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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
South Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ignore						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	2	0	0		0	0	1	1	0		2	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	75	1886		0		0	1299		248			689		0		157		0		0		0		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		1.00		
Initial Bse:	75	1886		0		0	1299		0			689		0		157		0		0		0		
Added Vol:	0	39		0		0	23		0			169		0		0		0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0		0		0		0		0		
Initial Fut:	75	1925		0		0	1322		0			858		0		157		0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	75	1925		0		0	1322		0			858		0		157		0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0		0		0		0		0		
Reduced Vol:	75	1925		0		0	1322		0			858		0		157		0		0		0		
PCE Adj:	6.00	1.00		1.00		1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00		1.00	1.00		0.00			1.10		1.00		1.10		1.00		1.00		1.00		
Final Vol.:	450	1925		0		0	1322		0			944		0		173		0		0		0		
Saturation Flow Module:																								
Sat/Lane:	1500	1500		1500		1500	1500		1500			1500		1500		1500		1500		1500		1500		
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		
Lanes:	1.08	1.92		0.00		0.00	2.00		0.00			2.00		0.00		2.00		0.00		0.00		0.00		
Final Sat.:	1620	2880		0		0	3000		0			3000		0		3000		0		0		0		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.67		0.00		0.00	0.44		0.00			0.31		0.00		0.06		0.00		0.00		0.00		
Crit Vol:	75						661					472								0				
Crit Moves:	****						****					****												

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
South Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	11	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		24		0		6		15		293		0		0		280		38	
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	
Initial Bse:	0		0		0		24		0		6		15		293		0		0		280		38	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	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 Volume:	0		0		0		24		0		6		15		293		0		0		280		38	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		24		0		6		15		293		0		0		280		38	
Adjusted Volume Module:																								
Grade:		0%						0%						0%						0%				
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10		1.10		1.10	1.10		1.10			1.10		1.00		1.00		1.10		1.00		1.00		
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	0		0		0		26		0		7		17		293		0		0		280		38	
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx		xxxxx			3.4	xxxx		2.6			2.1	xxxx	xxxxx			xxxxx	xxxx	xxxx		xxxxx		
Critical Gp:	xxxxx	xxxx		xxxxx			6.5	xxxx		5.5			5.0	xxxx	xxxxx			xxxxx	xxxx	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			607	xxxx		299			318	xxxx	xxxxx			xxxx	xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx			471	xxxx		977			1209	xxxx	xxxxx			xxxx	xxxx	xxxx		xxxxx		
Adj Cap:	xxxx	xxxx		xxxxx			0.98	xxxx		1.00			1.00	xxxx	xxxxx			xxxx	xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx			464	xxxx		977			1209	xxxx	xxxxx			xxxx	xxxx	xxxx		xxxxx		
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx		xxxxx			8.2	xxxx		3.7			3.0	xxxx	xxxxx			xxxxx	xxxx	xxxx		xxxxx		
LOS by Move:	*	*		*			*	*		*			A	*	*			*	*	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx		518	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxx		xxxxx		
Shrd StpDel:	xxxxx	xxxx		xxxxx			xxxxx		7.3	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*		B	*			*	*	*			*	*	*		*		
ApproachDel:		0.0						7.3						0.2						0.0				

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
South Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.7 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	24	0	6	15	293	0	0	280	38
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	24	0	6	15	293	0	0	280	38
Added Vol:	0	0	0	18	0	0	0	6	0	0	10	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	42	0	6	15	299	0	0	290	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	6	15	299	0	0	290	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	42	0	6	15	299	0	0	290	68
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	46	0	7	17	299	0	0	290	68
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	638	xxxx	324	358	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	452	xxxx	949	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.98	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	444	xxxx	949	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	3.8	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	476	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	8.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			8.3			0.2			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
South Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	50		686		82		16		154		197		200		48		73		36		32		3	
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:	50		686		82		16		154		197		200		48		73		36		32		3	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	50		686		82		16		154		197		200		48		73		36		32		3	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	50		686		82		16		154		197		200		48		73		36		32		3	
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.:	50		686		82		16		154		197		200		48		73		36		32		3	
Saturation Flow Module:																								
Sat/Lane:	1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		0.89		0.11		1.00		0.44		0.56		0.62		0.15		0.23		0.51		0.45		0.04	
Final Sat.:	1425		1273		152		1425		625		800		888		213		324		723		642		60	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.54		0.54		0.01		0.25		0.25		0.23		0.23		0.23		0.05		0.05		0.05	
Crit Vol:			768				16								321				36					
Crit Moves:			****				****								****				****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
South Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	50	686	82		16	154	197		200	48	73		36	32	3	
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:	50	686	82		16	154	197		200	48	73		36	32	3	
Added Vol:	14	0	0		0	0	20		12	4	8		0	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	686	82		16	154	217		212	52	81		36	39	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	686	82		16	154	217		212	52	81		36	39	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	686	82		16	154	217		212	52	81		36	39	3	
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.:	64	686	82		16	154	217		212	52	81		36	39	3	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.89	0.11		1.00	0.42	0.58		0.62	0.15	0.23		0.46	0.50	0.04	
Final Sat.:	1425	1273	152		1425	592	833		876	215	335		658	713	55	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.54	0.54		0.01	0.26	0.26		0.24	0.24	0.24		0.05	0.05	0.05	
Crit Vol:		768			16					345			36			
Crit Moves:		****			****					****			****			

Traffix 7.0.1208 (c) 1997 Dowling Assoc. Licensed to DKS Assoc., Sacramento

CAPACITY ANALYSIS SUMMARIES
EXISTING CONDITIONS
NO PROJECT AND PLUS SUB-ALTERNATIVE 5-3
(RETAIN ACCESS TO SR 193)
A.M. PEAK HOUR

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Trip Generation Report
AMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	AM Peak Hour	300.00	589.00	300	589	889	93.3
	Zone 1 Subtotal					300	589	889	93.3
2	The Meadows	1.00	AM Peak Hour	16.00	48.00	16	48	64	6.7
	Zone 2 Subtotal					16	48	64	6.7
TOTAL						316	637	953	100.0

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Trip Distribution Report
br90
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0
2	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0

Zone	To Gates 17	18	21	23	24
1	4.0	1.0	40.0	11.0	9.0
2	4.0	1.0	40.0	11.0	9.0

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	85	0	504	257	0	0	0	0	43	889
Total	0	0	0	85	0	504	257	0	0	0	0	43	889
#100 SR 65 & SR 193													
Base	2	370	39	107	433	0	0	2	0	203	0	105	1261
Added	0	0	13	13	0	0	0	0	0	25	0	25	76
Total	2	370	52	120	433	0	0	2	0	228	0	130	1337
#110 Sierra College Blvd. & SR 193													
Base	122	0	23	1	0	0	1	111	216	137	147	1	759
Added	58	0	10	0	0	0	0	26	28	4	50	0	176
Total	180	0	33	1	0	0	1	137	244	141	197	1	935
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	0	107	0	0	123	0	230
Added	50	0	35	0	0	0	0	10	26	18	4	0	143
Total	50	0	35	0	0	0	0	117	26	18	127	0	373
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	138	0	0	363	0	0	0	0	0	0	0	501
Added	0	42	8	11	21	0	0	0	0	24	0	26	132
Total	0	180	8	11	384	0	0	0	0	24	0	26	633
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	29	130	0	0	371	1	0	0	2	0	0	0	533
Added	0	50	0	0	45	0	0	0	0	0	0	0	95
Total	29	180	0	0	416	1	0	0	2	0	0	0	628
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	164	0	0	381	0	0	0	0	0	0	0	545
Added	0	8	232	21	24	0	0	0	0	460	0	42	787
Total	0	172	232	21	405	0	0	0	0	460	0	42	1332
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	7	0	12	4	249	0	0	489	15	776
Total	0	0	0	7	0	12	4	249	0	0	489	15	776
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	43	85	0	0	0	0	0	128
Total	0	0	0	0	0	43	85	0	0	0	0	0	128

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	154	0	16	373	0	0	0	0	6	0	14	563
Added	0	218	0	45	440	0	0	0	0	0	0	22	725
Total	0	372	0	61	813	0	0	0	0	6	0	36	1288
#170 Sierra College Blvd. & Clover Valley Road													
Base	0	122	0	0	256	0	0	0	0	0	0	0	378
Added	0	218	0	0	440	0	0	0	0	0	0	0	658
Total	0	340	0	0	696	0	0	0	0	0	0	0	1036
#180 Sierra College Blvd. & Del Mar Avenue													
Base	1	170	5	0	368	19	8	1	1	40	8	3	624
Added	0	218	0	0	440	0	0	0	0	0	0	0	658
Total	1	388	5	0	808	19	8	1	1	40	8	3	1282
#190 Sierra College Blvd. & King Road													
Base	4	147	7	38	260	5	3	11	8	12	10	22	527
Added	0	202	0	32	408	0	0	0	0	0	0	16	658
Total	4	349	7	70	668	5	3	11	8	12	10	38	1185
#200 Sierra College Blvd. & Taylor Road													
Base	69	140	110	14	322	90	38	144	28	129	175	18	1277
Added	0	164	0	25	331	51	25	0	0	0	0	13	609
Total	69	304	110	39	653	141	63	144	28	129	175	31	1886
#210 Sierra College Blvd. & Granite Drive													
Base	63	402	52	53	428	48	25	7	42	110	14	4	1248
Added	0	161	0	0	325	6	3	0	0	0	0	0	495
Total	63	563	52	53	753	54	28	7	42	110	14	4	1743
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	9	301	0	264	430	3	4	8	10	441	8	137	1615
Added	0	161	0	0	325	0	0	0	0	0	0	0	486
Total	9	462	0	264	755	3	4	8	10	441	8	137	2101
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	161	0	0	70	255	0	0	0	0	0	0	486
Total	0	161	0	0	70	255	0	0	0	0	0	0	486
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	161	0	0	70	0	0	0	0	0	0	0	231
Total	0	161	0	0	70	0	0	0	0	0	0	0	231

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	208	219	0	0	766	185	133	0	74	0	0	0	1585
Added	0	35	0	0	70	0	126	0	0	0	0	0	231
Total	208	254	0	0	836	185	259	0	74	0	0	0	1816
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	28	0	13	8	180	0	0	114	7	350
Added	0	0	0	0	0	0	0	45	0	0	22	0	67
Total	0	0	0	28	0	13	8	225	0	0	136	7	417
#250 Taylor Road & English Colony Way													
Base	36	113	21	1	189	57	62	14	117	93	17	3	723
Added	0	0	0	0	0	19	38	6	0	0	3	0	66
Total	36	113	21	1	189	76	100	20	117	93	20	3	789

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	589	300	889	257	504	761	43	85	128	1778
Total	0	0	0	589	300	889	257	504	761	43	85	128	1778
#100 SR 65 & SR 193													
Base	411	636	1047	540	475	1015	2	2	4	308	148	456	2522
Added	13	25	38	13	25	38	0	0	0	50	26	76	152
Total	424	661	1085	553	500	1053	2	2	4	358	174	532	2674
#110 Sierra College Blvd. & SR 193													
Base	145	353	498	1	2	3	328	269	597	285	135	420	1518
Added	68	32	100	0	0	0	54	108	162	54	36	90	352
Total	213	385	598	1	2	3	382	377	759	339	171	510	1870
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	107	123	230	123	107	230	460
Added	85	44	129	0	0	0	36	54	90	22	45	67	286
Total	85	44	129	0	0	0	143	177	320	145	152	297	746
#130 Sierra College Blvd. & Lower Ranch Road													
Base	138	363	501	363	138	501	0	0	0	0	0	0	1002
Added	50	45	95	32	68	100	0	0	0	50	19	69	264
Total	188	408	596	395	206	601	0	0	0	50	19	69	1266
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	159	373	532	372	130	502	2	30	32	0	0	0	1066
Added	50	45	95	45	50	95	0	0	0	0	0	0	190
Total	209	418	627	417	180	597	2	30	32	0	0	0	1256
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	164	381	545	381	164	545	0	0	0	0	0	0	1090
Added	240	484	724	45	50	95	0	0	0	502	253	755	1574
Total	404	865	1269	426	214	640	0	0	0	502	253	755	2664
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	19	19	38	253	501	754	504	256	760	1552
Total	0	0	0	19	19	38	253	501	754	504	256	760	1552
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	43	85	128	85	43	128	0	0	0	256
Total	0	0	0	43	85	128	85	43	128	0	0	0	256

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	154	379	533	389	168	557	0	0	0	20	16	36	1126
Added	218	440	658	485	240	725	0	0	0	22	45	67	1450
Total	372	819	1191	874	408	1282	0	0	0	42	61	103	2576
#170 Sierra College Blvd. & Clover Valley Road													
Base	122	256	378	256	122	378	0	0	0	0	0	0	756
Added	218	440	658	440	218	658	0	0	0	0	0	0	1316
Total	340	696	1036	696	340	1036	0	0	0	0	0	0	2072
#180 Sierra College Blvd. & Del Mar Avenue													
Base	176	409	585	387	181	568	10	28	38	51	6	57	1248
Added	218	440	658	440	218	658	0	0	0	0	0	0	1316
Total	394	849	1243	827	399	1226	10	28	38	51	6	57	2564
#190 Sierra College Blvd. & King Road													
Base	158	280	438	303	172	475	22	19	41	44	56	100	1054
Added	202	408	610	440	218	658	0	0	0	16	32	48	1316
Total	360	688	1048	743	390	1133	22	19	41	60	88	148	2370
#200 Sierra College Blvd. & Taylor Road													
Base	319	479	798	426	196	622	210	334	544	322	268	590	2554
Added	164	331	495	407	202	609	25	51	76	13	25	38	1218
Total	483	810	1293	833	398	1231	235	385	620	335	293	628	3772
#210 Sierra College Blvd. & Granite Drive													
Base	517	580	1097	529	431	960	74	125	199	128	112	240	2496
Added	161	325	486	331	164	495	3	6	9	0	0	0	990
Total	678	905	1583	860	595	1455	77	131	208	128	112	240	3486
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	310	881	1191	697	442	1139	22	20	42	586	272	858	3230
Added	161	325	486	325	161	486	0	0	0	0	0	0	972
Total	471	1206	1677	1022	603	1625	22	20	42	586	272	858	4202
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	161	70	231	325	161	486	0	255	255	0	0	0	972
Total	161	70	231	325	161	486	0	255	255	0	0	0	972
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	161	70	231	70	161	231	0	0	0	0	0	0	462
Total	161	70	231	70	161	231	0	0	0	0	0	0	462

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	427	840	1267	951	352	1303	207	393	600	0	0	0	3170
Added	35	70	105	70	161	231	126	0	126	0	0	0	462
Total	462	910	1372	1021	513	1534	333	393	726	0	0	0	3632
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	41	15	56	188	127	315	121	208	329	700
Added	0	0	0	0	0	0	45	22	67	22	45	67	134
Total	0	0	0	41	15	56	233	149	382	143	253	396	834
#250 Taylor Road & English Colony Way													
Base	170	399	569	247	178	425	193	110	303	113	36	149	1446
Added	0	0	0	19	38	57	44	22	66	3	6	9	132
Total	170	399	569	266	216	482	237	132	369	116	42	158	1578

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	A	xxxxx	0.507	A	xxxxx	0.526	+ 0.018 V/C
#110 Sierra College Blvd. & SR 193	B	2.1	0.000	C	3.0	0.000	+ 0.000 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	A	1.2	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	B	0.5	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	A	0.2	0.000	A	0.2	0.000	+ 0.000 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.254	A	xxxxx	0.577	+ 0.323 V/C
#160 Sierra College Blvd. & English	A	0.2	0.000	B	0.4	0.000	+ 0.000 V/C
#170 Sierra College Blvd. & Clover	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#180 Sierra College Blvd. & Del Mar	B	0.8	0.000	C	1.0	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	B	0.9	0.000	C	0.9	0.000	+ 0.000 V/C
#200 Sierra College Blvd. & Taylor	A	xxxxx	0.443	B	xxxxx	0.663	+ 0.221 V/C
#210 Sierra College Blvd. & Granite	A	xxxxx	0.472	B	xxxxx	0.699	+ 0.227 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.753	D	xxxxx	0.898	+ 0.145 V/C
#230 Sierra College Blvd. & I-80 Ea	D	xxxxx	0.805	E	xxxxx	0.948	+ 0.143 V/C
#240 Clark Tunnel Road & English Co	A	0.6	0.000	A	0.6	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	B	6.4	0.731	B	7.8	0.767	+ 0.036 V/C

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 38 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	370	39	107	433	0	0	2	0	203	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	370	39	107	433	0	0	2	0	203	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	370	39	107	433	0	0	2	0	203	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	370	39	107	433	0	0	2	0	203	0	105
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.:	2	370	39	107	433	0	0	2	0	203	0	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.90	0.09	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	7	1283	135	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.08	0.30	0.00	0.00	0.00	0.00	0.14	0.00	0.07
Crit Vol:		411		107				2		203		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 38 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	370	39	107	433	0	0	2	0	203	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	370	39	107	433	0	0	2	0	203	0	105
Added Vol:	0	0	13	13	0	0	0	0	0	25	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	370	52	120	433	0	0	2	0	228	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	370	52	120	433	0	0	2	0	228	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	370	52	120	433	0	0	2	0	228	0	130
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.:	2	370	52	120	433	0	0	2	0	228	0	130
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.87	0.12	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	7	1244	175	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.08	0.30	0.00	0.00	0.00	0.00	0.16	0.00	0.09
Crit Vol:		424		120				2		203		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 2.1 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		1	0	0	0	0		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	122		0		23		1		0		0		1		111		216		137		147		1	
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
Initial Bse:	122		0		23		1		0		0		1		111		216		137		147		1	
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
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	122		0		23		1		0		0		1		111		216		137		147		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	122		0		23		1		0		0		1		111		216		137		147		1	
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10	1.10	1.00		1.00		1.10	1.00	1.00		1.00		1.00
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	134		0		25		1		0		0		1		111		216		151		147		1	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6		3.4	xxxx	xxxxx		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx								
Critical Gp:	6.5	xxxx		5.5		6.5	xxxx	xxxxx		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx								
Capacity Module:																								
Cnflict Vol:	397	xxxx		111		408	xxxx	xxxxx		148	xxxx	xxxxx		327	xxxx	xxxxx								
Potent Cap.:	624	xxxx		1216		615	xxxx	xxxxx		1457	xxxx	xxxxx		1197	xxxx	xxxxx								
Adj Cap:	0.90	xxxx		1.00		0.88	xxxx	xxxxx		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx								
Move Cap.:	564	xxxx		1216		543	xxxx	xxxxx		1457	xxxx	xxxxx		1197	xxxx	xxxxx								
Level Of Service Module:																								
Stopped Del:	8.2	xxxx		3.0		6.6	xxxx	xxxxx		2.5	xxxx	xxxxx		3.4	xxxx	xxxxx								
LOS by Move:	*		*		A	B		*		*	A		*		A		*							
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	564	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Shrd StpDel:	8.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	B		*		*	*		*		*	*		*		*		*							
ApproachDel:			7.3					6.6					0.0						1.7					

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 3.0 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		1	0	0	0	0		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	122		0		23		1		0		0		1		111		216		137		147		1	
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
Initial Bse:	122		0		23		1		0		0		1		111		216		137		147		1	
Added Vol:	58		0		10		0		0		0		0		26		28		4		50		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	180		0		33		1		0		0		1		137		244		141		197		1	
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
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	180		0		33		1		0		0		1		137		244		141		197		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	180		0		33		1		0		0		1		137		244		141		197		1	
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10	1.10	1.00		1.00		1.10	1.00	1.00		1.00		1.00
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	198		0		36		1		0		0		1		137		244		155		197		1	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6		3.4	xxxx	xxxxx		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx								
Critical Gp:	6.5	xxxx		5.5		6.5	xxxx	xxxxx		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx								
Capacity Module:																								
Cnflict Vol:	477	xxxx		137		493	xxxx	xxxxx		198	xxxx	xxxxx		381	xxxx	xxxxx								
Potent Cap.:	561	xxxx		1180		549	xxxx	xxxxx		1380	xxxx	xxxxx		1129	xxxx	xxxxx								
Adj Cap:	0.89	xxxx		1.00		0.87	xxxx	xxxxx		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx								
Move Cap.:	502	xxxx		1180		476	xxxx	xxxxx		1380	xxxx	xxxxx		1129	xxxx	xxxxx								
Level Of Service Module:																								
Stopped Del:	11.2	xxxx		3.1		7.6	xxxx	xxxxx		2.6	xxxx	xxxxx		3.6	xxxx	xxxxx								
LOS by Move:	*		*		A	B		*		*	A		*		A		*							
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	502	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Shrd StpDel:	11.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	C		*		*	*		*		*	*		*		*		*							
ApproachDel:			9.9					7.6					0.0						1.6					

