**APPENDIX B**

**LEVEL OF SERVICE COMPUTATION REPORT**

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MITIG8 - Existing + Apvd PrWed Nov 7, 2007 10:56:46                Page 1-1
-----------------------------------------------------------------------------
                              Snowcreek VIII
                 Cumulative (2009) plus Project Conditions
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*****************************************************************************
Intersection #2 Minaret Rd/Main St-Lake Mary Rd
*****************************************************************************
Cycle (sec):            95          Critical Vol./Cap.(X):        1.035
Loss Time (sec):        16 (Y+R=4.0 sec) Average Delay (sec/veh):  55.6
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    2  0  0  1  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
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:    69   99   46     53   83    0      0   45  245     42   47   60
Initial Fut:  269  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:   283  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:  283  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
FinalVolume:  283  320  135    742  404  139     95  622  511    143  485  254
------------|---------------||---------------||---------------||---------------|
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 0.96 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:
Vol/Sat:     0.16 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: 0.16 0.16 0.16   0.29 0.29 0.29   0.11 0.31 0.31   0.08 0.27 0.56
Volume/Cap:  0.96 1.04 0.51   0.74 1.04 1.04   0.49 0.56 1.04   1.04 0.49 0.28
Delay/Veh:   82.2  100 38.1   33.6 82.6 82.6   41.9 28.4 83.0  130.1 29.3 11.0
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:  82.2  100 38.1   33.6 82.6 82.6   41.9 28.4 83.0  130.1 29.3 11.0
LOS by Move:   F    F    D      C    F    F      D    C    F      F    C    B
HCM2kAvgQ:     13   15    4     12   24   24      3    8   23      8    7    4
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************

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*COMMENT A4-2 (2)*

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                           Snowcreek VIII
              Cumulative (2009) plus Project Conditions
                         *WITH MITIGATION*
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------------------------------------------------------------------------
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                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
************************************************************************
Intersection #2 Minaret Rd/Main St-Lake Mary Rd
************************************************************************
```

| Cycle (sec): | 95 | Critical Vol./Cap.(X): | 1.022 |
|---|---|---|---|
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 53.5 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | D |

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| 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: | Protected | | | Protected | | | 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 | 2 0 | 0 1 | 0 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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: | 69 | 99 | 46 | 53 | 83 | 0 | 0 | 45 | 245 | 42 | 47 | 60 |
| Initial Fut: | 269 | 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: | 283 | 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: | 283 | 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 |
| FinalVolume: | 283 | 320 | 135 | 742 | 404 | 139 | 95 | 622 | 511 | 143 | 485 | 254 |

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 | 0.96 | 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:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol/Sat: | 0.16 | 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: | 0.15 | 0.20 | 0.20 | 0.25 | 0.29 | 0.29 | 0.11 | 0.31 | 0.31 | 0.08 | 0.28 | 0.53 |
| Volume/Cap: | 1.02 | 0.86 | 0.42 | 0.86 | 1.02 | 1.02 | 0.48 | 0.56 | 1.02 | 1.02 | 0.48 | 0.30 |
| Delay/Veh: | 99.9 | 54.2 | 34.3 | 42.5 | 78.3 | 78.3 | 41.7 | 28.0 | 78.6 | 125.6 | 28.9 | 12.9 |
| 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: | 99.9 | 54.2 | 34.3 | 42.5 | 78.3 | 78.3 | 41.7 | 28.0 | 78.6 | 125.6 | 28.9 | 12.9 |
| LOS by Move: | F | D | C | D | E | E | D | C | E | F | C | B |
| HCM2kAvgQ: | 14 | 12 | 4 | 14 | 23 | 23 | 3 | 8 | 22 | 8 | 7 | 4 |

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

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