/Veh:	49.3	30.8	30.8	28.6	33.9	33.9	49.5	27.3	27.3	199.5	31.8	31.8
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:	49.3	30.8	30.8	28.6	33.9	33.9	49.5	27.3	27.3	199.5	31.8	31.8
LOS by Move:	D	C	C	C	C	C	D	C	C	F	C	C
HCM2kAvgQ:	7	6	6	7	12	12	6	13	13	1	9	9

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

Snowcreek VIII
Long Range

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

Intersection #3 Old Mammoth Rd/Meridian Blvd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.861

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1

Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Old Mammoth Rd

Meridian Blvd

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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	121	404	130	210	589	137	162	317	202	157	227	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	404	130	210	589	137	162	317	202	157	227	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	404	130	210	589	137	162	317	202	157	227	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	127	425	137	221	620	144	171	334	213	165	239	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	425	137	221	620	144	171	334	213	165	239	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	425	137	221	620	144	171	334	213	165	239	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22	0.78	1.00	1.31	0.69
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2077	1324	1805	2239	1183

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.08	0.12	0.33	0.09	0.09	0.16	0.16	0.09	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.30	0.30	0.16	0.38	0.38	0.19	0.19	0.19	0.12	0.12	0.12
Volume/Cap:	0.86	0.75	0.28	0.75	0.86	0.24	0.51	0.86	0.86	0.74	0.86	0.86
Delay/Veh:	68.6	27.8	19.2	38.3	30.4	15.0	26.8	39.1	39.1	41.8	46.3	46.3
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:	68.6	27.8	19.2	38.3	30.4	15.0	26.8	39.1	39.1	41.8	46.3	46.3
LOS by Move:	E	C	B	D	C	B	C	D	D	D	D	D
HCM2kAvgQ:	5	10	2	6	16	2	4	9	9	5	7	7

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

Snowcreek VIII
Long Range

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Old Mammoth Rd/ Main St

Cycle (sec): 55 Critical Vol./Cap.(X): 0.790

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8

Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Old Mammoth Rd Main St

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				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	0	1	0	2	0

Volume Module:

Base Vol:	285	0	103	0	0	0	0	495	698	96	399	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:	285	0	103	0	0	0	0	495	698	96	399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	103	0	0	0	0	495	698	96	399	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:	300	0	108	0	0	0	0	521	735	101	420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	108	0	0	0	0	521	735	101	420	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
Final Vol.:	300	0	108	0	0	0	0	521	735	101	420	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.98	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1857	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.17	0.00	0.07	0.00	0.00	0.00	0.00	0.14	0.40	0.06	0.12	0.00
Crit Moves:	****						****					
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.50	0.50	0.64	0.57	0.00
Volume/Cap:	0.79	0.00	0.32	0.00	0.00	0.00	0.00	0.29	0.79	0.18	0.20	0.00
Delay/Veh:	31.3	0.0	18.9	0.0	0.0	0.0	0.0	8.1	16.0	4.1	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	0.0	18.9	0.0	0.0	0.0	0.0	8.1	16.0	4.1	5.8	0.0
LOS by Move:	C	A	B	A	A	A	A	A	B	A	A	A
HCM2kAvgQ:	7	0	2	0	0	0	0	3	13	1	2	0

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

Snowcreek VIII
Long Range

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Minaret Rd/Main St-Lake Mary Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.951

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0

Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Minaret Rd						Main St-Lake Mary Rd											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Protected					
Rights:	Include						Include						Protected Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	2	0	0	1	0	1	0	2	0	1		

Volume Module:

Base Vol:	219	153	136	592	338	148	80	637	420	152	515	218
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:	219	153	136	592	338	148	80	637	420	152	515	218
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:	219	153	136	592	338	148	80	637	420	152	515	218
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:	231	161	143	623	356	156	84	671	442	160	542	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	161	143	623	356	156	84	671	442	160	542	229
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
Final Vol.:	231	161	143	623	356	156	84	671	442	160	542	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	2.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	3502	1261	552	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.08	0.09	0.18	0.28	0.28	0.05	0.19	0.27	0.09	0.15	0.14
Crit Moves:	****					****			****	****		
Green/Cycle:	0.13	0.13	0.13	0.30	0.30	0.30	0.09	0.29	0.29	0.09	0.29	0.59
Volume/Cap:	0.95	0.63	0.66	0.60	0.95	0.95	0.52	0.65	0.95	0.95	0.52	0.24
Delay/Veh:	80.8	39.9	42.3	26.6	56.3	56.3	39.8	27.9	59.4	93.3	25.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	39.9	42.3	26.6	56.3	56.3	39.8	27.9	59.4	93.3	25.6	8.6
LOS by Move:	F	D	D	C	E	E	D	C	E	F	C	A
HCM2kAvgQ:	10	5	5	8	18	18	3	9	16	8	7	3

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

Mammoth Lakes CIP

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 MAIN/395 NB

Average Delay (sec/veh): 15.5 Worst Case Level Of Service: D[26.6]

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:	1 0 0 1 0	0 0 0 0 0	0 1 0 0 0	0 0 1 0 0

Volume Module:

Base Vol:	281	0	0	0	0	0	165	17	0	0	102	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:	281	0	0	0	0	0	165	17	0	0	102	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	312	0	0	0	0	0	183	19	0	0	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	312	0	0	0	0	0	183	19	0	0	113	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	499	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	113	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1457	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	469	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1457	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.67	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.13	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	4.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	26.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	26.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Mammoth Lakes CIP

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 MAIN/395 SB*****
Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.5]

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			Channel			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	179	0	182	321	0	383	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	179	0	182	321	0	383	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	199	0	202	357	0	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	199	0	202	357	0	426	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	426	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	622	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	622	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1.4	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13.5	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