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	107	0	0	123	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	107	0	0	123	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	107	0	0	123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	107	0	0	123	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	0	0	0	0	107	0	0	123	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 1.2 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	107	0	0	123	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	107	0	0	123	0
Added Vol:	50	0	35	0	0	0	0	10	26	18	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	35	0	0	0	0	117	26	18	127	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	35	0	0	0	0	117	26	18	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	0	35	0	0	0	0	117	26	18	127	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	55	0	39	0	0	0	0	117	26	20	127	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	275	xxxx	130	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	143	xxxx	xxxxx
Potent Cap.:	734	xxxx	1190	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1465	xxxx	xxxxx
Adj Cap:	0.99	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	723	xxxx	1190	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1465	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	5.3	xxxx	3.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	862	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	4.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:	4.4			0.0			0.0			0.3		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	138		0	0	363		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	138		0	0	363		0	0	0		0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	138		0	0	363		0	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	138		0	0	363		0	0	0		0	0	0		0
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.10		1.10	1.10	1.10		1.10
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	138		0	0	363		0	0	0		0	0	0		0
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:		0.0				0.0				0.0				0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.5 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	138		0	0	363		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	138		0	0	363		0	0	0		0	0	0		0
Added Vol:	0	42		8	11	21		0	0	0		0	24	0		26
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	180		8	11	384		0	0	0		0	24	0		26
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	180		8	11	384		0	0	0		0	24	0		26
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	180		8	11	384		0	0	0		0	24	0		26
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.10		1.10	1.10	1.10		1.10
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	180		8	12	384		0	0	0		0	26	0		29
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6				
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	575	xxxx	180				
Potent Cap.:	xxxx	xxxx	xxxxx	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	xxxx	1122				
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00				
Move Cap.:	xxxx	xxxx	xxxxx	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	1122				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	3.3				
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	691	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*				
ApproachDel:		0.0				0.1				0.0				5.4		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	29	130	0	0	371	1	0	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	130	0	0	371	1	0	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	130	0	0	371	1	0	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	130	0	0	371	1	0	0	2	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	32	130	0	0	371	1	0	0	2	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	371	xxxx	xxxx	xxxxx
Potent Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	898	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	898	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.6			0.0			4.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	29	130	0	0	371	1	0	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	130	0	0	371	1	0	0	2	0	0	0
Added Vol:	0	50	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	180	0	0	416	1	0	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	180	0	0	416	1	0	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	180	0	0	416	1	0	0	2	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	32	180	0	0	416	1	0	0	2	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	417	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	416	xxxx	xxxx	xxxxx
Potent Cap.:	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	852	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	852	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.5			0.0			4.2			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.254
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
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	1	0	1	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	0	164	0	0	381	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	164	0	0	381	0	0	0	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	164	0	0	381	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	164	0	0	381	0	0	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	164	0	0	381	0	0	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
Final Sat.:	1500	1500	1500	1500	1500	0	1500	1500	0	1500	1500	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Vol:	0				381		0				0					
Crit Moves:	****				****											

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
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	1	0	1	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	0	164	0	0	381	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	164	0	0	381	0	0	0	0	0	0	0				
Added Vol:	0	8	232	21	24	0	0	0	0	460	0	42				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	172	232	21	405	0	0	0	0	460	0	42				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	172	232	21	405	0	0	0	0	460	0	42				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	172	232	21	405	0	0	0	0	460	0	42				
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.:	0	172	232	21	405	0	0	0	0	460	0	42				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00				
Final Sat.:	1500	1500	1500	1500	1500	0	1500	1500	0	1500	0	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.15	0.01	0.27	0.00	0.00	0.00	0.00	0.31	0.00	0.03				
Crit Vol:	0				405			0		460						
Crit Moves:	****				****					****						

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	154	0	16	373	0	0	0	0	6	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	154	0	16	373	0	0	0	0	6	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	154	0	16	373	0	0	0	0	6	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	154	0	16	373	0	0	0	0	6	0	14
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	154	0	18	373	0	0	0	0	7	0	15
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	154	xxxx	xxxxx	xxxx	xxxx	xxxxx	543	xxxx	154
Potent Cap.:	xxxx	xxxx	xxxxx	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx	513	xxxx	1157
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx	507	xxxx	1157
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	3.1
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	836	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	0.0			0.1			0.0			4.4		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	154	0	16	373	0	0	0	0	6	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	154	0	16	373	0	0	0	0	6	0	14
Added Vol:	0	218	0	45	440	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	372	0	61	813	0	0	0	0	6	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	372	0	61	813	0	0	0	0	6	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	372	0	61	813	0	0	0	0	6	0	36
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	372	0	67	813	0	0	0	0	7	0	40
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	1246	xxxx	372
Potent Cap.:	xxxx	xxxx	xxxxx	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	xxxx	897
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.94	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	xxxx	897
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.6	xxxx	4.2
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	585	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.3			0.0			6.4		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	122		0	0	256		0	0	0		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	122		0	0	256		0	0	0		0	0	0		0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	122		0	0	256		0	0	0		0	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	122		0	0	256		0	0	0		0	0	0		0	0	0		0
Adjusted Volume Module:																				
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.10		1.10	1.10	1.10		1.10
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	122		0	0	256		0	0	0		0	0	0		0
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:		0.0				0.0				0.0				0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	122		0	0	256		0	0	0		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	122		0	0	256		0	0	0		0	0	0		0	0	0		0
Added Vol:	0	218		0	0	440		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	340		0	0	696		0	0	0		0	0	0		0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	340		0	0	696		0	0	0		0	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	340		0	0	696		0	0	0		0	0	0		0	0	0		0
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.10		1.10	1.10	1.10		1.10
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	340		0	0	696		0	0	0		0	0	0		0
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:		0.0				0.0				0.0				0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.8 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	170	5	0	368	19	8	1	1	40	8	3
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:	1	170	5	0	368	19	8	1	1	40	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	170	5	0	368	19	8	1	1	40	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	170	5	0	368	19	8	1	1	40	8	3
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	170	5	0	368	19	9	1	1	44	9	3
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	554	554	378	550	558	170
Potent Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	506	559	891	509	556	1136
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	1.00	1.00	1.00	1.00	1.00
Move Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	498	558	891	507	555	1136
Level Of Service Module:												
Stopped Del:	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	6.5	4.0	7.7	6.6	3.2
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	527	xxxxx	xxxx	532	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	7.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:		0.0			0.0			6.9			7.3	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 1.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	170	5	0	368	19	8	1	1	40	8	3
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:	1	170	5	0	368	19	8	1	1	40	8	3
Added Vol:	0	218	0	0	440	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	388	5	0	808	19	8	1	1	40	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	388	5	0	808	19	8	1	1	40	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	388	5	0	808	19	8	1	1	40	8	3
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	388	5	0	808	19	9	1	1	44	9	3
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	827	xxxx	xxxxx	xxxx	xxxx	xxxxx	1212	1212	818	1208	1216	388
Potent Cap.:	692	xxxx	xxxxx	xxxx	xxxx	xxxxx	210	252	533	212	251	881
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.97	1.00	1.00	0.99	1.00	1.00
Move Cap.:	692	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	252	533	210	251	881
Level Of Service Module:												
Stopped Del:	5.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	14.3	6.8	21.1	14.8	4.1
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	222	xxxxx	xxxx	226	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx	xxxxx	19.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:		0.0			0.0			16.8			19.1	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Average Delay (sec/veh): 0.9 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	4	147	7	38	260	5	3	11	8	12	10	22
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:	4	147	7	38	260	5	3	11	8	12	10	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	147	7	38	260	5	3	11	8	12	10	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	147	7	38	260	5	3	11	8	12	10	22
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	147	7	42	260	5	3	12	9	13	11	24
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	265	xxxx	xxxxx	154	xxxx	xxxxx	471	459	263	465	458	151
Potent Cap.:	1282	xxxx	xxxxx	1448	xxxx	xxxxx	565	627	1019	570	628	1162
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.94	0.97	1.00	0.95	0.97	1.00
Move Cap.:	1282	xxxx	xxxxx	1448	xxxx	xxxxx	532	607	1019	543	607	1162
Level Of Service Module:												
Stopped Del:	2.8	xxxx	xxxxx	2.6	xxxx	xxxxx	6.8	6.0	3.6	6.8	6.0	3.2
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	696	xxxxx	xxxx	765	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.2	xxxxx	xxxxx	4.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	0.1			0.3			5.2			4.8		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Average Delay (sec/veh): 0.9 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	4	147	7	38	260	5	3	11	8	12	10	22
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:	4	147	7	38	260	5	3	11	8	12	10	22
Added Vol:	0	202	0	32	408	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	349	7	70	668	5	3	11	8	12	10	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	349	7	70	668	5	3	11	8	12	10	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	349	7	70	668	5	3	11	8	12	10	38
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	349	7	77	668	5	3	12	9	13	11	42
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	673	xxxx	xxxxx	356	xxxx	xxxxx	1121	1101	671	1107	1100	353
Potent Cap.:	819	xxxx	xxxxx	1160	xxxx	xxxxx	238	289	633	242	289	918
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.87	0.93	1.00	0.90	0.93	1.00
Move Cap.:	819	xxxx	xxxxx	1160	xxxx	xxxxx	208	268	633	218	268	918
Level Of Service Module:												
Stopped Del:	4.4	xxxx	xxxxx	3.3	xxxx	xxxxx	17.6	14.0	5.8	17.5	13.9	4.1
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	323	xxxxx	xxxx	449	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	8.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	0.1			0.3			11.5			8.4		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 26 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
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		1 0 1	0 1		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	69	140	110	14	322	90	38	144	28	129	175	18
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:	69	140	110	14	322	90	38	144	28	129	175	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	140	110	14	322	90	38	144	28	129	175	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	140	110	14	322	90	38	144	28	129	175	18
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.:	69	140	110	14	322	90	38	144	28	129	175	18
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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 Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.07	0.01	0.21	0.06	0.03	0.10	0.02	0.09	0.12	0.01
Crit Vol:	69				322			144		129		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 26 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
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		1 0 1	0 1		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	69	140	110	14	322	90	38	144	28	129	175	18
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:	69	140	110	14	322	90	38	144	28	129	175	18
Added Vol:	0	164	0	25	331	51	25	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	304	110	39	653	141	63	144	28	129	175	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	304	110	39	653	141	63	144	28	129	175	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	304	110	39	653	141	63	144	28	129	175	31
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.:	69	304	110	39	653	141	63	144	28	129	175	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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 Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.07	0.03	0.44	0.09	0.04	0.10	0.02	0.09	0.12	0.02
Crit Vol:	69				653			144		129		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 43 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	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	0 1	0	1 0	1 0	1	0 1	0 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	63	402	52	53	428	48	25	7	42	110	14	4
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:	63	402	52	53	428	48	25	7	42	110	14	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	402	52	53	428	48	25	7	42	110	14	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	402	52	53	428	48	25	7	42	110	14	4
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	1.10	1.00	1.00	1.00
Final Vol.:	63	402	52	53	428	48	25	7	46	110	14	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	0.78	0.22	2.00	1.00	1.00	1.00
Final Sat.:	1375	1218	157	1375	1375	1375	1074	301	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.04	0.31	0.03	0.02	0.02	0.02	0.08	0.01	0.00
Crit Vol:		454		53				32		110		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 43 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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			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	0 1	0	1 0	1 0	1	0 1	0 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	63	402	52	53	428	48	25	7	42	110	14	4
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:	63	402	52	53	428	48	25	7	42	110	14	4
Added Vol:	0	161	0	0	325	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	563	52	53	753	54	28	7	42	110	14	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	563	52	53	753	54	28	7	42	110	14	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	563	52	53	753	54	28	7	42	110	14	4
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	1.10	1.00	1.00	1.00
Final Vol.:	63	563	52	53	753	54	28	7	46	110	14	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	0.80	0.20	2.00	1.00	1.00	1.00
Final Sat.:	1375	1259	116	1375	1375	1375	1100	275	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.45	0.04	0.55	0.04	0.03	0.03	0.02	0.08	0.01	0.00
Crit Vol:	63				753			35		110		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 92 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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			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	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	301	0	264	430	3	4	8	10	441	8	137
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:	9	301	0	264	430	3	4	8	10	441	8	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	301	0	264	430	3	4	8	10	441	8	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	301	0	264	430	3	4	8	10	441	8	137
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.:	9	301	0	264	430	3	4	8	10	441	8	137
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.18	0.36	0.46	0.98	0.02	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	250	500	625	1351	24	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.19	0.31	0.00	0.02	0.02	0.02	0.33	0.33	0.10
Crit Vol:		301		264				22			449	
Crit Moves:		****		****				****			****	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 92 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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			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	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	301	0	264	430	3	4	8	10	441	8	137
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:	9	301	0	264	430	3	4	8	10	441	8	137
Added Vol:	0	161	0	0	325	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	462	0	264	755	3	4	8	10	441	8	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	462	0	264	755	3	4	8	10	441	8	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	462	0	264	755	3	4	8	10	441	8	137
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.:	9	462	0	264	755	3	4	8	10	441	8	137
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.18	0.36	0.46	0.98	0.02	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	250	500	625	1351	24	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.00	0.19	0.55	0.00	0.02	0.02	0.02	0.33	0.33	0.10
Crit Vol:	9				755			22			449	
Crit Moves:	****				****			****			****	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 117 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 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	1 0	0 0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	208	219	0		0	766	185		133	0	74		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	208	219	0		0	766	185		133	0	74		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	208	219	0		0	766	185		133	0	74		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	208	219	0		0	766	185		133	0	74		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	208	219	0		0	766	185		133	0	74		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1375	1375	0		0	1375	1375		1375	0	1375		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.16	0.00		0.00	0.56	0.13		0.10	0.00	0.05		0.00	0.00	0.00	
Crit Vol:	208					766			133					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 117 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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	1 0	0 0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	208	219	0		0	766	185		133	0	74		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	208	219	0		0	766	185		133	0	74		0	0	0	
Added Vol:	0	35	0		0	70	0		126	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	208	254	0		0	836	185		259	0	74		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	208	254	0		0	836	185		259	0	74		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	208	254	0		0	836	185		259	0	74		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	208	254	0		0	836	185		259	0	74		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1375	1375	0		0	1375	1375		1375	0	1375		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.18	0.00		0.00	0.61	0.13		0.19	0.00	0.05		0.00	0.00	0.00	
Crit Vol:	208					836			259					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0 0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	13	8	180	0	0	114	7
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	28	0	13	8	180	0	0	114	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	13	8	180	0	0	114	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	28	0	13	8	180	0	0	114	7
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	31	0	14	9	180	0	0	114	7
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	306	xxxx	118	121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	705	xxxx	1207	1501	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	700	xxxx	1207	1501	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.4	xxxx	3.0	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	808	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	4.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	0.0			4.6			0.1			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0 0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	13	8	180	0	0	114	7
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	28	0	13	8	180	0	0	114	7
Added Vol:	0	0	0	0	0	0	0	45	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	13	8	225	0	0	136	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	13	8	225	0	0	136	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	28	0	13	8	225	0	0	136	7
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	31	0	14	9	225	0	0	136	7
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	140	143	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	644	xxxx	1177	1465	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	640	xxxx	1177	1465	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.9	xxxx	3.1	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	748	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	5.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	0.0			5.0			0.1			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 1 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	0 1	0		1 0	1 0	1		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	36	113	21		1	189	57		62	14	117		93	17	3	
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:	36	113	21		1	189	57		62	14	117		93	17	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	113	21		1	189	57		62	14	117		93	17	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	113	21		1	189	57		62	14	117		93	17	3	
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.:	36	113	21		1	189	57		62	14	117		93	17	3	
Saturation Flow Module:																
Sat/Lane:	292	292	292		278	278	278		264	264	264		498	498	498	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.84	0.16		1.00	1.00	1.00		0.32	0.07	0.61		0.82	0.15	0.03	
Final Sat.:	292	246	46		278	278	278		85	19	160		410	75	13	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.46	0.46		0.00	0.68	0.21		0.73	0.73	0.73		0.23	0.23	0.23	
Crit Moves:		****				****				****			****			
ApproachV/S:		0.29				0.30				0.73				0.23		
Level Of Service Module:																
Delay/Veh:	1.6	5.7	5.7		1.0	13.2	2.2		16.1	16.1	16.1		2.4	2.4	2.4	
Delay Adj:	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:	1.6	5.7	5.7		1.0	13.2	2.2		16.1	16.1	16.1		2.4	2.4	2.4	
LOS by Move:	A	B	B		A	C	A		C	C	C		A	A	A	
ApproachDel:		3.0				3.1				16.1				2.4		
LOS by Appr:		A				A				C				A		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 1 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	0 1	0		1 0	1 0	1		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	36	113	21		1	189	57		62	14	117		93	17	3	
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:	36	113	21		1	189	57		62	14	117		93	17	3	
Added Vol:	0	0	0		0	0	19		38	6	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	113	21		1	189	76		100	20	117		93	20	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	113	21		1	189	76		100	20	117		93	20	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	113	21		1	189	76		100	20	117		93	20	3	
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.:	36	113	21		1	189	76		100	20	117		93	20	3	
Saturation Flow Module:																
Sat/Lane:	273	273	273		262	262	262		309	309	309		471	471	471	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.84	0.16		1.00	1.00	1.00		0.42	0.08	0.50		0.80	0.17	0.03	
Final Sat.:	273	230	43		262	262	262		130	26	153		378	81	12	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.49	0.49		0.00	0.72	0.29		0.77	0.77	0.77		0.25	0.25	0.25	
Crit Moves:		****				****			****					****		
ApproachV/S:		0.31				0.34				0.77				0.25		
Level Of Service Module:																
Delay/Veh:	1.7	6.5	6.5		1.0	15.5	3.0		18.4	18.4	18.4		2.5	2.5	2.5	
Delay Adj:	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:	1.7	6.5	6.5		1.0	15.5	3.0		18.4	18.4	18.4		2.5	2.5	2.5	
LOS by Move:	A	B	B		A	C	A		C	C	C		A	A	A	
ApproachDel:		3.3				3.6				18.4				2.5		
LOS by Appr:		A				A				C				A		

CAPACITY ANALYSIS SUMMARIES
EXISTING CONDITIONS
NO PROJECT AND PLUS SUB-ALTERNATIVE 5-3
(RETAIN ACCESS TO SR 193)
P.M. PEAK HOUR

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Trip Generation Report
PMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	PM Peak Hour	606.00	364.00	606	364	970	93.8
	Zone 1 Subtotal					606	364	970	93.8
2	The Meadows	1.00	PM Peak Hour	44.00	20.00	44	20	64	6.2
	Zone 2 Subtotal					44	20	64	6.2
TOTAL						650	384	1034	100.0

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Trip Distribution Report
br90
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0
2	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0

Zone	To Gates 17	18	21	23	24
1	4.0	1.0	40.0	11.0	9.0
2	4.0	1.0	40.0	11.0	9.0

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	53	0	311	518	0	0	0	0	88	970
Total	0	0	0	53	0	311	518	0	0	0	0	88	970
#100 SR 65 & SR 193													
Base	0	380	100	150	360	0	0	0	0	197	0	142	1329
Added	0	0	26	26	0	0	0	0	0	15	0	15	82
Total	0	380	126	176	360	0	0	0	0	212	0	157	1411
#110 Sierra College Blvd. & SR 193													
Base	222	0	115	1	0	0	0	171	142	45	134	1	831
Added	34	0	5	0	0	0	0	52	59	9	31	0	190
Total	256	0	120	1	0	0	0	223	201	54	165	1	1021
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	0	167	0	0	151	0	318
Added	31	0	22	0	0	0	0	5	52	36	9	0	155
Total	31	0	22	0	0	0	0	172	52	36	160	0	473
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	342	0	0	186	0	0	0	0	0	0	0	528
Added	0	26	22	26	43	0	0	0	0	10	0	14	141
Total	0	368	22	26	229	0	0	0	0	10	0	14	669
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	7	339	0	0	184	0	11	0	33	0	0	0	574
Added	0	48	0	0	53	0	0	0	0	0	0	0	101
Total	7	387	0	0	237	0	11	0	33	0	0	0	675
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	331	0	0	226	0	0	0	0	0	0	0	557
Added	0	22	472	43	10	0	0	0	0	282	0	26	855
Total	0	353	472	43	236	0	0	0	0	282	0	26	1412
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	15	0	5	11	503	0	0	302	9	845
Total	0	0	0	15	0	5	11	503	0	0	302	9	845
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	88	53	0	0	0	0	0	141
Total	0	0	0	0	0	88	53	0	0	0	0	0	141

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	307	5	16	218	0	0	0	0	4	0	8	558
Added	0	449	0	27	265	0	0	0	0	0	0	46	787
Total	0	756	5	43	483	0	0	0	0	4	0	54	1345
#170 Sierra College Blvd. & Clover Valley Road													
Base	1	327	0	0	22	0	0	0	0	0	0	0	350
Added	0	449	0	0	265	0	0	0	0	0	0	0	714
Total	1	776	0	0	287	0	0	0	0	0	0	0	1064
#180 Sierra College Blvd. & Del Mar Avenue													
Base	0	301	30	1	213	11	14	9	2	14	8	2	605
Added	0	449	0	0	265	0	0	0	0	0	0	0	714
Total	0	750	30	1	478	11	14	9	2	14	8	2	1319
#190 Sierra College Blvd. & King Road													
Base	4	303	24	40	197	2	9	13	2	12	15	69	690
Added	0	416	0	19	246	0	0	0	0	0	0	33	714
Total	4	719	24	59	443	2	9	13	2	12	15	102	1404
#200 Sierra College Blvd. & Taylor Road													
Base	54	287	213	24	170	44	60	274	45	149	236	14	1570
Added	0	338	0	15	200	31	52	0	0	0	0	26	662
Total	54	625	213	39	370	75	112	274	45	149	236	40	2232
#210 Sierra College Blvd. & Granite Drive													
Base	69	603	64	48	418	51	134	9	96	79	12	9	1592
Added	0	332	0	0	196	4	7	0	0	0	0	0	539
Total	69	935	64	48	614	55	141	9	96	79	12	9	2131
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	9	607	0	170	418	11	16	6	11	286	1	126	1661
Added	0	332	0	0	196	0	0	0	0	0	0	0	528
Total	9	939	0	170	614	11	16	6	11	286	1	126	2189
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	332	0	0	42	154	0	0	0	0	0	0	528
Total	0	332	0	0	42	154	0	0	0	0	0	0	528
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	332	0	0	42	0	0	0	0	0	0	0	374
Total	0	332	0	0	42	0	0	0	0	0	0	0	374

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	392	337	0	0	523	172	296	0	21	0	0	0	1741
Added	0	72	0	0	42	0	260	0	0	0	0	0	374
Total	392	409	0	0	565	172	556	0	21	0	0	0	2115
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	21	0	3	5	85	0	0	106	33	253
Added	0	0	0	0	0	0	0	27	0	0	46	0	73
Total	0	0	0	21	0	3	5	112	0	0	152	33	326
#250 Taylor Road & English Colony Way													
Base	61	475	84	11	91	58	54	14	61	25	29	3	966
Added	0	0	0	0	0	39	23	4	0	0	7	0	73
Total	61	475	84	11	91	97	77	18	61	25	36	3	1039

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	364	606	970	518	311	829	88	53	141	1940
Total	0	0	0	364	606	970	518	311	829	88	53	141	1940
#100 SR 65 & SR 193													
Base	480	557	1037	510	522	1032	0	0	0	339	250	589	2658
Added	26	15	41	26	15	41	0	0	0	30	52	82	164
Total	506	572	1078	536	537	1073	0	0	0	369	302	671	2822
#110 Sierra College Blvd. & SR 193													
Base	337	187	524	1	1	2	313	356	669	180	287	467	1662
Added	39	68	107	0	0	0	111	65	176	40	57	97	380
Total	376	255	631	1	1	2	424	421	845	220	344	564	2042
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	167	151	318	151	167	318	636
Added	53	88	141	0	0	0	57	40	97	45	27	72	310
Total	53	88	141	0	0	0	224	191	415	196	194	390	946
#130 Sierra College Blvd. & Lower Ranch Road													
Base	342	186	528	186	342	528	0	0	0	0	0	0	1056
Added	48	53	101	69	40	109	0	0	0	24	48	72	282
Total	390	239	629	255	382	637	0	0	0	24	48	72	1338
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	346	217	563	184	350	534	44	7	51	0	0	0	1148
Added	48	53	101	53	48	101	0	0	0	0	0	0	202
Total	394	270	664	237	398	635	44	7	51	0	0	0	1350
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	331	226	557	226	331	557	0	0	0	0	0	0	1114
Added	494	292	786	53	48	101	0	0	0	308	515	823	1710
Total	825	518	1343	279	379	658	0	0	0	308	515	823	2824
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	20	20	40	514	307	821	311	518	829	1690
Total	0	0	0	20	20	40	514	307	821	311	518	829	1690
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	88	53	141	53	88	141	0	0	0	282
Total	0	0	0	88	53	141	53	88	141	0	0	0	282

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	312	222	534	234	315	549	0	0	0	12	21	33	1116
Added	449	265	714	292	495	787	0	0	0	46	27	73	1574
Total	761	487	1248	526	810	1336	0	0	0	58	48	106	2690
#170 Sierra College Blvd. & Clover Valley Road													
Base	328	22	350	22	327	349	0	1	1	0	0	0	700
Added	449	265	714	265	449	714	0	0	0	0	0	0	1428
Total	777	287	1064	287	776	1063	0	1	1	0	0	0	2128
#180 Sierra College Blvd. & Del Mar Avenue													
Base	331	229	560	225	317	542	25	19	44	24	40	64	1210
Added	449	265	714	265	449	714	0	0	0	0	0	0	1428
Total	780	494	1274	490	766	1256	25	19	44	24	40	64	2638
#190 Sierra College Blvd. & King Road													
Base	331	211	542	239	381	620	24	21	45	96	77	173	1380
Added	416	246	662	265	449	714	0	0	0	33	19	52	1428
Total	747	457	1204	504	830	1334	24	21	45	129	96	225	2808
#200 Sierra College Blvd. & Taylor Road													
Base	554	364	918	238	361	599	379	334	713	399	511	910	3140
Added	338	200	538	246	416	662	52	31	83	26	15	41	1324
Total	892	564	1456	484	777	1261	431	365	796	425	526	951	4464
#210 Sierra College Blvd. & Granite Drive													
Base	736	593	1329	517	746	1263	239	132	371	100	121	221	3184
Added	332	196	528	200	339	539	7	4	11	0	0	0	1078
Total	1068	789	1857	717	1085	1802	246	136	382	100	121	221	4262
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	616	715	1331	599	749	1348	33	21	54	413	176	589	3322
Added	332	196	528	196	332	528	0	0	0	0	0	0	1056
Total	948	911	1859	795	1081	1876	33	21	54	413	176	589	4378
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	332	42	374	196	332	528	0	154	154	0	0	0	1056
Total	332	42	374	196	332	528	0	154	154	0	0	0	1056
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	332	42	374	42	332	374	0	0	0	0	0	0	748
Total	332	42	374	42	332	374	0	0	0	0	0	0	748

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	729	544	1273	695	633	1328	317	564	881	0	0	0	3482
Added	72	42	114	42	332	374	260	0	260	0	0	0	748
Total	801	586	1387	737	965	1702	577	564	1141	0	0	0	4230
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	24	38	62	90	109	199	139	106	245	506
Added	0	0	0	0	0	0	27	46	73	46	27	73	146
Total	0	0	0	24	38	62	117	155	272	185	133	318	652
#250 Taylor Road & English Colony Way													
Base	620	177	797	160	532	692	129	148	277	57	109	166	1932
Added	0	0	0	39	23	62	27	46	73	7	4	11	146
Total	620	177	797	199	555	754	156	194	350	64	113	177	2078

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	A	xxxxx	0.580	B	xxxxx	0.617	+ 0.036 V/C
#110 Sierra College Blvd. & SR 193	B	3.1	0.000	C	3.8	0.000	+ 0.000 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	B	0.8	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	B	0.4	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	B	0.4	0.000	B	0.4	0.000	+ 0.000 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.221	A	xxxxx	0.531	+ 0.311 V/C
#160 Sierra College Blvd. & English	A	0.2	0.000	B	0.6	0.000	+ 0.000 V/C
#170 Sierra College Blvd. & Clover	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#180 Sierra College Blvd. & Del Mar	B	0.6	0.000	C	0.7	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	B	1.2	0.000	D	1.6	0.000	+ 0.000 V/C
#200 Sierra College Blvd. & Taylor	A	xxxxx	0.489	C	xxxxx	0.725	+ 0.235 V/C
#210 Sierra College Blvd. & Granite	B	xxxxx	0.681	E	xxxxx	0.928	+ 0.247 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.798	F	xxxxx	1.039	+ 0.241 V/C
#230 Sierra College Blvd. & I-80 Ea	D	xxxxx	0.881	F	xxxxx	1.100	+ 0.220 V/C
#240 Clark Tunnel Road & English Co	A	0.5	0.000	A	0.4	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	C	11.6	1.262	C	11.9	1.300	+ 0.038 V/C

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 44 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	380	100		150	360	0		0	0	0		197	0	142	
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	380	100		150	360	0		0	0	0		197	0	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	380	100		150	360	0		0	0	0		197	0	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	380	100		150	360	0		0	0	0		197	0	142	
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.:	0	380	100		150	360	0		0	0	0		197	0	142	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.79	0.21		1.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1128	297		1425	1425	0		0	1425	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.11	0.25	0.00		0.00	0.00	0.00		0.14	0.00	0.10	
Crit Vol:		480			150					0			197			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 44 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	380		100			150	360		0			0		0		0		197		0		142	
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	380		100			150	360		0			0		0		0		197		0		142	
Added Vol:	0	0		26			26	0		0			0		0		0		15		0		15	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	0	380		126			176	360		0			0		0		0		212		0		157	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	380		126			176	360		0			0		0		0		212		0		157	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	0	380		126			176	360		0			0		0		0		212		0		157	
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.:	0	380		126			176	360		0			0		0		0		212		0		157	
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425			1425	1425		1425			1425		1425		1425		1425		1425		1425	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00	0.75		0.25			1.00	1.00		0.00			0.00		1.00		0.00		1.00		0.00		1.00	
Final Sat.:	0	1070		355			1425	1425		0			0		1425		0		1425		0		1425	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.36		0.36			0.12	0.25		0.00			0.00		0.00		0.00		0.15		0.00		0.11	
Crit Vol:		506					176								0				197					
Crit Moves:		****					****												****					

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 3.1 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		1	0	0	0	0		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	222		0		115		1		0		0		0		171		142		45		134		1	
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:	222		0		115		1		0		0		0		171		142		45		134		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	222		0		115		1		0		0		0		171		142		45		134		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	222		0		115		1		0		0		0		171		142		45		134		1	
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10		1.10			1.10	1.10		1.10			1.10	1.00		1.00			1.10	1.00		1.00		
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	244		0		127		1		0		0		0		171		142		50		134		1	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6			3.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.1	xxxx	xxxxx			
Critical Gp:	6.5	xxxx		5.5			6.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				5.0	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	351	xxxx		171			408	xxxx	xxxxx				xxxx	xxxx	xxxxx				313	xxxx	xxxxx			
Potent Cap.:	664	xxxx		1134			615	xxxx	xxxxx				xxxx	xxxx	xxxxx				1216	xxxx	xxxxx			
Adj Cap:	0.97	xxxx		1.00			0.86	xxxx	xxxxx				xxxx	xxxx	xxxxx				1.00	xxxx	xxxxx			
Move Cap.:	643	xxxx		1134			529	xxxx	xxxxx				xxxx	xxxx	xxxxx				1216	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	8.5	xxxx		3.5			6.8	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.1	xxxx	xxxxx			
LOS by Move:	*		*		A		B		*		*		*		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	643	xxxx		xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Shrd StpDel:	8.5	xxxx		xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	B		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:		6.8						6.8						0.0						0.8				

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 3.8 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	1 0	0	0	1 0	1	0	1 0	0	1
Volume Module:												
Base Vol:	222	0	115	1	0	0	0	171	142	45	134	1
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:	222	0	115	1	0	0	0	171	142	45	134	1
Added Vol:	34	0	5	0	0	0	0	52	59	9	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	0	120	1	0	0	0	223	201	54	165	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	0	120	1	0	0	0	223	201	54	165	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	256	0	120	1	0	0	0	223	201	54	165	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	282	0	132	1	0	0	0	223	201	59	165	1
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	443	xxxx	223	503	xxxx	xxxxx	xxxx	xxxx	xxxxx	424	xxxx	xxxxx
Potent Cap.:	587	xxxx	1067	542	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx
Adj Cap:	0.96	xxxx	1.00	0.84	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	562	xxxx	1067	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	11.7	xxxx	3.8	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	562	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.2			7.9			0.0			0.9		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	167	0	0	151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	167	0	0	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	167	0	0	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	167	0	0	151	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	0	0	0	0	167	0	0	151	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.8 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	167	0	0	151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	167	0	0	151	0
Added Vol:	31	0	22	0	0	0	0	5	52	36	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	22	0	0	0	0	172	52	36	160	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	22	0	0	0	0	172	52	36	160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	0	22	0	0	0	0	172	52	36	160	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	34	0	24	0	0	0	0	172	52	40	160	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	394	xxxx	198	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	xxxxx
Potent Cap.:	626	xxxx	1099	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1341	xxxx	xxxxx
Adj Cap:	0.97	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	606	xxxx	1099	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1341	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	6.3	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	744	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	5.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		5.1			0.0			0.0			0.5	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	342	0	0	186	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	342	0	0	186	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	342	0	0	186	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	342	0	0	186	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	342	0	0	186	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		0.0			0.0			0.0			0.0	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	342	0	0	186	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	342	0	0	186	0	0	0	0	0	0	0
Added Vol:	0	26	22	26	43	0	0	0	0	10	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	22	26	229	0	0	0	0	10	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	368	22	26	229	0	0	0	0	10	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	368	22	26	229	0	0	0	0	10	0	14
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	368	22	29	229	0	0	0	0	11	0	15
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	390	xxxx	xxxxx	xxxx	xxxx	xxxxx	623	xxxx	368
Potent Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	461	xxxx	901
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.97	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	xxxx	901
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	4.1
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	635	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.4			0.0			5.8		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	0 0	0 0	1	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	7	339	0	0	184	0	11	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	339	0	0	184	0	11	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	339	0	0	184	0	11	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	339	0	0	184	0	11	0	33	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	8	339	0	0	184	0	12	0	36	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	184	xxxx	xxxxx	xxxx	xxxx	xxxxx	530	xxxx	184	xxxx	xxxx	xxxxx
Potent Cap.:	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx	522	xxxx	1117	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	xxxx	1117	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	xxxx	3.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.1			0.0			4.3			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	7	339	0	0	184	0	11	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	339	0	0	184	0	11	0	33	0	0	0
Added Vol:	0	48	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	387	0	0	237	0	11	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	387	0	0	237	0	11	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	387	0	0	237	0	11	0	33	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	8	387	0	0	237	0	12	0	36	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	237	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	xxxx	237	xxxx	xxxx	xxxxx
Potent Cap.:	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx	456	xxxx	1050	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	xxxx	1050	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	3.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.1			0.0			4.7			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	331	0	0	226	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	331	0	0	226	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	331	0	0	226	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	331	0	0	226	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	331	0	0	226	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1500	1500	1500	1500	1500	0	1500	1500	0	1500	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		331			0			0			0	
Crit Moves:		****			****							

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	331	0	0	226	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	331	0	0	226	0	0	0	0	0	0	0
Added Vol:	0	22	472	43	10	0	0	0	0	282	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	472	43	236	0	0	0	0	282	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	353	472	43	236	0	0	0	0	282	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	353	472	43	236	0	0	0	0	282	0	26
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.:	0	353	472	43	236	0	0	0	0	282	0	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	0	1500	1500	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.31	0.03	0.16	0.00	0.00	0.00	0.00	0.19	0.00	0.02
Crit Vol:			472	43				0		282		
Crit Moves:			****	****						****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	307	5	16	218	0	0	0	0	4	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	307	5	16	218	0	0	0	0	4	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	307	5	16	218	0	0	0	0	4	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	307	5	16	218	0	0	0	0	4	0	8
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	307	5	18	218	0	0	0	0	4	0	9
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	312	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	xxxx	310
Potent Cap.:	xxxx	xxxx	xxxxx	1217	xxxx	xxxxx	xxxx	xxxx	xxxxx	513	xxxx	965
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1217	xxxx	xxxxx	xxxx	xxxx	xxxxx	506	xxxx	965
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	3.8
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	741	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	0.0			0.2			0.0			4.9		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	307	5	16	218	0	0	0	0	4	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	307	5	16	218	0	0	0	0	4	0	8
Added Vol:	0	449	0	27	265	0	0	0	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	756	5	43	483	0	0	0	0	4	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	756	5	43	483	0	0	0	0	4	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	756	5	43	483	0	0	0	0	4	0	54
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	756	5	47	483	0	0	0	0	4	0	59
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	761	xxxx	xxxxx	xxxx	xxxx	xxxxx	1285	xxxx	759
Potent Cap.:	xxxx	xxxx	xxxxx	744	xxxx	xxxxx	xxxx	xxxx	xxxxx	191	xxxx	571
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.94	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	744	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	571
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.6	xxxx	7.0
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	496	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.5			0.0			7.9		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	327	0	0	22	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	327	0	0	22	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	327	0	0	22	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	327	0	0	22	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	327	0	0	22	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	22	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	1	0 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	1	327	0	0	22	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	327	0	0	22	0	0	0	0	0	0	0
Added Vol:	0	449	0	0	265	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	776	0	0	287	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	776	0	0	287	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	776	0	0	287	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	776	0	0	287	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	287	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1251	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1251	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	0 1	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	301	30	1	213	11	14	9	2	14	8	2
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	301	30	1	213	11	14	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	301	30	1	213	11	14	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	301	30	1	213	11	14	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	301	30	1	213	11	15	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	331	xxxx	xxxxx	526	551	219	526	526	301
Potent Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	525	561	1073	525	578	975
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.99	1.00	1.00	0.98	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	518	560	1073	517	577	975
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	7.1	6.5	3.4	7.2	6.3	3.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	556	xxxxx	xxxx	558	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.6	xxxxx	xxxxx	6.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	0.0			0.0			6.6			6.6		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 1			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	301	30	1	213	11	14	9	2	14	8	2
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	301	30	1	213	11	14	9	2	14	8	2
Added Vol:	0	449	0	0	265	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	750	30	1	478	11	14	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	750	30	1	478	11	14	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	750	30	1	478	11	14	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	750	30	1	478	11	15	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	1240	1265	484	1240	1240	750
Potent Cap.:	xxxx	xxxx	xxxxx	728	xxxx	xxxxx	203	237	788	203	244	577
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.97	1.00	1.00	0.96	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	728	xxxx	xxxxx	196	236	788	195	243	577
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	19.8	15.8	4.6	19.8	15.3	6.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	223	xxxxx	xxxx	222	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	17.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	0.0			0.0			17.1			17.2		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Average Delay (sec/veh): 1.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	303	24	40	197	2	9	13	2	12	15	69
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:	4	303	24	40	197	2	9	13	2	12	15	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	303	24	40	197	2	9	13	2	12	15	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	303	24	40	197	2	9	13	2	12	15	69
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	303	24	44	197	2	10	14	2	13	17	76
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	199	xxxx	xxxxx	327	xxxx	xxxxx	599	569	198	565	558	315
Potent Cap.:	1378	xxxx	xxxxx	1197	xxxx	xxxxx	476	549	1099	499	556	959
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.87	0.96	1.00	0.95	0.96	1.00
Move Cap.:	1378	xxxx	xxxxx	1197	xxxx	xxxxx	415	527	1099	473	534	959
Level Of Service Module:												
Stopped Del:	2.6	xxxx	xxxxx	3.1	xxxx	xxxxx	8.9	7.0	3.3	7.8	6.9	4.0
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	498	xxxxx	xxxx	765	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx	5.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	0.0			0.6			7.4			5.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Average Delay (sec/veh): 1.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	303	24	40	197	2	9	13	2	12	15	69
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:	4	303	24	40	197	2	9	13	2	12	15	69
Added Vol:	0	416	0	19	246	0	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	719	24	59	443	2	9	13	2	12	15	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	719	24	59	443	2	9	13	2	12	15	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	719	24	59	443	2	9	13	2	12	15	102
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	719	24	65	443	2	10	14	2	13	17	112
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	445	xxxx	xxxxx	743	xxxx	xxxxx	1297	1250	444	1246	1239	731
Potent Cap.:	1052	xxxx	xxxxx	759	xxxx	xxxxx	188	241	825	201	244	590
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.71	0.91	1.00	0.88	0.91	1.00
Move Cap.:	1052	xxxx	xxxxx	759	xxxx	xxxxx	134	219	825	178	222	590
Level Of Service Module:												
Stopped Del:	3.4	xxxx	xxxxx	5.1	xxxx	xxxxx	28.8	17.4	4.4	21.7	17.4	7.4
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	186	xxxxx	xxxx	419	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.6	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	B	*
ApproachDel:	0.0			0.7			20.6			9.9		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 28 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	54	287	213	24	170	44	60	274	45	149	236	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	287	213	24	170	44	60	274	45	149	236	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	287	213	24	170	44	60	274	45	149	236	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	287	213	24	170	44	60	274	45	149	236	14
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.:	54	287	213	24	170	44	60	274	45	149	236	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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 Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.14	0.02	0.11	0.03	0.04	0.18	0.03	0.10	0.16	0.01
Crit Vol:		287		24				274		149		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 28 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
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	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	54	287	213		24	170	44		60	274	45		149	236	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	287	213		24	170	44		60	274	45		149	236	14	
Added Vol:	0	338	0		15	200	31		52	0	0		0	0	26	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	54	625	213		39	370	75		112	274	45		149	236	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	625	213		39	370	75		112	274	45		149	236	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	625	213		39	370	75		112	274	45		149	236	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.:	54	625	213		39	370	75		112	274	45		149	236	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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 Sat.:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.42	0.14		0.03	0.25	0.05		0.07	0.18	0.03		0.10	0.16	0.03	
Crit Vol:		625				39				274				149		
Crit Moves:		****				****				****				****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 72 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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				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	0	1 0	1	0	1	0 1	0	1	0	0 2	1	0	1	0 1
Volume Module:																
Base Vol:	69	603	64		48	418	51		134	9	96		79	12	9	
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:	69	603	64		48	418	51		134	9	96		79	12	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	69	603	64		48	418	51		134	9	96		79	12	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	603	64		48	418	51		134	9	96		79	12	9	
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	1.10		1.00	1.00	1.00	
Final Vol.:	69	603	64		48	418	51		134	9	106		79	12	9	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.90	0.10		1.00	1.00	1.00		0.94	0.06	2.00		1.00	1.00	1.00	
Final Sat.:	1375	1243	132		1375	1375	1375		1288	87	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.49	0.49		0.03	0.30	0.04		0.10	0.10	0.04		0.06	0.01	0.01	
Crit Vol:		667				48				143				79		
Crit Moves:		****				****				****				****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 72 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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	0 1	0	1 0	1 0	1	0 1	0 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	69	603	64	48	418	51	134	9	96	79	12	9
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:	69	603	64	48	418	51	134	9	96	79	12	9
Added Vol:	0	332	0	0	196	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	935	64	48	614	55	141	9	96	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	935	64	48	614	55	141	9	96	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	935	64	48	614	55	141	9	96	79	12	9
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	1.10	1.00	1.00	1.00
Final Vol.:	69	935	64	48	614	55	141	9	106	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.94	0.06	2.00	1.00	1.00	1.00
Final Sat.:	1375	1287	88	1375	1375	1375	1293	83	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.73	0.73	0.03	0.45	0.04	0.11	0.11	0.04	0.06	0.01	0.01
Crit Vol:		999		48				150		79		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 113 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 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			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	1 0	1 0	1	0 0	1 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	607	0	170	418	11	16	6	11	286	1	126
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:	9	607	0	170	418	11	16	6	11	286	1	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	607	0	170	418	11	16	6	11	286	1	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	607	0	170	418	11	16	6	11	286	1	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.:	9	607	0	170	418	11	16	6	11	286	1	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.18	0.33	0.99	0.01	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	667	250	458	1370	5	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.00	0.12	0.30	0.01	0.02	0.02	0.02	0.21	0.21	0.09
Crit Vol:		607		170				33			287	
Crit Moves:		****		****				****			****	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 113 Critical Vol./Cap. (X): 1.039
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	607	0	170	418	11	16	6	11	286	1	126
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:	9	607	0	170	418	11	16	6	11	286	1	126
Added Vol:	0	332	0	0	196	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	939	0	170	614	11	16	6	11	286	1	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	939	0	170	614	11	16	6	11	286	1	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	939	0	170	614	11	16	6	11	286	1	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.:	9	939	0	170	614	11	16	6	11	286	1	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.18	0.33	0.99	0.01	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	667	250	458	1370	5	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.68	0.00	0.12	0.45	0.01	0.02	0.02	0.02	0.21	0.21	0.09
Crit Vol:		939		170				33			287	
Crit Moves:		****		****				****			****	

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	392	337	0	0	523	172	296	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	337	0	0	523	172	296	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	337	0	0	523	172	296	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	337	0	0	523	172	296	0	21	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	392	337	0	0	523	172	296	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1375	1375	0	0	1375	1375	1375	0	1375	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.25	0.00	0.00	0.38	0.13	0.22	0.00	0.02	0.00	0.00	0.00
Crit Vol:	392				523		296				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 1.100
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	0	0	0	1	0	1	1	0	0	0	1	0	0
Volume Module:																
Base Vol:	392	337	0		0	523	172		296	0	21		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	392	337	0		0	523	172		296	0	21		0	0	0	
Added Vol:	0	72	0		0	42	0		260	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	392	409	0		0	565	172		556	0	21		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	392	409	0		0	565	172		556	0	21		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	392	409	0		0	565	172		556	0	21		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	392	409	0		0	565	172		556	0	21		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1375	1375	0		0	1375	1375		1375	0	1375		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.30	0.00		0.00	0.41	0.13		0.40	0.00	0.02		0.00	0.00	0.00	
Crit Vol:	392					565			556					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.5 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		21	0	3		5	85	0		0	106	33	
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		21	0	3		5	85	0		0	106	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		21	0	3		5	85	0		0	106	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		21	0	3		5	85	0		0	106	33	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		23	0	3		6	85	0		0	106	33	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		213	xxxx	123		139	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		798	xxxx	1200		1472	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		1.00	xxxx	1.00		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		794	xxxx	1200		1472	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		4.7	xxxx	3.0		2.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	829	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	4.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		0.0				4.4				0.1				0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #240 Clark Tunnel Road & English Colony Way

****

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	21	0	3	5	85	0	0	106	33
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	21	0	3	5	85	0	0	106	33
Added Vol:	0	0	0	0	0	0	0	27	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	3	5	112	0	0	152	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	3	5	112	0	0	152	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	3	5	112	0	0	152	33
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	23	0	3	6	112	0	0	152	33
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	286	xxxx	169	185	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	724	xxxx	1138	1399	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	721	xxxx	1138	1399	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.1	xxxx	3.2	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	755	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	0.0			4.9			0.1			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #250 Taylor Road & English Colony Way

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 1 0			1 0 1 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	61	475	84	11	91	58	54	14	61	25	29	3
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:	61	475	84	11	91	58	54	14	61	25	29	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	475	84	11	91	58	54	14	61	25	29	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	475	84	11	91	58	54	14	61	25	29	3
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.:	61	475	84	11	91	58	54	14	61	25	29	3
Saturation Flow Module:												
Sat/Lane:	443	443	443	329	329	329	181	181	181	248	248	248
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	0.42	0.11	0.47	0.44	0.51	0.05
Final Sat.:	443	376	67	329	329	329	76	20	86	109	126	13
Capacity Analysis Module:												
Vol/Sat:	0.14	1.26	1.26	0.03	0.28	0.18	0.71	0.71	0.71	0.23	0.23	0.23
Crit Moves:			****		****				****			****
ApproachV/S:	0.70			0.16			0.71			0.23		
Level Of Service Module:												
Delay/Veh:	1.7	121	120.9	1.1	2.9	2.0	15.0	15.0	15.0	2.4	2.4	2.4
Delay Adj:	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:	1.7	121	120.9	1.1	2.9	2.0	15.0	15.0	15.0	2.4	2.4	2.4
LOS by Move:	A	F	F	A	A	A	C	C	C	A	A	A
ApproachDel:	14.3			1.9			15.0			2.4		
LOS by Appr:	C			A			C			A		

****

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Bickford Ranch Traffic Study
Existing Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec):	1	Critical Vol./Cap. (X):	1.300
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	61	475		84	11		91	58	54		14	61	25		29	3
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:	61	475		84	11		91	58	54		14	61	25		29	3
Added Vol:	0	0		0	0		0	39	23		4	0	0		7	0
PasserByVol:	0	0		0	0		0	0	0		0	0	0		0	0
Initial Fut:	61	475		84	11		91	97	77		18	61	25		36	3
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	61	475		84	11		91	97	77		18	61	25		36	3
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	61	475		84	11		91	97	77		18	61	25		36	3
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.:	61	475		84	11		91	97	77		18	61	25		36	3
Saturation Flow Module:																
Sat/Lane:	430	430		430	318		318	318	225		225	225	237		237	237
Adjustment:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	0.85		0.15	1.00		1.00	1.00	0.49		0.12	0.39	0.39		0.56	0.05
Final Sat.:	430	365		65	318		318	318	111		26	88	93		133	11
Capacity Analysis Module:																
Vol/Sat:	0.14	1.30		1.30	0.03		0.29	0.31	0.69		0.69	0.69	0.27		0.27	0.27
Crit Moves:				****				****				****				****
ApproachV/S:		0.72					0.21				0.69				0.27	
Level Of Service Module:																
Delay/Veh:	1.7	140		139.8	1.1		3.0	3.2	13.9		13.9	13.9	2.8		2.8	2.8
Delay Adj:	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:	1.7	140		139.8	1.1		3.0	3.2	13.9		13.9	13.9	2.8		2.8	2.8
LOS by Move:	A	F		F	A		A	A	C		C	C	A		A	A
ApproachDel:		15.5					2.2				13.9				2.8	
LOS by Appr:		C					A				C				A	

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CAPACITY ANALYSIS SUMMARIES
2010 GENERAL PLAN CONDITIONS
NO PROJECT AND PLUS SUB-ALTERNATIVE 5-3
(RETAIN ACCESS TO SR 193)
A.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Trip Generation Report
AMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	AM Peak Hour	300.00	589.00	300	589	889	93.3
	Zone 1 Subtotal					300	589	889	93.3
2	The Meadows	1.00	AM Peak Hour	16.00	48.00	16	48	64	6.7
	Zone 2 Subtotal					16	48	64	6.7
TOTAL						316	637	953	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Trip Distribution Report
BR10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0
2	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	28.0	7.0	12.0
2	3.0	4.0	28.0	7.0	12.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	99	0	490	250	0	0	0	0	50	889
Total	0	0	0	99	0	490	250	0	0	0	0	50	889
#100 SR 65 & SR 193													
Base	1	800	33	370	898	0	2	2	0	178	1	397	2682
Added	0	0	13	28	0	0	0	0	0	25	0	57	123
Total	1	800	46	398	898	0	2	2	0	203	1	454	2805
#110 Sierra College Blvd. & SR 193													
Base	467	1	59	1	1	1	1	304	355	246	657	1	2094
Added	86	0	7	0	0	0	0	38	42	3	74	0	250
Total	553	1	66	1	1	1	1	342	397	249	731	1	2344
#120 Clark Tunnel Road & SR 193													
Base	0	0	1	0	0	0	0	248	1	1	496	0	747
Added	74	0	25	0	0	0	0	7	38	13	3	0	160
Total	74	0	26	0	0	0	0	255	39	14	499	0	907
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	521	0	0	612	0	0	0	0	0	0	0	1133
Added	0	58	7	15	29	0	0	0	0	22	0	35	166
Total	0	579	7	15	641	0	0	0	0	22	0	35	1299
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	259	508	0	0	614	1	9	0	55	0	0	0	1446
Added	36	64	0	0	49	2	1	0	18	0	0	0	170
Total	295	572	0	0	663	3	10	0	73	0	0	0	1616
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	772	0	0	684	0	0	0	0	0	0	0	1456
Added	0	7	196	48	20	0	0	0	0	388	0	94	753
Total	0	779	196	48	704	0	0	0	0	388	0	94	2209
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	10	0	12	4	239	0	0	470	20	755
Total	0	0	0	10	0	12	4	239	0	0	470	20	755
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	50	99	0	0	0	0	0	149
Total	0	0	0	0	0	50	99	0	0	0	0	0	149

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	592	7	61	624	0	0	0	0	64	0	182	1530
Added	0	186	0	32	376	0	0	0	0	0	0	16	610
Total	0	778	7	93	1000	0	0	0	0	64	0	198	2140
#170 Sierra College Blvd. & Clover Valley Road													
Base	116	519	0	0	498	74	63	0	45	0	0	0	1315
Added	0	164	0	0	331	45	22	0	0	0	0	0	562
Total	116	683	0	0	829	119	85	0	45	0	0	0	1877
#180 Sierra College Blvd. & Del Mar Avenue													
Base	2	665	6	1	657	22	15	1	2	42	5	4	1422
Added	0	161	0	0	325	6	3	0	0	0	0	0	495
Total	2	826	6	1	982	28	18	1	2	42	5	4	1917
#190 Sierra College Blvd. & King Road													
Base	12	507	5	87	460	46	20	15	9	13	54	141	1369
Added	0	145	0	25	293	6	3	0	0	0	0	13	485
Total	12	652	5	112	753	52	23	15	9	13	54	154	1854
#200 Sierra College Blvd. & Taylor Road													
Base	251	511	425	19	673	117	66	266	78	490	415	43	3354
Added	0	123	0	19	248	25	13	0	0	0	0	9	437
Total	251	634	425	38	921	142	79	266	78	490	415	52	3791
#210 Sierra College Blvd. & Granite Drive													
Base	111	1230	29	76	1060	222	142	7	74	94	22	11	3078
Added	0	111	0	0	223	25	13	0	0	0	0	0	372
Total	111	1341	29	76	1283	247	155	7	74	94	22	11	3450
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	238	1401	0	0	1339	6	24	0	109	545	10	31	3703
Added	0	111	0	0	223	0	0	0	0	0	0	0	334
Total	238	1512	0	0	1562	6	24	0	109	545	10	31	4037
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	111	0	0	45	178	0	0	0	0	0	0	334
Total	0	111	0	0	45	178	0	0	0	0	0	0	334
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	111	0	0	45	0	0	0	0	0	0	0	156
Total	0	111	0	0	45	0	0	0	0	0	0	0	156

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	0	1256	0	0	1698	561	95	0	186	0	0	0	3796
Added	0	22	0	0	45	0	88	0	0	0	0	0	155
Total	0	1278	0	0	1743	561	183	0	186	0	0	0	3951
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	33	0	25	11	228	0	0	303	12	612
Added	0	0	0	0	0	0	0	32	0	0	16	0	48
Total	0	0	0	33	0	25	11	260	0	0	319	12	660
#250 Taylor Road & English Colony Way													
Base	57	208	32	3	380	196	98	18	93	113	35	7	1240
Added	0	0	0	0	0	13	25	6	0	0	3	0	47
Total	57	208	32	3	380	209	123	24	93	113	38	7	1287

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	589	300	889	250	490	740	50	99	149	1778
Total	0	0	0	589	300	889	250	490	740	50	99	149	1778
#100 SR 65 & SR 193													
Base	834	1076	1910	1268	1199	2467	4	2	6	576	405	981	5364
Added	13	25	38	28	57	85	0	0	0	82	41	123	246
Total	847	1101	1948	1296	1256	2552	4	2	6	658	446	1104	5610
#110 Sierra College Blvd. & SR 193													
Base	527	602	1129	3	3	6	660	1125	1785	904	364	1268	4188
Added	93	45	138	0	0	0	80	160	240	77	45	122	500
Total	620	647	1267	3	3	6	740	1285	2025	981	409	1390	4688
#120 Clark Tunnel Road & SR 193													
Base	1	2	3	0	0	0	249	496	745	497	249	746	1494
Added	99	51	150	0	0	0	45	77	122	16	32	48	320
Total	100	53	153	0	0	0	294	573	867	513	281	794	1814
#130 Sierra College Blvd. & Lower Ranch Road													
Base	521	612	1133	612	521	1133	0	0	0	0	0	0	2266
Added	65	51	116	44	93	137	0	0	0	57	22	79	332
Total	586	663	1249	656	614	1270	0	0	0	57	22	79	2598
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	767	669	1436	615	517	1132	64	260	324	0	0	0	2892
Added	100	67	167	51	65	116	19	38	57	0	0	0	340
Total	867	736	1603	666	582	1248	83	298	381	0	0	0	3232
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	772	684	1456	684	772	1456	0	0	0	0	0	0	2912
Added	203	408	611	68	101	169	0	0	0	482	244	726	1506
Total	975	1092	2067	752	873	1625	0	0	0	482	244	726	4418
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	22	24	46	243	482	725	490	249	739	1510
Total	0	0	0	22	24	46	243	482	725	490	249	739	1510
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	50	99	149	99	50	149	0	0	0	298
Total	0	0	0	50	99	149	99	50	149	0	0	0	298

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	599	688	1287	685	774	1459	0	0	0	246	68	314	3060
Added	186	376	562	408	202	610	0	0	0	16	32	48	1220
Total	785	1064	1849	1093	976	2069	0	0	0	262	100	362	4280
#170 Sierra College Blvd. & Clover Valley Road													
Base	635	543	1178	572	582	1154	108	190	298	0	0	0	2630
Added	164	331	495	376	186	562	22	45	67	0	0	0	1124
Total	799	874	1673	948	768	1716	130	235	365	0	0	0	3754
#180 Sierra College Blvd. & Del Mar Avenue													
Base	673	701	1374	680	684	1364	18	29	47	51	8	59	2844
Added	161	325	486	331	164	495	3	6	9	0	0	0	990
Total	834	1026	1860	1011	848	1859	21	35	56	51	8	59	3834
#190 Sierra College Blvd. & King Road													
Base	524	482	1006	593	668	1261	44	112	156	208	107	315	2738
Added	145	293	438	324	161	485	3	6	9	13	25	38	970
Total	669	775	1444	917	829	1746	47	118	165	221	132	353	3708
#200 Sierra College Blvd. & Taylor Road													
Base	1187	1241	2428	809	620	1429	410	783	1193	948	710	1658	6708
Added	123	248	371	292	145	437	13	25	38	9	19	28	874
Total	1310	1489	2799	1101	765	1866	423	808	1231	957	729	1686	7582
#210 Sierra College Blvd. & Granite Drive													
Base	1370	1228	2598	1358	1383	2741	223	355	578	127	112	239	6156
Added	111	223	334	248	124	372	13	25	38	0	0	0	744
Total	1481	1451	2932	1606	1507	3113	236	380	616	127	112	239	6900
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1639	1993	3632	1345	1456	2801	133	254	387	586	0	586	7406
Added	111	223	334	223	111	334	0	0	0	0	0	0	668
Total	1750	2216	3966	1568	1567	3135	133	254	387	586	0	586	8074
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	111	45	156	223	111	334	0	178	178	0	0	0	668
Total	111	45	156	223	111	334	0	178	178	0	0	0	668
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	111	45	156	45	111	156	0	0	0	0	0	0	312
Total	111	45	156	45	111	156	0	0	0	0	0	0	312

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1256	1884	3140	2259	1351	3610	281	561	842	0	0	0	7592
Added	22	45	67	45	110	155	88	0	88	0	0	0	310
Total	1278	1929	3207	2304	1461	3765	369	561	930	0	0	0	7902
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	58	23	81	239	328	567	315	261	576	1224
Added	0	0	0	0	0	0	32	16	48	16	32	48	96
Total	0	0	0	58	23	81	271	344	615	331	293	624	1320
#250 Taylor Road & English Colony Way													
Base	297	586	883	579	313	892	209	288	497	155	53	208	2480
Added	0	0	0	13	25	38	31	16	47	3	6	9	94
Total	297	586	883	592	338	930	240	304	544	158	59	217	2574

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	E	xxxxx	0.948	E	xxxxx	0.985	+ 0.037 V/C
#110 Sierra College Blvd. & SR 193	B	xxxxx	0.645	C	xxxxx	0.730	+ 0.085 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	C	1.3	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	D	0.6	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	A	xxxxx	0.404	A	xxxxx	0.447	+ 0.043 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.281	A	xxxxx	0.473	+ 0.193 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.380	A	xxxxx	0.469	+ 0.089 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.300	A	xxxxx	0.432	+ 0.132 V/C
#180 Sierra College Blvd. & Del Mar	E	1.5	0.000	F	3.7	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	A	xxxxx	0.404	A	xxxxx	0.487	+ 0.083 V/C
#200 Sierra College Blvd. & Taylor	D	xxxxx	0.880	E	xxxxx	0.971	+ 0.090 V/C
#210 Sierra College Blvd. & Granite	B	xxxxx	0.628	B	xxxxx	0.673	+ 0.046 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.745	C	xxxxx	0.789	+ 0.044 V/C
#230 Sierra College Blvd. & I-80 Ea	B	xxxxx	0.634	B	xxxxx	0.648	+ 0.014 V/C
#240 Clark Tunnel Road & English Co	B	0.7	0.000	B	0.7	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	B	xxxxx	0.670	C	xxxxx	0.701	+ 0.031 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	800	33	370	898	0	2	2	0	178	1	397
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:	1	800	33	370	898	0	2	2	0	178	1	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	800	33	370	898	0	2	2	0	178	1	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	800	33	370	898	0	2	2	0	178	1	397
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.:	1	800	33	370	898	0	2	2	0	178	1	397
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.50	0.50	0.00	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	713	713	0	1417	8	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.02	0.26	0.63	0.00	0.00	0.00	0.00	0.13	0.13	0.28
Crit Vol:		800		370			2				179	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	800	33	370	898	0	2	2	0	178	1	397
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:	1	800	33	370	898	0	2	2	0	178	1	397
Added Vol:	0	0	13	28	0	0	0	0	0	25	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	800	46	398	898	0	2	2	0	203	1	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	800	46	398	898	0	2	2	0	203	1	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	800	46	398	898	0	2	2	0	203	1	454
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.:	1	800	46	398	898	0	2	2	0	203	1	454
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.50	0.50	0.00	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	713	713	0	1418	7	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.03	0.28	0.63	0.00	0.00	0.00	0.00	0.14	0.14	0.32
Crit Vol:		800		398			2				204	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	467	1	59	1	1	1	1	304	355	246	657	1
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:	467	1	59	1	1	1	1	304	355	246	657	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	1	59	1	1	1	1	304	355	246	657	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	1	59	1	1	1	1	304	355	246	657	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	514	1	59	1	1	1	1	304	355	246	657	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.99	0.01	1.00	0.34	0.33	0.33	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2844	6	1425	475	475	475	1425	1425	1425	1425	1423	2
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.00	0.00	0.00	0.21	0.25	0.17	0.46	0.46
Crit Vol:	258				3		1				658	
Crit Moves:	****				****		****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	0	0	1!	0 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	467		1	59	1		1	1	1	304	355		246	657	1	
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:	467		1	59	1		1	1	1	304	355		246	657	1	
Added Vol:	86		0	7	0		0	0	0	38	42		3	74	0	
PasserByVol:	0		0	0	0		0	0	0	0	0		0	0	0	
Initial Fut:	553		1	66	1		1	1	1	342	397		249	731	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	553		1	66	1		1	1	1	342	397		249	731	1	
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0	0	
Reduced Vol:	553		1	66	1		1	1	1	342	397		249	731	1	
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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	608		1	66	1		1	1	1	342	397		249	731	1	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.99	0.01	1.00		0.34	0.33	0.33		1.00	1.00	1.00		1.00	0.99	0.01	
Final Sat.:	2845		5	1425	475		475	475	1425	1425	1425		1425	1423	2	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.05		0.00	0.00	0.00		0.00	0.24	0.28		0.17	0.51	0.51	
Crit Vol:	305					3			1					732		
Crit Moves:	****					****			****					****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0		0	1	0		0	0	0		248	1	1		496	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	1	0		0	0	0		248	1	1		496	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0		0	1	0		0	0	0		248	1	1		496	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Final Vol.:	0		0	1	0		0	0	0		248	1	1		496	0
Adjusted Volume Module:																
Grade:			0%				0%				0%				0%	
% Cycle/Cars:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
% Truck/Comb:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Trck/Cmb PCE:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Adj Vol.:	0		0	1	0		0	0	0		248	1	1		496	0
Critical Gap Module:																
MoveUp Time:	xxxxx		xxxx	2.6	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	2.1		xxxx	xxxxx
Critical Gp:	xxxxx		xxxx	5.5	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	5.0		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	xxxx		xxxx	249	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	249		xxxx	xxxxx
Potent Cap.:	xxxx		xxxx	1036	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	1304		xxxx	xxxxx
Adj Cap:	xxxx		xxxx	1.00	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	1.00		xxxx	xxxxx
Move Cap.:	xxxx		xxxx	1036	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	1304		xxxx	xxxxx
Level Of Service Module:																
Stopped Del:	xxxxx		xxxx	3.5	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	2.8		xxxx	xxxxx
LOS by Move:	*		*	A	*		*	*	*		*	*	A		*	*
Movement:	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Shrd StpDel:	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:			3.5				0.0				0.0				0.0	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 1.3 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0	0	0	0 0	0	1	0 1	0	0
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	248	1	1	496	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	1	0	0	0	0	248	1	1	496	0
Added Vol:	74	0	25	0	0	0	0	7	38	13	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	26	0	0	0	0	255	39	14	499	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	26	0	0	0	0	255	39	14	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	74	0	26	0	0	0	0	255	39	14	499	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	81	0	29	0	0	0	0	255	39	15	499	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	788	xxxx	275	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	xxxx	xxxxx
Potent Cap.:	371	xxxx	1005	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1242	xxxx	xxxxx
Adj Cap:	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	364	xxxx	1005	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1242	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	12.4	xxxx	3.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	436	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.1			0.0			0.0			0.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0	2	0	0 0	0	0	1 0	0	1
Volume Module:												
Base Vol:	0	521	0	0	612	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	0	0	612	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	521	0	0	612	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	521	0	0	612	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	521	0	0	612	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	521	0	0	612	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	0	0	612	0	0	0	0	0	0	0
Added Vol:	0	58	7	15	29	0	0	0	0	22	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	579	7	15	641	0	0	0	0	22	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	579	7	15	641	0	0	0	0	22	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	579	7	15	641	0	0	0	0	22	0	35
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	579	7	17	641	0	0	0	0	24	0	39
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	586	xxxx	xxxxx	xxxx	xxxx	xxxxx	1235	xxxx	290
Potent Cap.:	xxxx	xxxx	xxxxx	831	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	xxxx	988
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	831	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	xxxx	988
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	4.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.6	xxxx	3.8
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.1			0.0			11.8		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	259	508	0	0	614	1	9	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	508	0	0	614	1	9	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	508	0	0	614	1	9	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	508	0	0	614	1	9	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	508	0	0	614	1	9	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.22	0.00	0.01	0.00	0.04	0.00	0.00	0.00
Crit Vol:	259				307		9				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	2 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	259	508	0		0	614	1		9	0	55		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	259	508	0		0	614	1		9	0	55		0	0	0	
Added Vol:	36	64	0		0	49	2		1	0	18		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	295	572	0		0	663	3		10	0	73		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	295	572	0		0	663	3		10	0	73		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	295	572	0		0	663	3		10	0	73		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	295	572	0		0	663	3		10	0	73		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.20	0.00		0.00	0.23	0.00		0.01	0.00	0.05		0.00	0.00	0.00	
Crit Vol:	295					332			10					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		1 1	0 0	1	
Volume Module:																
Base Vol:	0	772	0		0	684	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	772	0		0	684	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	772	0		0	684	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	772	0		0	684	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	0	772	0		0	684	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:		386				0				0				0		
Crit Moves:		****				****										

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		1 1	0 0	1	
Volume Module:																
Base Vol:	0	772	0		0	684	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	772	0		0	684	0		0	0	0		0	0	0	
Added Vol:	0	7	196		48	20	0		0	0	0		388	0	94	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	779	196		48	704	0		0	0	0		388	0	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	779	196		48	704	0		0	0	0		388	0	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	779	196		48	704	0		0	0	0		388	0	94	
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		1.10	1.00	1.00	
Final Vol.:	0	779	196		48	704	0		0	0	0		427	0	94	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		2.00	0.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		2750	0	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.14		0.03	0.26	0.00		0.00	0.00	0.00		0.16	0.00	0.07	
Crit Vol:		390			48					0			214			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 0	0 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	592	7		61	624	0		0	0	0		64	0	182	
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	592	7		61	624	0		0	0	0		64	0	182	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	592	7		61	624	0		0	0	0		64	0	182	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	592	7		61	624	0		0	0	0		64	0	182	
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.:	0	592	7		61	624	0		0	0	0		64	0	182	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		0.26	0.00	0.74	
Final Sat.:	0	2850	1425		1425	2850	0		0	0	0		371	0	1054	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00		0.04	0.22	0.00		0.00	0.00	0.00		0.17	0.00	0.17	
Crit Vol:		296			0				0						246	
Crit Moves:		****			****										****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	592	7	61	624	0	0	0	0	64	0	182
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	592	7	61	624	0	0	0	0	64	0	182
Added Vol:	0	186	0	32	376	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	778	7	93	1000	0	0	0	0	64	0	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	778	7	93	1000	0	0	0	0	64	0	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	778	7	93	1000	0	0	0	0	64	0	198
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.:	0	778	7	93	1000	0	0	0	0	64	0	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	348	0	1077
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.07	0.35	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Vol:	0				500		0					262
Crit Moves:	****				****							****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 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:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	116	519	0	0	498	74	63	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	519	0	0	498	74	63	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	519	0	0	498	74	63	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	519	0	0	498	74	63	0	45	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	519	0	0	498	74	63	0	45	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.00	0.00	0.17	0.05	0.04	0.00	0.03	0.00	0.00	0.00
Crit Vol:	116				249		63				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #170 Sierra College Blvd. & Clover Valley Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Ovl						Ovl						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	0		0	0	2	0	1		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	116		519		0		0		498		74		63		0		45		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	116		519		0		0		498		74		63		0		45		0		0		0	
Added Vol:	0		164		0		0		331		45		22		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	116		683		0		0		829		119		85		0		45		0		0		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	116		683		0		0		829		119		85		0		45		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	116		683		0		0		829		119		85		0		45		0		0		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	116		683		0		0		829		119		85		0		45		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		0.00		0.00		2.00		1.00		1.00		0.00		1.00		0.00		0.00		0.00	
Final Sat.:	1425		2850		0		0		2850		1425		1425		0		1425		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.24		0.00		0.00		0.29		0.08		0.06		0.00		0.03		0.00		0.00		0.00	
Crit Vol:	116								415				85								0			
Crit Moves:	****								****				****											

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #180 Sierra College Blvd. & Del Mar Avenue

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: E

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	2		665		6		1		657		22		15		1		2		42		5		4	
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:	2		665		6		1		657		22		15		1		2		42		5		4	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	2		665		6		1		657		22		15		1		2		42		5		4	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	2		665		6		1		657		22		15		1		2		42		5		4	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:			xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx	
% Truck/Comb:			xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx	
PCE Adj:	1.10		1.00		1.00		1.10		1.00		1.00		1.10		1.10		1.10		1.10		1.10		1.10	
Cycl/Car PCE:			xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx	
Trck/Cmb PCE:			xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx	
Adj Vol.:	2		665		6		1		657		22		17		1		2		46		6		4	
Critical Gap Module:																								
MoveUp Time:	2.1		xxxx		xxxxx		2.1		xxxx		xxxxx		3.4		3.3		2.6		3.4		3.3		2.6	
Critical Gp:	5.5		xxxx		xxxxx		5.5		xxxx		xxxxx		7.0		6.5		5.5		7.0		6.5		5.5	
Capacity Module:																								
Cnflict Vol:	679		xxxx		xxxxx		671		xxxx		xxxxx		1339		1342		340		1329		1350		336	
Potent Cap.:	741		xxxx		xxxxx		748		xxxx		xxxxx		148		179		932		150		177		936	
Adj Cap:	1.00		xxxx		xxxxx		1.00		xxxx		xxxxx		0.97		1.00		1.00		0.99		1.00		1.00	
Move Cap.:	741		xxxx		xxxxx		748		xxxx		xxxxx		143		178		932		148		176		936	
Level Of Service Module:																								
Stopped Del:	4.9		xxxx		xxxxx		4.8		xxxx		xxxxx		28.1		20.3		3.9		33.8		21.0		3.9	
LOS by Move:	A		*		*		A		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		160		xxxxx		xxxx		161		xxxxx	
Shrd StpDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		25.0		xxxxx		xxxxx		30.2		xxxxx	
Shared LOS:	*		*		*		*		*		*		*		D		*		*		E		*	
ApproachDel:			0.0						0.0						25.0						30.2			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	2	665	6	1	657	22	15	1	2	42	5	4
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:	2	665	6	1	657	22	15	1	2	42	5	4
Added Vol:	0	161	0	0	325	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	826	6	1	982	28	18	1	2	42	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	826	6	1	982	28	18	1	2	42	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	826	6	1	982	28	18	1	2	42	5	4
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	826	6	1	982	28	20	1	2	46	6	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	1010	xxxx	xxxxx	832	xxxx	xxxxx	1828	1831	505	1815	1842	416
Potent Cap.:	492	xxxx	xxxxx	613	xxxx	xxxxx	72	93	768	73	91	852
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.94	0.99	1.00	0.98	0.99	1.00
Move Cap.:	492	xxxx	xxxxx	613	xxxx	xxxxx	68	92	768	72	91	852
Level Of Service Module:												
Stopped Del:	7.3	xxxx	xxxxx	5.9	xxxx	xxxxx	72.0	39.6	4.7	114.4	42.0	4.2
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	75	xxxxx	xxxx	79	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	64.0	xxxxx	xxxxx	98.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			64.0			98.7		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	12	507	5	87	460	46	20	15	9	13	54	141
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:	12	507	5	87	460	46	20	15	9	13	54	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	507	5	87	460	46	20	15	9	13	54	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	507	5	87	460	46	20	15	9	13	54	141
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.:	12	507	5	87	460	46	20	15	9	13	54	141
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	0.28	0.72
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	859	516	1375	381	994
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.06	0.17	0.03	0.01	0.02	0.02	0.01	0.14	0.14
Crit Vol:		254			87			20			195	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	507	5	87	460	46	20	15	9	13	54	141
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:	12	507	5	87	460	46	20	15	9	13	54	141
Added Vol:	0	145	0	25	293	6	3	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	652	5	112	753	52	23	15	9	13	54	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	652	5	112	753	52	23	15	9	13	54	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	652	5	112	753	52	23	15	9	13	54	154
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.:	12	652	5	112	753	52	23	15	9	13	54	154
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	0.26	0.74
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	859	516	1375	357	1018
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.08	0.27	0.04	0.02	0.02	0.02	0.01	0.15	0.15
Crit Vol:		326			112			23			208	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	251	511	425	19	673	117	66	266	78	490	415	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	511	425	19	673	117	66	266	78	490	415	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	511	425	19	673	117	66	266	78	490	415	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	511	425	19	673	117	66	266	78	490	415	43
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.:	251	511	425	19	673	117	66	266	78	490	415	43
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.31	0.01	0.24	0.09	0.05	0.10	0.06	0.36	0.15	0.03
Crit Vol:	251				337			133		490		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:		Ovl				Ovl				Ovl				Ovl		
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	251	511	425		19	673	117		66	266	78		490	415	43	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	251	511	425		19	673	117		66	266	78		490	415	43	
Added Vol:	0	123	0		19	248	25		13	0	0		0	0	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	251	634	425		38	921	142		79	266	78		490	415	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	251	634	425		38	921	142		79	266	78		490	415	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	251	634	425		38	921	142		79	266	78		490	415	52	
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.:	251	634	425		38	921	142		79	266	78		490	415	52	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.23	0.31		0.03	0.33	0.10		0.06	0.10	0.06		0.36	0.15	0.04	
Crit Vol:	251					461				133			490			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 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				Split Phase				Split Phase			
Rights:		Ovl				Ovl				Ovl				Ovl		
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	111	1230	29		76	1060	222		142	7	74		94	22	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	1230	29		76	1060	222		142	7	74		94	22	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	1230	29		76	1060	222		142	7	74		94	22	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	1230	29		76	1060	222		142	7	74		94	22	11	
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		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	111	1230	29		76	1060	222		156	7	74		94	22	11	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		2750	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.45	0.02		0.06	0.39	0.16		0.06	0.01	0.05		0.07	0.02	0.01	
Crit Vol:		615				76				78				94		
Crit Moves:		****				****				****				****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	111	1230	29	76	1060	222	142	7	74	94	22	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1230	29	76	1060	222	142	7	74	94	22	11
Added Vol:	0	111	0	0	223	25	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1341	29	76	1283	247	155	7	74	94	22	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1341	29	76	1283	247	155	7	74	94	22	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1341	29	76	1283	247	155	7	74	94	22	11
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	1341	29	76	1283	247	171	7	74	94	22	11
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.02	0.06	0.47	0.18	0.06	0.01	0.05	0.07	0.02	0.01
Crit Vol:		671			76			86			94	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	238	1401	0	0	1339	6	24	0	109	545	10	31
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	1401	0	0	1339	6	24	0	109	545	10	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1401	0	0	1339	6	24	0	109	545	10	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1401	0	0	1339	6	24	0	109	545	10	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	238	1401	0	0	1339	6	24	0	109	600	10	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.99	0.01	1.00	0.00	1.00	2.00	0.24	0.76
Final Sat.:	1375	2750	0	0	4107	18	1375	0	1375	2750	335	1040
Capacity Analysis Module:												
Vol/Sat:	0.17	0.51	0.00	0.00	0.33	0.33	0.02	0.00	0.08	0.22	0.03	0.03
Crit Vol:		701			0			24			300	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	238	1401	0	0	1339	6	24	0	109	545	10	31
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	1401	0	0	1339	6	24	0	109	545	10	31
Added Vol:	0	111	0	0	223	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	1512	0	0	1562	6	24	0	109	545	10	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1512	0	0	1562	6	24	0	109	545	10	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1512	0	0	1562	6	24	0	109	545	10	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	238	1512	0	0	1562	6	24	0	109	600	10	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.99	0.01	1.00	0.00	1.00	2.00	0.24	0.76
Final Sat.:	1375	2750	0	0	4109	16	1375	0	1375	2750	335	1040
Capacity Analysis Module:												
Vol/Sat:	0.17	0.55	0.00	0.00	0.38	0.38	0.02	0.00	0.08	0.22	0.03	0.03
Crit Vol:	238				523		24			300		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1256	0	0	1698	561	95	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1256	0	0	1698	0	95	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1256	0	0	1698	0	95	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1256	0	0	1698	0	95	0	186	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1256	0	0	1698	0	105	0	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4500	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.57	0.00	0.04	0.00	0.07	0.00	0.00	0.00
Crit Vol:	0				849				103	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 0	0 0	1	1 0	2 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	1256	0	0	1698	561	95	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1256	0	0	1698	0	95	0	186	0	0	0
Added Vol:	0	22	0	0	45	0	88	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1278	0	0	1743	0	183	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1278	0	0	1743	0	183	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1278	0	0	1743	0	183	0	186	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1278	0	0	1743	0	201	0	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4500	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.58	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Crit Vol:	0				871		101				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.7 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1	1 0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	33	0	25	11	228	0	0	303	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	25	11	228	0	0	303	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	25	11	228	0	0	303	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	33	0	25	11	228	0	0	303	12
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	36	0	28	12	228	0	0	303	12
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	548	xxxx	309	315	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	510	xxxx	966	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	504	xxxx	966	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	3.8	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	635	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	6.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			6.0			0.2			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.7 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	33	0	25	11	228	0	0	303	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	25	11	228	0	0	303	12
Added Vol:	0	0	0	0	0	0	0	32	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	25	11	260	0	0	319	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	25	11	260	0	0	319	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	33	0	25	11	260	0	0	319	12
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	36	0	28	12	260	0	0	319	12
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	596	xxxx	325	331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	478	xxxx	948	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	473	xxxx	948	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	3.9	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	603	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	6.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			6.3			0.1			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	57	208	32	3	380	196	98	18	93	113	35	7
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:	57	208	32	3	380	196	98	18	93	113	35	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	208	32	3	380	196	98	18	93	113	35	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	208	32	3	380	196	98	18	93	113	35	7
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.:	57	208	32	3	380	196	98	18	93	113	35	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.66	0.34	0.47	0.09	0.44	0.73	0.23	0.04
Final Sat.:	1425	1235	190	1425	940	485	668	123	634	1039	322	64
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.40	0.40	0.15	0.15	0.15	0.11	0.11	0.11
Crit Vol:	57				576			209		113		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	57	208	32	3	380	196	98	18	93	113	35	7
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:	57	208	32	3	380	196	98	18	93	113	35	7
Added Vol:	0	0	0	0	0	13	25	6	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	208	32	3	380	209	123	24	93	113	38	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	208	32	3	380	209	123	24	93	113	38	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	208	32	3	380	209	123	24	93	113	38	7
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.:	57	208	32	3	380	209	123	24	93	113	38	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.65	0.35	0.51	0.10	0.39	0.72	0.24	0.04
Final Sat.:	1425	1235	190	1425	919	506	730	143	552	1019	343	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.41	0.41	0.17	0.17	0.17	0.11	0.11	0.11
Crit Vol:	57				589			240		113		
Crit Moves:	****				****			****		****		

CAPACITY ANALYSIS SUMMARIES
2010 GENERAL PLAN CONDITIONS
NO PROJECT AND PLUS SUB-ALTERNATIVE 5-3
(RETAIN ACCESS TO SR 193)
P.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Trip Generation Report
PMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	PM Peak Hour	606.00	364.00	606	364	970	93.8
	Zone 1 Subtotal					606	364	970	93.8
2	The Meadows	1.00	PM Peak Hour	44.00	20.00	44	20	64	6.2
	Zone 2 Subtotal					44	20	64	6.2
TOTAL						650	384	1034	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Trip Distribution Report
BR10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0
2	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	28.0	7.0	12.0
2	3.0	4.0	28.0	7.0	12.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	61	0	303	504	0	0	0	0	102	970
Total	0	0	0	61	0	303	504	0	0	0	0	102	970
#100 SR 65 & SR 193													
Base	0	903	16	500	733	0	0	0	0	247	0	348	2747
Added	0	0	26	59	0	0	0	0	0	15	0	35	135
Total	0	903	42	559	733	0	0	0	0	262	0	383	2882
#110 Sierra College Blvd. & SR 193													
Base	388	0	197	1	0	0	0	708	460	108	300	1	2163
Added	50	0	4	0	0	0	0	76	87	7	46	0	270
Total	438	0	201	1	0	0	0	784	547	115	346	1	2433
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	0	540	0	0	292	0	832
Added	46	0	15	0	0	0	0	4	76	26	7	0	174
Total	46	0	15	0	0	0	0	544	76	26	299	0	1006
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	591	0	0	569	0	0	0	0	0	0	0	1160
Added	0	36	20	34	59	0	0	0	0	9	0	19	177
Total	0	627	20	34	628	0	0	0	0	9	0	19	1337
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	67	582	0	0	564	1	11	0	261	0	0	0	1486
Added	22	54	0	0	68	1	2	0	37	0	0	0	184
Total	89	636	0	0	632	2	13	0	298	0	0	0	1670
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	634	0	0	834	0	0	0	0	0	0	0	1468
Added	0	18	398	96	8	0	0	0	0	238	0	58	816
Total	0	652	398	96	842	0	0	0	0	238	0	58	2284
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	21	0	5	11	484	0	0	290	13	824
Total	0	0	0	21	0	5	11	484	0	0	290	13	824
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	102	61	0	0	0	0	0	163
Total	0	0	0	0	0	102	61	0	0	0	0	0	163

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	576	45	202	638	0	0	0	0	28	0	35	1524
Added	0	384	0	19	227	0	0	0	0	0	0	33	663
Total	0	960	45	221	865	0	0	0	0	28	0	68	2187
#170 Sierra College Blvd. & Clover Valley Road													
Base	47	567	0	0	421	60	75	0	114	0	0	0	1284
Added	0	338	0	0	200	27	46	0	0	0	0	0	611
Total	47	905	0	0	621	87	121	0	114	0	0	0	1895
#180 Sierra College Blvd. & Del Mar Avenue													
Base	0	591	30	1	710	18	15	9	2	14	8	2	1400
Added	0	332	0	0	196	4	7	0	0	0	0	0	539
Total	0	923	30	1	906	22	22	9	2	14	8	2	1939
#190 Sierra College Blvd. & King Road													
Base	11	497	24	166	558	12	59	51	7	12	20	115	1532
Added	0	299	0	15	177	4	7	0	0	0	0	26	528
Total	11	796	24	181	735	16	66	51	7	12	20	141	2060
#200 Sierra College Blvd. & Taylor Road													
Base	169	587	561	47	559	56	120	529	179	494	310	38	3649
Added	0	254	0	12	150	15	26	0	0	0	0	20	477
Total	169	841	561	59	709	71	146	529	179	494	310	58	4126
#210 Sierra College Blvd. & Granite Drive													
Base	113	1207	64	48	1265	156	359	9	101	79	12	9	3422
Added	0	228	0	0	134	15	26	0	0	0	0	0	403
Total	113	1435	64	48	1399	171	385	9	101	79	12	9	3825
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	108	1164	0	0	1440	11	22	0	218	556	13	217	3749
Added	0	228	0	0	134	0	0	0	0	0	0	0	362
Total	108	1392	0	0	1574	11	22	0	218	556	13	217	4111
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	228	0	0	27	108	0	0	0	0	0	0	363
Total	0	228	0	0	27	108	0	0	0	0	0	0	363
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	228	0	0	27	0	0	0	0	0	0	0	255
Total	0	228	0	0	27	0	0	0	0	0	0	0	255

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	5	1776	0	0	1235	241	557	0	138	0	0	0	3952
Added	0	46	0	0	27	0	182	0	0	0	0	0	255
Total	5	1822	0	0	1262	241	739	0	138	0	0	0	4207
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	24	0	8	15	276	0	0	152	40	515
Added	0	0	0	0	0	0	0	19	0	0	33	0	52
Total	0	0	0	24	0	8	15	295	0	0	185	40	567
#250 Taylor Road & English Colony Way													
Base	49	672	86	16	193	86	189	49	70	41	29	4	1484
Added	0	0	0	0	0	26	15	4	0	0	7	0	52
Total	49	672	86	16	193	112	204	53	70	41	36	4	1536

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	364	606	970	504	303	807	102	61	163	1940
Total	0	0	0	364	606	970	504	303	807	102	61	163	1940
#100 SR 65 & SR 193													
Base	919	980	1899	1233	1251	2484	0	0	0	595	516	1111	5494
Added	26	15	41	59	35	94	0	0	0	50	85	135	270
Total	945	995	1940	1292	1286	2578	0	0	0	645	601	1246	5764
#110 Sierra College Blvd. & SR 193													
Base	585	568	1153	1	1	2	1168	688	1856	409	906	1315	4326
Added	54	94	148	0	0	0	163	96	259	53	80	133	540
Total	639	662	1301	1	1	2	1331	784	2115	462	986	1448	4866
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	540	292	832	292	540	832	1664
Added	61	102	163	0	0	0	80	53	133	33	19	52	348
Total	61	102	163	0	0	0	620	345	965	325	559	884	2012
#130 Sierra College Blvd. & Lower Ranch Road													
Base	591	569	1160	569	591	1160	0	0	0	0	0	0	2320
Added	56	68	124	93	55	148	0	0	0	28	54	82	354
Total	647	637	1284	662	646	1308	0	0	0	28	54	82	2674
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	649	825	1474	565	593	1158	272	68	340	0	0	0	2972
Added	76	105	181	69	56	125	39	23	62	0	0	0	368
Total	725	930	1655	634	649	1283	311	91	402	0	0	0	3340
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	634	834	1468	834	634	1468	0	0	0	0	0	0	2936
Added	416	246	662	104	76	180	0	0	0	296	494	790	1632
Total	1050	1080	2130	938	710	1648	0	0	0	296	494	790	4568
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	26	24	50	495	295	790	303	505	808	1648
Total	0	0	0	26	24	50	495	295	790	303	505	808	1648
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	102	61	163	61	102	163	0	0	0	326
Total	0	0	0	102	61	163	61	102	163	0	0	0	326

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	621	666	1287	840	611	1451	0	0	0	63	247	310	3048
Added	384	227	611	246	417	663	0	0	0	33	19	52	1326
Total	1005	893	1898	1086	1028	2114	0	0	0	96	266	362	4374
#170 Sierra College Blvd. & Clover Valley Road													
Base	614	535	1149	481	642	1123	189	107	296	0	0	0	2568
Added	338	200	538	227	384	611	46	27	73	0	0	0	1222
Total	952	735	1687	708	1026	1734	235	134	369	0	0	0	3790
#180 Sierra College Blvd. & Del Mar Avenue													
Base	621	726	1347	729	608	1337	26	26	52	24	40	64	2800
Added	332	196	528	200	339	539	7	4	11	0	0	0	1078
Total	953	922	1875	929	947	1876	33	30	63	24	40	64	3878
#190 Sierra College Blvd. & King Road													
Base	532	577	1109	736	671	1407	117	43	160	147	241	388	3064
Added	299	177	476	196	332	528	7	4	11	26	15	41	1056
Total	831	754	1585	932	1003	1935	124	47	171	173	256	429	4120
#200 Sierra College Blvd. & Taylor Road													
Base	1317	1232	2549	662	745	1407	828	535	1363	842	1137	1979	7298
Added	254	150	404	177	300	477	26	15	41	20	12	32	954
Total	1571	1382	2953	839	1045	1884	854	550	1404	862	1149	2011	8252
#210 Sierra College Blvd. & Granite Drive													
Base	1384	1445	2829	1469	1575	3044	469	281	750	100	121	221	6844
Added	228	134	362	149	254	403	26	15	41	0	0	0	806
Total	1612	1579	3191	1618	1829	3447	495	296	791	100	121	221	7650
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1272	2214	3486	1451	1403	2854	240	132	372	786	0	786	7498
Added	228	134	362	134	228	362	0	0	0	0	0	0	724
Total	1500	2348	3848	1585	1631	3216	240	132	372	786	0	786	8222
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	228	27	255	135	228	363	0	108	108	0	0	0	726
Total	228	27	255	135	228	363	0	108	108	0	0	0	726
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	228	27	255	27	228	255	0	0	0	0	0	0	510
Total	228	27	255	27	228	255	0	0	0	0	0	0	510

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1781	1373	3154	1476	2333	3809	695	246	941	0	0	0	7904
Added	46	27	73	27	228	255	182	0	182	0	0	0	510
Total	1827	1400	3227	1503	2561	4064	877	246	1123	0	0	0	8414
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	32	55	87	291	160	451	192	300	492	1030
Added	0	0	0	0	0	0	19	33	52	33	19	52	104
Total	0	0	0	32	55	87	310	193	503	225	319	544	1134
#250 Taylor Road & English Colony Way													
Base	807	304	1111	295	865	1160	308	164	472	74	151	225	2968
Added	0	0	0	26	15	41	19	33	52	7	4	11	104
Total	807	304	1111	321	880	1201	327	197	524	81	155	236	3072

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	F	xxxxx	1.158	F	xxxxx	1.199	+ 0.041 V/C
#110 Sierra College Blvd. & SR 193	C	xxxxx	0.722	D	xxxxx	0.800	+ 0.078 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	C	0.9	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	D	0.4	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	A	xxxxx	0.381	A	xxxxx	0.431	+ 0.050 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.303	A	xxxxx	0.402	+ 0.099 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.364	A	xxxxx	0.512	+ 0.148 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.252	A	xxxxx	0.402	+ 0.151 V/C
#180 Sierra College Blvd. & Del Mar	D	0.9	0.000	F	2.1	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	A	xxxxx	0.443	A	xxxxx	0.586	+ 0.144 V/C
#200 Sierra College Blvd. & Taylor	D	xxxxx	0.878	E	xxxxx	0.932	+ 0.055 V/C
#210 Sierra College Blvd. & Granite	C	xxxxx	0.743	D	xxxxx	0.803	+ 0.059 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.733	D	xxxxx	0.809	+ 0.076 V/C
#230 Sierra College Blvd. & I-80 Ea	B	xxxxx	0.619	B	xxxxx	0.695	+ 0.076 V/C
#240 Clark Tunnel Road & English Co	B	0.5	0.000	B	0.5	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	C	xxxxx	0.788	D	xxxxx	0.801	+ 0.013 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.158
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 0 1	0		0 1 0	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	903	16	500	733	0	0	0	0	247	0	348
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	903	16	500	733	0	0	0	0	247	0	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	903	16	500	733	0	0	0	0	247	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	903	16	500	733	0	0	0	0	247	0	348
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.:	0	903	16	500	733	0	0	0	0	247	0	348
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.01	0.35	0.51	0.00	0.00	0.00	0.00	0.17	0.00	0.24
Crit Vol:		903		500				0		247		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.199
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	0	1 0	0	1	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	903	16		500	733	0		0	0	0		247	0	348	
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	903	16		500	733	0		0	0	0		247	0	348	
Added Vol:	0	0	26		59	0	0		0	0	0		15	0	35	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	903	42		559	733	0		0	0	0		262	0	383	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	903	42		559	733	0		0	0	0		262	0	383	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	903	42		559	733	0		0	0	0		262	0	383	
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.:	0	903	42		559	733	0		0	0	0		262	0	383	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1425	1425	1425		1425	1425	0		0	1425	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.63	0.03		0.39	0.51	0.00		0.00	0.00	0.00		0.18	0.00	0.27	
Crit Vol:		903			559					0			247			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	0 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	388	0	197		1	0	0		0	708	460		108	300	1	
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:	388	0	197		1	0	0		0	708	460		108	300	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	388	0	197		1	0	0		0	708	460		108	300	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	388	0	197		1	0	0		0	708	460		108	300	1	
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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	427	0	197		1	0	0		0	708	460		108	300	1	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		1.00	0.00	0.00		1.00	1.00	1.00		1.00	0.99	0.01	
Final Sat.:	2850	0	1425		1425	0	0		1425	1425	1425		1425	1420	5	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.14		0.00	0.00	0.00		0.00	0.50	0.32		0.08	0.21	0.21	
Crit Vol:	214					0				708			108			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	0 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	388	0	197		1	0	0		0	708	460		108	300	1	
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:	388	0	197		1	0	0		0	708	460		108	300	1	
Added Vol:	50	0	4		0	0	0		0	76	87		7	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	438	0	201		1	0	0		0	784	547		115	346	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	438	0	201		1	0	0		0	784	547		115	346	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	438	0	201		1	0	0		0	784	547		115	346	1	
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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	482	0	201		1	0	0		0	784	547		115	346	1	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		1.00	0.00	0.00		1.00	1.00	1.00		1.00	0.99	0.01	
Final Sat.:	2850	0	1425		1425	0	0		1425	1425	1425		1425	1421	4	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.14		0.00	0.00	0.00		0.00	0.55	0.38		0.08	0.24	0.24	
Crit Vol:	241					0				784			115			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	540	0		0	292	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	540	0		0	292	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	540	0		0	292	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	540	0		0	292	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		0	0	0		0	540	0		0	292	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		0.0				0.0				0.0				0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.9 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0	0	0	0 0	1	0	0 1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	540	0	0	292	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	540	0	0	292	0
Added Vol:	46	0	15	0	0	0	0	4	76	26	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	0	15	0	0	0	0	544	76	26	299	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	0	15	0	0	0	0	544	76	26	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	46	0	15	0	0	0	0	544	76	26	299	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	51	0	17	0	0	0	0	544	76	29	299	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	907	xxxx	582	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	xxxx	xxxxx
Potent Cap.:	316	xxxx	702	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	xxxx	xxxxx
Adj Cap:	0.96	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	303	xxxx	702	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	14.0	xxxx	5.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	353	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.8			0.0			0.0			0.4		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	591	0	0	569	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	591	0	0	569	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	0	0	569	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	591	0	0	569	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	591	0	0	569	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	591	0	0	569	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	591	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	36	20	34	59	0	0	0	0	9	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	627	20	34	628	0	0	0	0	9	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	627	20	34	628	0	0	0	0	9	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	627	20	34	628	0	0	0	0	9	0	19
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	627	20	37	628	0	0	0	0	10	0	21
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	647	xxxx	xxxxx	xxxx	xxxx	xxxxx	1289	xxxx	314
Potent Cap.:	xxxx	xxxx	xxxxx	770	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	xxxx	960
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	770	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	xxxx	960
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.3	xxxx	3.8
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.3			0.0			10.7		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	67	582	0	0	564	1	11	0	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	582	0	0	564	1	11	0	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	582	0	0	564	1	11	0	261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	582	0	0	564	1	11	0	261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	582	0	0	564	1	11	0	261	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.00	0.00	0.20	0.00	0.01	0.00	0.18	0.00	0.00	0.00
Crit Vol:	0				282				261	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	67	582	0	0	564	1	11	0	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	582	0	0	564	1	11	0	261	0	0	0
Added Vol:	22	54	0	0	68	1	2	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	636	0	0	632	2	13	0	298	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	636	0	0	632	2	13	0	298	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	636	0	0	632	2	13	0	298	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	636	0	0	632	2	13	0	298	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.00	0.00	0.22	0.00	0.01	0.00	0.21	0.00	0.00	0.00
Crit Vol:	0				316				298	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	634	0	0	834	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	0	0	834	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	634	0	0	834	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	0	0	834	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	634	0	0	834	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				417				0			0
Crit Moves:	****				****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	634	0	0	834	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	0	0	834	0	0	0	0	0	0	0
Added Vol:	0	18	398	96	8	0	0	0	0	238	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	652	398	96	842	0	0	0	0	238	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	652	398	96	842	0	0	0	0	238	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	398	96	842	0	0	0	0	238	0	58
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	1.10	1.00	1.00
Final Vol.:	0	652	398	96	842	0	0	0	0	262	0	58
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	2750	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.29	0.07	0.31	0.00	0.00	0.00	0.00	0.10	0.00	0.04
Crit Vol:		326		96				0		131		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	576	45	202	638	0	0	0	0	28	0	35
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	576	45	202	638	0	0	0	0	28	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	576	45	202	638	0	0	0	0	28	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	45	202	638	0	0	0	0	28	0	35
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.:	0	576	45	202	638	0	0	0	0	28	0	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.44	0.00	0.56
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	633	0	792
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.14	0.22	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Vol:		288		202				0		28		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	576	45	202	638	0	0	0	0	28	0	35
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	576	45	202	638	0	0	0	0	28	0	35
Added Vol:	0	384	0	19	227	0	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	960	45	221	865	0	0	0	0	28	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	960	45	221	865	0	0	0	0	28	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	960	45	221	865	0	0	0	0	28	0	68
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.:	0	960	45	221	865	0	0	0	0	28	0	68
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	416	0	1009
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.03	0.16	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Vol:		480		221				0		28		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 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:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	47	567	0	0	421	60	75	0	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	567	0	0	421	60	75	0	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	567	0	0	421	60	75	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	567	0	0	421	60	75	0	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	567	0	0	421	60	75	0	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.00	0.00	0.15	0.04	0.05	0.00	0.08	0.00	0.00	0.00
Crit Vol:		284		0			75				0	
Crit Moves:		****		****			****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	47	567	0	0	421	60	75	0	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	567	0	0	421	60	75	0	114	0	0	0
Added Vol:	0	338	0	0	200	27	46	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	905	0	0	621	87	121	0	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	905	0	0	621	87	121	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	905	0	0	621	87	121	0	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	905	0	0	621	87	121	0	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.00	0.00	0.22	0.06	0.08	0.00	0.08	0.00	0.00	0.00
Crit Vol:		453			0		121				0	
Crit Moves:		****			****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.9 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	591	30	1	710	18	15	9	2	14	8	2
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	591	30	1	710	18	15	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	30	1	710	18	15	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	591	30	1	710	18	15	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	591	30	1	710	18	17	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	621	xxxx	xxxxx	1315	1341	364	1322	1335	311
Potent Cap.:	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	153	179	906	151	181	964
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.96	1.00	1.00	0.95	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	147	179	906	144	180	964
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	4.5	xxxx	xxxxx	27.4	21.2	4.0	27.6	20.9	3.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	168	xxxxx	xxxx	167	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:		0.0			0.0			23.4			23.4	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	0	591	30	1	710	18	15	9	2	14	8	2
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	591	30	1	710	18	15	9	2	14	8	2
Added Vol:	0	332	0	0	196	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	923	30	1	906	22	22	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	923	30	1	906	22	22	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	923	30	1	906	22	22	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	923	30	1	906	22	24	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	953	xxxx	xxxxx	1845	1871	464	1850	1867	477
Potent Cap.:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	70	88	806	70	88	794
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.92	1.00	1.00	0.91	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	64	88	806	63	88	794
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	84.3	45.8	4.5	72.9	45.0	4.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	74	xxxxx	xxxx	76	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	69.0	xxxxx	xxxxx	57.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			69.0			57.9		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	11	497	24	166	558	12	59	51	7	12	20	115
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:	11	497	24	166	558	12	59	51	7	12	20	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	497	24	166	558	12	59	51	7	12	20	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	497	24	166	558	12	59	51	7	12	20	115
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.:	11	497	24	166	558	12	59	51	7	12	20	115
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.15	0.85
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1209	166	1375	204	1171
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.02	0.12	0.20	0.01	0.04	0.04	0.04	0.01	0.10	0.10
Crit Vol:		249		166			59				135	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	11	497	24	166	558	12	59	51	7	12	20	115
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:	11	497	24	166	558	12	59	51	7	12	20	115
Added Vol:	0	299	0	15	177	4	7	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	796	24	181	735	16	66	51	7	12	20	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	796	24	181	735	16	66	51	7	12	20	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	796	24	181	735	16	66	51	7	12	20	141
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.:	11	796	24	181	735	16	66	51	7	12	20	141
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.12	0.88
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1209	166	1375	171	1204
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.02	0.13	0.27	0.01	0.05	0.04	0.04	0.01	0.12	0.12
Crit Vol:		398		181			66				161	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	587	561	47	559	56	120	529	179	494	310	38
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:	169	587	561	47	559	56	120	529	179	494	310	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	587	561	47	559	56	120	529	179	494	310	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	587	561	47	559	56	120	529	179	494	310	38
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.:	169	587	561	47	559	56	120	529	179	494	310	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.41	0.03	0.20	0.04	0.09	0.19	0.13	0.36	0.11	0.03
Crit Vol:	169				280			265		494		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	587	561	47	559	56	120	529	179	494	310	38
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:	169	587	561	47	559	56	120	529	179	494	310	38
Added Vol:	0	254	0	12	150	15	26	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	841	561	59	709	71	146	529	179	494	310	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	841	561	59	709	71	146	529	179	494	310	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	841	561	59	709	71	146	529	179	494	310	58
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.:	169	841	561	59	709	71	146	529	179	494	310	58
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.41	0.04	0.26	0.05	0.11	0.19	0.13	0.36	0.11	0.04
Crit Vol:	169				355			265		494		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	113	1207	64	48	1265	156	359	9	101	79	12	9
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:	113	1207	64	48	1265	156	359	9	101	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1207	64	48	1265	156	359	9	101	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1207	64	48	1265	156	359	9	101	79	12	9
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	1207	64	48	1265	156	395	9	101	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.05	0.03	0.46	0.11	0.14	0.01	0.07	0.06	0.01	0.01
Crit Vol:	113				633		198			79		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 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				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	2	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	113	1207	64		48	1265	156		359	9	101		79	12	9	
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:	113	1207	64		48	1265	156		359	9	101		79	12	9	
Added Vol:	0	228	0		0	134	15		26	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	113	1435	64		48	1399	171		385	9	101		79	12	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	113	1435	64		48	1399	171		385	9	101		79	12	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	1435	64		48	1399	171		385	9	101		79	12	9	
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		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	113	1435	64		48	1399	171		424	9	101		79	12	9	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		2750	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.52	0.05		0.03	0.51	0.12		0.15	0.01	0.07		0.06	0.01	0.01	
Crit Vol:	113					700			212				79			
Crit Moves:	****					****			****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 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				Split Phase				Split Phase			
Rights:	Ignore				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	1	0	1	0 0	0	1	2	0 0	1	0
Volume Module:																
Base Vol:	108	1164	0		0	1440	11		22	0	218		556	13	217	
Growth Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	1164	0		0	1440	11		22	0	218		556	13	217	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	1164	0		0	1440	11		22	0	218		556	13	217	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	1164	0		0	1440	11		22	0	218		556	13	217	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	108	1164	0		0	1440	11		22	0	218		612	13	217	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.98	0.02		1.00	0.00	1.00		2.00	0.06	0.94	
Final Sat.:	1375	2750	0		0	4094	31		1375	0	1375		2750	78	1297	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.42	0.00		0.00	0.35	0.35		0.02	0.00	0.16		0.22	0.17	0.17	
Crit Vol:	0					484					218		306			
Crit Moves:	****					****					****		****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 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				Split Phase				Split Phase			
Rights:	Ignore				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	2 1	0		1 0	0 0	1		2 0	0 1	0	
Volume Module:																
Base Vol:	108	1164	0		0	1440	11		22	0	218		556	13	217	
Growth Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	1164	0		0	1440	11		22	0	218		556	13	217	
Added Vol:	0	228	0		0	134	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	108	1392	0		0	1574	11		22	0	218		556	13	217	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	1392	0		0	1574	11		22	0	218		556	13	217	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	1392	0		0	1574	11		22	0	218		556	13	217	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	108	1392	0		0	1574	11		22	0	218		612	13	217	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.98	0.02		1.00	0.00	1.00		2.00	0.06	0.94	
Final Sat.:	1375	2750	0		0	4096	29		1375	0	1375		2750	78	1297	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.51	0.00		0.00	0.38	0.38		0.02	0.00	0.16		0.22	0.17	0.17	
Crit Vol:		696			0						218		306			
Crit Moves:		****			****						****		****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 1	2 0	0		0 0	1 1	0		2 0	0 0	2		0 0	0 0	0	
Volume Module:																
Base Vol:	5	1776	0		0	1235	241		557	0	138		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	1776	0		0	1235	0		557	0	138		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	1776	0		0	1235	0		557	0	138		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	1776	0		0	1235	0		557	0	138		0	0	0	
PCE Adj:	6.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	30	1776	0		0	1235	0		613	0	152		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.05	2.95	0.00		0.00	2.00	0.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	78	4422	0		0	3000	0		3000	0	3000		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.40	0.00		0.00	0.41	0.00		0.20	0.00	0.05		0.00	0.00	0.00	
Crit Vol:	5					618			307					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ignore						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	2	0	0		0	0	1	1	0		2	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	5	1776		0		0	1235		241		557		0		138		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	5	1776		0		0	1235		0		557		0		138		0		0		0		0	
Added Vol:	0	46		0		0	27		0		182		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Initial Fut:	5	1822		0		0	1262		0		739		0		138		0		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	5	1822		0		0	1262		0		739		0		138		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Reduced Vol:	5	1822		0		0	1262		0		739		0		138		0		0		0		0	
PCE Adj:	6.00	1.00		1.00		1.00	1.00		0.00		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		0.00		1.10		1.00		1.10		1.00		1.00		1.00		1.00	
Final Vol.:	30	1822		0		0	1262		0		813		0		152		0		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500		1500		1500		1500		1500		1500		1500	
Adjustment:	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	
Lanes:	0.05	2.95		0.00		0.00	2.00		0.00		2.00		0.00		2.00		0.00		0.00		0.00		0.00	
Final Sat.:	76	4424		0		0	3000		0		3000		0		3000		0		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.41		0.00		0.00	0.42		0.00		0.27		0.00		0.05		0.00		0.00		0.00		0.00	
Crit Vol:	5						631				407								0					
Crit Moves:	****						****				****													

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.5 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		24		0		8		15		276		0		0		152		40	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:	0		0		0		24		0		8		15		276		0		0		152		40	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:	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 Volume:	0		0		0		24		0		8		15		276		0		0		152		40	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		24		0		8		15		276		0		0		152		40	
Adjusted Volume Module:																								
Grade:		0%						0%						0%						0%				
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10		1.10	1.00		1.00		1.10	1.00		1.00		1.00	
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	0		0		0		26		0		9		17		276		0		0		152		40	
Critical Gap Module:																								
MoveUp Time:	xxxxx		xxxx		xxxxx		3.4		xxxx		2.6		2.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Critical Gp:	xxxxx		xxxx		xxxxx		6.5		xxxx		5.5		5.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		463		xxxx		172		192		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		571		xxxx		1133		1389		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Adj Cap:	xxxx		xxxx		xxxxx		0.99		xxxx		1.00		1.00		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		563		xxxx		1133		1389		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Level Of Service Module:																								
Stopped Del:	xxxxx		xxxx		xxxxx		6.7		xxxx		3.2		2.6		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		A		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		644		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Shrd StpDel:	xxxxx		xxxx		xxxxx		xxxxx		5.8		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		B		*		*		*		*		*		*		*	
ApproachDel:		0.0						5.8						0.1						0.0				

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #240 Clark Tunnel Road & English Colony Way

****

Average Delay (sec/veh): 0.5 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	8	15	276	0	0	152	40
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	24	0	8	15	276	0	0	152	40
Added Vol:	0	0	0	0	0	0	0	19	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	8	15	295	0	0	185	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	8	15	295	0	0	185	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	8	15	295	0	0	185	40
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	26	0	9	17	295	0	0	185	40
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	515	xxxx	205	225	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	533	xxxx	1090	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	525	xxxx	1090	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	3.3	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	603	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	6.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			6.2			0.1			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #250 Taylor Road & English Colony Way

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	49	672	86	16	193	86	189	49	70	41	29	4
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:	49	672	86	16	193	86	189	49	70	41	29	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	672	86	16	193	86	189	49	70	41	29	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	672	86	16	193	86	189	49	70	41	29	4
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.:	49	672	86	16	193	86	189	49	70	41	29	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.69	0.31	0.61	0.16	0.23	0.56	0.39	0.05
Final Sat.:	1425	1263	162	1425	986	439	874	227	324	790	558	77
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.01	0.20	0.20	0.22	0.22	0.22	0.05	0.05	0.05
Crit Vol:		758		16				308		41		
Crit Moves:		****		****				****		****		

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	49	672	86	16	193	86	189	49	70	41	29	4
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:	49	672	86	16	193	86	189	49	70	41	29	4
Added Vol:	0	0	0	0	0	26	15	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	672	86	16	193	112	204	53	70	41	36	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	672	86	16	193	112	204	53	70	41	36	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	672	86	16	193	112	204	53	70	41	36	4
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.:	49	672	86	16	193	112	204	53	70	41	36	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.63	0.37	0.63	0.16	0.21	0.51	0.44	0.05
Final Sat.:	1425	1263	162	1425	902	523	889	231	305	721	633	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.01	0.21	0.21	0.23	0.23	0.23	0.06	0.06	0.06
Crit Vol:		758		16				327		41		
Crit Moves:		****		****				****		****		

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CAPACITY ANALYSIS SUMMARIES
BUILDOUT OF PROJECT VICINITY
NO PROJECT AND PLUS SUB-ALTERNATIVE 5-3
(RETAIN ACCESS TO SR 193)
A.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Trip Generation Report
AMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	AM Peak Hour	300.00	589.00	300	589	889	93.3
	Zone 1 Subtotal					300	589	889	93.3
2	The Meadows	1.00	AM Peak Hour	16.00	48.00	16	48	64	6.7
	Zone 2 Subtotal					16	48	64	6.7
TOTAL						316	637	953	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Trip Distribution Report
CU10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0
2	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	26.0	6.0	11.0
2	3.0	4.0	26.0	6.0	11.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	85	0	504	257	0	0	0	0	43	889
Total	0	0	0	85	0	504	257	0	0	0	0	43	889
#100 SR 65 & SR 193													
Base	1	844	36	368	950	0	2	2	1	195	1	388	2788
Added	0	0	9	25	0	0	0	0	0	19	0	51	104
Total	1	844	45	393	950	0	2	2	1	214	1	439	2892
#110 Sierra College Blvd. & SR 193													
Base	568	1	62	1	1	2	1	329	380	227	704	1	2277
Added	75	0	5	0	0	0	0	33	37	2	65	0	217
Total	643	1	67	1	1	2	1	362	417	229	769	1	2494
#120 Clark Tunnel Road & SR 193													
Base	1	0	0	0	0	0	0	275	1	2	518	0	797
Added	65	0	20	0	0	0	0	5	33	10	2	0	135
Total	66	0	20	0	0	0	0	280	34	12	520	0	932
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	625	0	0	618	0	0	0	0	0	0	0	1243
Added	0	51	8	13	26	0	0	0	0	23	0	30	151
Total	0	676	8	13	644	0	0	0	0	23	0	30	1394
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	596	512	0	0	618	3	104	0	720	0	0	0	2553
Added	84	57	0	0	44	5	2	0	43	0	0	0	235
Total	680	569	0	0	662	8	106	0	763	0	0	0	2788
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	1113	0	0	1346	0	0	0	0	0	0	0	2459
Added	0	6	183	68	18	0	0	0	0	364	0	135	774
Total	0	1119	183	68	1364	0	0	0	0	364	0	135	3233
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	9	0	12	4	248	0	0	486	18	777
Total	0	0	0	9	0	12	4	248	0	0	486	18	777
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	43	85	0	0	0	0	0	128
Total	0	0	0	0	0	43	85	0	0	0	0	0	128

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	905	19	194	1153	0	0	0	0	73	0	210	2554
Added	0	177	0	25	357	0	0	0	0	0	0	13	572
Total	0	1082	19	219	1510	0	0	0	0	73	0	223	3126
#170 Sierra College Blvd. & Clover Valley Road													
Base	190	730	0	0	957	154	169	0	130	0	0	0	2330
Added	0	152	0	0	306	51	25	0	0	0	0	0	534
Total	190	882	0	0	1263	205	194	0	130	0	0	0	2864
#180 Sierra College Blvd. & Del Mar Avenue													
Base	2	952	6	1	1198	24	14	0	2	44	3	4	2250
Added	0	149	0	0	299	6	3	0	0	0	0	0	457
Total	2	1101	6	1	1497	30	17	0	2	44	3	4	2707
#190 Sierra College Blvd. & King Road													
Base	12	729	4	133	917	86	28	13	9	14	56	196	2197
Added	0	133	0	25	268	6	3	0	0	0	0	13	448
Total	12	862	4	158	1185	92	31	13	9	14	56	209	2645
#200 Sierra College Blvd. & Taylor Road													
Base	235	684	437	32	1029	178	87	267	72	478	402	59	3960
Added	0	114	0	19	229	19	9	0	0	0	0	9	399
Total	235	798	437	51	1258	197	96	267	72	478	402	68	4359
#210 Sierra College Blvd. & Granite Drive													
Base	112	1354	24	82	1292	279	155	6	71	93	23	12	3503
Added	0	101	0	0	204	25	13	0	0	0	0	0	343
Total	112	1455	24	82	1496	304	168	6	71	93	23	12	3846
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	231	1531	0	0	1567	6	21	0	102	549	8	29	4044
Added	0	101	0	0	204	0	0	0	0	0	0	0	305
Total	231	1632	0	0	1771	6	21	0	102	549	8	29	4349
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	101	0	0	38	166	0	0	0	0	0	0	305
Total	0	101	0	0	38	166	0	0	0	0	0	0	305
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	101	0	0	38	0	0	0	0	0	0	0	139
Total	0	101	0	0	38	0	0	0	0	0	0	0	139

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	0	1339	0	0	1791	710	87	0	271	0	0	0	4198
Added	0	19	0	0	38	0	82	0	0	0	0	0	139
Total	0	1358	0	0	1829	710	169	0	271	0	0	0	4337
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	34	0	22	11	354	0	0	322	10	753
Added	0	0	0	0	0	0	0	25	0	0	13	0	38
Total	0	0	0	34	0	22	11	379	0	0	335	10	791
#250 Taylor Road & English Colony Way													
Base	41	193	22	4	377	224	182	25	117	103	37	10	1335
Added	0	0	0	0	0	9	19	6	0	0	3	0	37
Total	41	193	22	4	377	233	201	31	117	103	40	10	1372

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	589	300	889	257	504	761	43	85	128	1778
Total	0	0	0	589	300	889	257	504	761	43	85	128	1778
#100 SR 65 & SR 193													
Base	881	1146	2027	1318	1234	2552	5	2	7	584	406	990	5576
Added	9	19	28	25	51	76	0	0	0	70	34	104	208
Total	890	1165	2055	1343	1285	2628	5	2	7	654	440	1094	5784
#110 Sierra College Blvd. & SR 193													
Base	631	608	1239	4	3	7	710	1274	1984	932	392	1324	4554
Added	80	39	119	0	0	0	70	140	210	67	38	105	434
Total	711	647	1358	4	3	7	780	1414	2194	999	430	1429	4988
#120 Clark Tunnel Road & SR 193													
Base	1	3	4	0	0	0	276	519	795	520	275	795	1594
Added	85	43	128	0	0	0	38	67	105	12	25	37	270
Total	86	46	132	0	0	0	314	586	900	532	300	832	1864
#130 Sierra College Blvd. & Lower Ranch Road													
Base	625	618	1243	618	625	1243	0	0	0	0	0	0	2486
Added	59	49	108	39	81	120	0	0	0	53	21	74	302
Total	684	667	1351	657	706	1363	0	0	0	53	21	74	2788
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	1108	1338	2446	621	616	1237	824	599	1423	0	0	0	5106
Added	141	87	228	49	59	108	45	89	134	0	0	0	470
Total	1249	1425	2674	670	675	1345	869	688	1557	0	0	0	5576
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	1113	1346	2459	1346	1113	2459	0	0	0	0	0	0	4918
Added	189	382	571	86	141	227	0	0	0	499	251	750	1548
Total	1302	1728	3030	1432	1254	2686	0	0	0	499	251	750	6466
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	21	22	43	252	498	750	504	257	761	1554
Total	0	0	0	21	22	43	252	498	750	504	257	761	1554
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	43	85	128	85	43	128	0	0	0	256
Total	0	0	0	43	85	128	85	43	128	0	0	0	256

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Volume	NB Link			SB Link			EB Link			WB Link			Total
Type	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Volume
#160 Sierra College Blvd. & English Colony Way													
Base	924	1226	2150	1347	1115	2462	0	0	0	283	213	496	5108
Added	177	357	534	382	190	572	0	0	0	13	25	38	1144
Total	1101	1583	2684	1729	1305	3034	0	0	0	296	238	534	6252
#170 Sierra College Blvd. & Clover Valley Road													
Base	920	1087	2007	1111	899	2010	299	344	643	0	0	0	4660
Added	152	306	458	357	177	534	25	51	76	0	0	0	1068
Total	1072	1393	2465	1468	1076	2544	324	395	719	0	0	0	5728
#180 Sierra College Blvd. & Del Mar Avenue													
Base	960	1244	2204	1223	970	2193	16	29	45	51	7	58	4500
Added	149	299	448	305	152	457	3	6	9	0	0	0	914
Total	1109	1543	2652	1528	1122	2650	19	35	54	51	7	58	5414
#190 Sierra College Blvd. & King Road													
Base	745	940	1685	1136	953	2089	50	154	204	266	150	416	4394
Added	133	268	401	299	149	448	3	6	9	13	25	38	896
Total	878	1208	2086	1435	1102	2537	53	160	213	279	175	454	5290
#200 Sierra College Blvd. & Taylor Road													
Base	1356	1579	2935	1239	830	2069	426	815	1241	939	736	1675	7920
Added	114	229	343	267	132	399	9	19	28	9	19	28	798
Total	1470	1808	3278	1506	962	2468	435	834	1269	948	755	1703	8718
#210 Sierra College Blvd. & Granite Drive													
Base	1490	1456	2946	1653	1521	3174	232	414	646	128	112	240	7006
Added	101	204	305	229	114	343	13	25	38	0	0	0	686
Total	1591	1660	3251	1882	1635	3517	245	439	684	128	112	240	7692
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1762	2218	3980	1573	1581	3154	123	245	368	586	0	586	8088
Added	101	204	305	204	101	305	0	0	0	0	0	0	610
Total	1863	2422	4285	1777	1682	3459	123	245	368	586	0	586	8698
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	101	38	139	204	101	305	0	166	166	0	0	0	610
Total	101	38	139	204	101	305	0	166	166	0	0	0	610
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	101	38	139	38	101	139	0	0	0	0	0	0	278
Total	101	38	139	38	101	139	0	0	0	0	0	0	278

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Volume	NB Link			SB Link			EB Link			WB Link			Total
Type	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1339	2062	3401	2501	1426	3927	358	710	1068	0	0	0	8396
Added	19	38	57	38	101	139	82	0	82	0	0	0	278
Total	1358	2100	3458	2539	1527	4066	440	710	1150	0	0	0	8674
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	56	21	77	365	344	709	332	388	720	1506
Added	0	0	0	0	0	0	25	13	38	13	25	38	76
Total	0	0	0	56	21	77	390	357	747	345	413	758	1582
#250 Taylor Road & English Colony Way													
Base	256	597	853	605	385	990	324	302	626	150	51	201	2670
Added	0	0	0	9	19	28	25	12	37	3	6	9	74
Total	256	597	853	614	404	1018	349	314	663	153	57	210	2744

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	E	xxxxx	0.991	F	xxxxx	1.020	+ 0.029 V/C
#110 Sierra College Blvd. & SR 193	C	xxxxx	0.718	C	xxxxx	0.792	+ 0.074 V/C
#120 Clark Tunnel Road & SR 193	B	0.0	0.000	C	1.1	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	D	0.7	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	C	xxxxx	0.722	C	xxxxx	0.784	+ 0.062 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.489	B	xxxxx	0.641	+ 0.152 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.516	A	xxxxx	0.585	+ 0.068 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.588	C	xxxxx	0.713	+ 0.125 V/C
#180 Sierra College Blvd. & Del Mar	F	11.1	0.000	F	42.3	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	A	xxxxx	0.565	B	xxxxx	0.655	+ 0.089 V/C
#200 Sierra College Blvd. & Taylor	E	xxxxx	0.990	F	xxxxx	1.073	+ 0.083 V/C
#210 Sierra College Blvd. & Granite	B	xxxxx	0.682	C	xxxxx	0.760	+ 0.079 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.792	D	xxxxx	0.834	+ 0.042 V/C
#230 Sierra College Blvd. & I-80 Ea	B	xxxxx	0.696	C	xxxxx	0.709	+ 0.013 V/C
#240 Clark Tunnel Road & English Co	B	0.6	0.000	B	0.6	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	C	xxxxx	0.750	C	xxxxx	0.774	+ 0.024 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1 1 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	844	36	368	950	0	2	2	1	195	1	388
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:	1	844	36	368	950	0	2	2	1	195	1	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	844	36	368	950	0	2	2	1	195	1	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	844	36	368	950	0	2	2	1	195	1	388
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.:	1	844	36	368	950	0	2	2	1	195	1	388
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.40	0.40	0.20	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	570	570	285	1418	7	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.03	0.26	0.67	0.00	0.00	0.00	0.00	0.14	0.14	0.27
Crit Vol:		844		368				5		195		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach.	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	844	36	368	950	0	2	2	1	195	1	388
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:	1	844	36	368	950	0	2	2	1	195	1	388
Added Vol:	0	0	9	25	0	0	0	0	0	19	0	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	844	45	393	950	0	2	2	1	214	1	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	844	45	393	950	0	2	2	1	214	1	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	844	45	393	950	0	2	2	1	214	1	439
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.:	1	844	45	393	950	0	2	2	1	214	1	439
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.40	0.40	0.20	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	570	570	285	1418	7	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.03	0.28	0.67	0.00	0.00	0.00	0.00	0.15	0.15	0.31
Crit Vol:		844		393			2				215	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach.	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	568	1	62	1	1	2	1	329	380	227	704	1
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:	568	1	62	1	1	2	1	329	380	227	704	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	1	62	1	1	2	1	329	380	227	704	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	1	62	1	1	2	1	329	380	227	704	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	625	1	62	1	1	2	1	329	380	227	704	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.99	0.01	1.00	0.25	0.25	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2845	5	1425	356	356	713	1425	1425	1425	1425	1423	2
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.04	0.00	0.00	0.00	0.00	0.23	0.27	0.16	0.49	0.49
Crit Vol:	313				4		1				705	
Crit Moves:	****				****		****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Ovl						Include						Ovl						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	1	0	0	1		0	0	1!	0	0		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	568		1		62		1		1		2		1		329		380		227		704		1	
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:	568		1		62		1		1		2		1		329		380		227		704		1	
Added Vol:	75		0		5		0		0		0		0		33		37		2		65		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	643		1		67		1		1		2		1		362		417		229		769		1	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	643		1		67		1		1		2		1		362		417		229		769		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	643		1		67		1		1		2		1		362		417		229		769		1	
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:	1.10	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	707		1		67		1		1		2		1		362		417		229		769		1	
Saturation Flow Module:																								
Sat/Lane:	1425	1425			1425		1425	1425			1425		1425	1425			1425		1425	1425			1425	
Adjustment:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.99	0.01			1.00		0.25	0.25			0.50		1.00	1.00			1.00		1.00	0.99			0.01	
Final Sat.:	2846		4		1425		356		356		713		1425	1425			1425		1425	1423			2	
Capacity Analysis Module:																								
Vol/Sat:	0.25	0.25			0.05		0.00	0.00			0.00		0.00	0.25			0.29		0.16	0.54			0.54	
Crit Vol:	354								4				1							770				
Crit Moves:	****								****				****							****				

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	1		0		0		0		0		0		0		275		1		2		518		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:	1		0		0		0		0		0		0		275		1		2		518		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:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	1		0		0		0		0		0		0		275		1		2		518		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	1		0		0		0		0		0		0		275		1		2		518		0	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10			1.10		1.10	1.10			1.10		1.10	1.00			1.00		1.10	1.00			1.00	
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	1		0		0		0		0		0		0		275		1		2		518		0	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx	xxxxx		xxxxx		xxxx	xxxxx			xxxxx		xxxxx	xxxx	xxxxx				2.1	xxxx	xxxxx			
Critical Gp:	6.5	xxxx	xxxxx		xxxxx		xxxx	xxxxx			xxxxx		xxxxx	xxxx	xxxxx				5.0	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	796	xxxx	xxxxx		xxxx		xxxx	xxxxx			xxxxx		xxxx	xxxx	xxxxx				276	xxxx	xxxxx			
Potent Cap.:	367	xxxx	xxxxx		xxxx		xxxx	xxxxx			xxxxx		xxxx	xxxx	xxxxx				1266	xxxx	xxxxx			
Adj Cap:	1.00	xxxx	xxxxx		xxxx		xxxx	xxxxx			xxxxx		xxxx	xxxx	xxxxx				1.00	xxxx	xxxxx			
Move Cap.:	366	xxxx	xxxxx		xxxx		xxxx	xxxxx			xxxxx		xxxx	xxxx	xxxxx				1266	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	9.9	xxxx	xxxxx		xxxxx		xxxx	xxxxx			xxxxx		xxxxx	xxxx	xxxxx				2.8	xxxx	xxxxx			
LOS by Move:	B		*		*		*		*		*		*		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:			9.9						0.0						0.0						0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 1.1 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	1	0	0	0	0	0	0	275	1	2	518	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:	1	0	0	0	0	0	0	275	1	2	518	0
Added Vol:	65	0	20	0	0	0	0	5	33	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	20	0	0	0	0	280	34	12	520	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	20	0	0	0	0	280	34	12	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	66	0	20	0	0	0	0	280	34	12	520	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	73	0	22	0	0	0	0	280	34	13	520	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	829	xxxx	297	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	xxxx	xxxxx
Potent Cap.:	351	xxxx	979	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1215	xxxx	xxxxx
Adj Cap:	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	345	xxxx	979	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1215	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	12.9	xxxx	3.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	406	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.8			0.0			0.0			0.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	625	0	0	618	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	0	0	618	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	625	0	0	618	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	625	0	0	618	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	625	0	0	618	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	625	0	0	618	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	0	0	618	0	0	0	0	0	0	0
Added Vol:	0	51	8	13	26	0	0	0	0	23	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	676	8	13	644	0	0	0	0	23	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	676	8	13	644	0	0	0	0	23	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	676	8	13	644	0	0	0	0	23	0	30
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	676	8	14	644	0	0	0	0	25	0	33
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	684	xxxx	xxxxx	xxxx	xxxx	xxxxx	1333	xxxx	338
Potent Cap.:	xxxx	xxxx	xxxxx	736	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	xxxx	933
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	736	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	xxxx	933
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.3	xxxx	4.0
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.1			0.0			15.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	596	512	0	0	618	3	104	0	720	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	596	512	0	0	618	3	104	0	720	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	512	0	0	618	3	104	0	720	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	512	0	0	618	3	104	0	720	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	596	512	0	0	618	3	104	0	720	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.18	0.00	0.00	0.22	0.00	0.07	0.00	0.51	0.00	0.00	0.00
Crit Vol:	0				309				720	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	596	512	0		0	618	3		104	0	720		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	596	512	0		0	618	3		104	0	720		0	0	0	
Added Vol:	84	57	0		0	44	5		2	0	43		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	680	569	0		0	662	8		106	0	763		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	680	569	0		0	662	8		106	0	763		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	680	569	0		0	662	8		106	0	763		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	680	569	0		0	662	8		106	0	763		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.20	0.00		0.00	0.23	0.01		0.07	0.00	0.54		0.00	0.00	0.00	
Crit Vol:	680					331			106					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1113	0		0	1346	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1113	0		0	1346	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.49	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	0					673				0				0		
Crit Moves:	****					****										

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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				Split Phase				Split Phase			
Rights:		Ovl				Ovl				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Added Vol:	0	6	183		68	18	0		0	0	0		364	0	135	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1119	183		68	1364	0		0	0	0		364	0	135	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1119	183		68	1364	0		0	0	0		364	0	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1119	183		68	1364	0		0	0	0		364	0	135	
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		1.10	1.00	1.00	
Final Vol.:	0	1119	183		68	1364	0		0	0	0		400	0	135	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		2.00	0.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		2750	0	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.13		0.05	0.50	0.00		0.00	0.00	0.00		0.15	0.00	0.10	
Crit Vol:	0					682				0			200			
Crit Moves:	****					****							****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected				Protected				Protected				Permitted			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	905	19		194	1153	0		0	0	0		73	0	210	
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	905	19		194	1153	0		0	0	0		73	0	210	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	905	19		194	1153	0		0	0	0		73	0	210	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	905	19		194	1153	0		0	0	0		73	0	210	
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.:	0	905	19		194	1153	0		0	0	0		73	0	210	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		0.26	0.00	0.74	
Final Sat.:	0	2850	1425		1425	2850	0		0	0	0		368	0	1057	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.01		0.14	0.40	0.00		0.00	0.00	0.00		0.20	0.00	0.20	
Crit Vol:		453				0				0					283	
Crit Moves:		****				****									****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	905	19		194	1153		0	0	0		0	73	0		210
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	905	19		194	1153		0	0	0		0	73	0		210
Added Vol:	0	177	0		25	357		0	0	0		0	0	0		13
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	0	1082	19		219	1510		0	0	0		0	73	0		223
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1082	19		219	1510		0	0	0		0	73	0		223
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	1082	19		219	1510		0	0	0		0	73	0		223
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.:	0	1082	19		219	1510		0	0	0		0	73	0		223
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.00	0.00		0.00	0.25	0.00		0.75
Final Sat.:	0	2850	1425		1425	2850		0	0	0		0	351	0		1074
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.01		0.15	0.53		0.00	0.00	0.00		0.00	0.21	0.00		0.21
Crit Vol:		541			219					0			73			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	190	730	0		0	957	154		169	0	130		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	730	0		0	957	154		169	0	130		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	730	0		0	957	154		169	0	130		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	730	0		0	957	154		169	0	130		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	190	730	0		0	957	154		169	0	130		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.26	0.00		0.00	0.34	0.11		0.12	0.00	0.09		0.00	0.00	0.00	
Crit Vol:	190					479			169					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	190	730	0	0	957	154	169	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	730	0	0	957	154	169	0	130	0	0	0
Added Vol:	0	152	0	0	306	51	25	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	882	0	0	1263	205	194	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	882	0	0	1263	205	194	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	882	0	0	1263	205	194	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	882	0	0	1263	205	194	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.00	0.00	0.44	0.14	0.14	0.00	0.09	0.00	0.00	0.00
Crit Vol:	190				632		194				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	952	6	1	1198	24	14	0	2	44	3	4
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:	2	952	6	1	1198	24	14	0	2	44	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	952	6	1	1198	24	14	0	2	44	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	952	6	1	1198	24	14	0	2	44	3	4
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	952	6	1	1198	24	15	0	2	48	3	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	xxxx	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	xxxx	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	1222	xxxx	xxxxx	958	xxxx	xxxxx	2167	xxxx	611	2156	2180	479
Potent Cap.:	379	xxxx	xxxxx	525	xxxx	xxxxx	44	xxxx	679	44	58	792
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.95	xxxx	1.00	0.99	0.99	1.00
Move Cap.:	379	xxxx	xxxxx	525	xxxx	xxxxx	41	xxxx	679	44	57	792
Level Of Service Module:												
Stopped Del:	9.6	xxxx	xxxxx	6.9	xxxx	xxxxx	130.7	xxxx	5.3	469.2	66.2	4.6
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	47	xxxxx	xxxx	48	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	115	xxxxx	xxxxx	409	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			115.0			409.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 42.3 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 1 0			1 0 1 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	952	6	1	1198	24	14	0	2	44	3	4
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:	2	952	6	1	1198	24	14	0	2	44	3	4
Added Vol:	0	149	0	0	299	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1101	6	1	1497	30	17	0	2	44	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1101	6	1	1497	30	17	0	2	44	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	1101	6	1	1497	30	17	0	2	44	3	4
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	1101	6	1	1497	30	19	0	2	48	3	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	xxxx	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	xxxx	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	1527	xxxx	xxxxx	1107	xxxx	xxxxx	2618	xxxx	764	2604	2634	554
Potent Cap.:	260	xxxx	xxxxx	436	xxxx	xxxxx	22	xxxx	568	23	31	726
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.91	xxxx	1.00	0.99	0.99	1.00
Move Cap.:	260	xxxx	xxxxx	436	xxxx	xxxxx	20	xxxx	568	23	31	726
Level Of Service Module:												
Stopped Del:	14.0	xxxx	xxxxx	8.3	xxxx	xxxxx	566.6	xxxx	6.4	2141	128	5.0
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	23	xxxxx	xxxx	25	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	508	xxxxx	xxxxx	1855	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			507.6			1855.2		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	12	729	4	133	917	86	28	13	9	14	56	196
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:	12	729	4	133	917	86	28	13	9	14	56	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	729	4	133	917	86	28	13	9	14	56	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	729	4	133	917	86	28	13	9	14	56	196
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.:	12	729	4	133	917	86	28	13	9	14	56	196
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	0.22	0.78
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	813	563	1375	306	1069
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.00	0.10	0.33	0.06	0.02	0.02	0.02	0.01	0.18	0.18
Crit Vol:		365			133			28			252	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	729	4	133	917	86	28	13	9	14	56	196
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:	12	729	4	133	917	86	28	13	9	14	56	196
Added Vol:	0	133	0	25	268	6	3	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	862	4	158	1185	92	31	13	9	14	56	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	862	4	158	1185	92	31	13	9	14	56	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	862	4	158	1185	92	31	13	9	14	56	209
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.:	12	862	4	158	1185	92	31	13	9	14	56	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	0.21	0.79
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	813	563	1375	291	1084
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.00	0.11	0.43	0.07	0.02	0.02	0.02	0.01	0.19	0.19
Crit Vol:	12				593		31				265	
Crit Moves:	****				****		****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	235	684	437	32	1029	178	87	267	72	478	402	59
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:	235	684	437	32	1029	178	87	267	72	478	402	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	684	437	32	1029	178	87	267	72	478	402	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	684	437	32	1029	178	87	267	72	478	402	59
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.:	235	684	437	32	1029	178	87	267	72	478	402	59
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.32	0.02	0.37	0.13	0.06	0.10	0.05	0.35	0.15	0.04
Crit Vol:	235				515			134		478		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 1.073
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	235	684	437	32	1029	178	87	267	72	478	402	59
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:	235	684	437	32	1029	178	87	267	72	478	402	59
Added Vol:	0	114	0	19	229	19	9	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	798	437	51	1258	197	96	267	72	478	402	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	798	437	51	1258	197	96	267	72	478	402	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	798	437	51	1258	197	96	267	72	478	402	68
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.:	235	798	437	51	1258	197	96	267	72	478	402	68
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.32	0.04	0.46	0.14	0.07	0.10	0.05	0.35	0.15	0.05
Crit Vol:	235				629			134		478		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	112	1354	24	82	1292	279	155	6	71	93	23	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1354	24	82	1292	279	155	6	71	93	23	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1354	24	82	1292	279	155	6	71	93	23	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1354	24	82	1292	279	155	6	71	93	23	12
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	1354	24	82	1292	279	171	6	71	93	23	12
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.02	0.06	0.47	0.20	0.06	0.00	0.05	0.07	0.02	0.01
Crit Vol:		677			82			86			93	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	112	1354	24	82	1292	279	155	6	71	93	23	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1354	24	82	1292	279	155	6	71	93	23	12
Added Vol:	0	101	0	0	204	25	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1455	24	82	1496	304	168	6	71	93	23	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1455	24	82	1496	304	168	6	71	93	23	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1455	24	82	1496	304	168	6	71	93	23	12
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	1455	24	82	1496	304	185	6	71	93	23	12
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.02	0.06	0.54	0.22	0.07	0.00	0.05	0.07	0.02	0.01
Crit Vol:	112				748		93			93		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 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			Split Phase			Split Phase		
Rights:		Ignore			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	231	1531	0	0	1567	6	21	0	102	549	8	29
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1531	0	0	1567	6	21	0	102	549	8	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	1531	0	0	1567	6	21	0	102	549	8	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1531	0	0	1567	6	21	0	102	549	8	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	231	1531	0	0	1567	6	21	0	102	604	8	29
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.99	0.01	1.00	0.00	1.00	2.00	0.22	0.78
Final Sat.:	1375	2750	0	0	4109	16	1375	0	1375	2750	297	1078
Capacity Analysis Module:												
Vol/Sat:	0.17	0.56	0.00	0.00	0.38	0.38	0.02	0.00	0.07	0.22	0.03	0.03
Crit Vol:		766			0		21			302		
Crit Moves:		****			****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	231	1531	0	0	1567	6	21	0	102	549	8	29
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1531	0	0	1567	6	21	0	102	549	8	29
Added Vol:	0	101	0	0	204	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1632	0	0	1771	6	21	0	102	549	8	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	1632	0	0	1771	6	21	0	102	549	8	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1632	0	0	1771	6	21	0	102	549	8	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	231	1632	0	0	1771	6	21	0	102	604	8	29
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.99	0.01	1.00	0.00	1.00	2.00	0.22	0.78
Final Sat.:	1375	2750	0	0	4111	14	1375	0	1375	2750	297	1078
Capacity Analysis Module:												
Vol/Sat:	0.17	0.59	0.00	0.00	0.43	0.43	0.02	0.00	0.07	0.22	0.03	0.03
Crit Vol:	231				592		21			302		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1339	0	0	1791	710	87	0	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1339	0	0	1791	0	87	0	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1339	0	0	1791	0	87	0	271	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1339	0	0	1791	0	87	0	271	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1339	0	0	1791	0	96	0	298	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4500	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.60	0.00	0.03	0.00	0.10	0.00	0.00	0.00
Crit Vol:	0				896				149	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ignore						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	2	0	0		0	0	1	1	0		2	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	1339		0		0	1791		710		87		0		271		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	1339		0		0	1791		0		87		0		271		0		0		0		0	
Added Vol:	0	19		0		0	38		0		82		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Initial Fut:	0	1358		0		0	1829		0		169		0		271		0		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	1358		0		0	1829		0		169		0		271		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Reduced Vol:	0	1358		0		0	1829		0		169		0		271		0		0		0		0	
PCE Adj:	6.00	1.00		1.00		1.00	1.00		0.00		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		0.00		1.10		1.00		1.10		1.00		1.00		1.00		1.00	
Final Vol.:	0	1358		0		0	1829		0		186		0		298		0		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500		1500		1500		1500		1500		1500		1500	
Adjustment:	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	
Lanes:	0.00	3.00		0.00		0.00	2.00		0.00		2.00		0.00		2.00		0.00		0.00		0.00		0.00	
Final Sat.:	0	4500		0		0	3000		0		3000		0		3000		0		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.30		0.00		0.00	0.61		0.00		0.06		0.00		0.10		0.00		0.00		0.00		0.00	
Crit Vol:	0						915								149		0							
Crit Moves:	****						****								****									

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		34		0		22		11		354		0		0		322		10	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:	0		0		0		34		0		22		11		354		0		0		322		10	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Volume:	0		0		0		34		0		22		11		354		0		0		322		10	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		34		0		22		11		354		0		0		322		10	
Adjusted Volume Module:																								
Grade:		0%						0%						0%						0%				
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10		1.10	1.00		1.00		1.10	1.00		1.00		1.00	
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	0		0		0		37		0		24		12		354		0		0		322		10	
Critical Gap Module:																								
MoveUp Time:	xxxxx		xxxx		xxxxx		3.4		xxxx		2.6		2.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Critical Gp:	xxxxx		xxxx		xxxxx		6.5		xxxx		5.5		5.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		692		xxxx		327		332		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		421		xxxx		945		1191		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Adj Cap:	xxxx		xxxx		xxxxx		0.99		xxxx		1.00		1.00		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		415		xxxx		945		1191		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Level Of Service Module:																								
Stopped Del:	xxxxx		xxxx		xxxxx		9.4		xxxx		3.9		3.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		A		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		533		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Shrd StpDel:	xxxxx		xxxx		xxxxx		xxxxx		7.3		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		B		*		*		*		*		*		*		*	
ApproachDel:			0.0						7.3						0.1						0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	34	0	22	11	354	0	0	322	10
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	34	0	22	11	354	0	0	322	10
Added Vol:	0	0	0	0	0	0	0	25	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	0	22	11	379	0	0	335	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	22	11	379	0	0	335	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	34	0	22	11	379	0	0	335	10
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	37	0	24	12	379	0	0	335	10
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	730	xxxx	340	345	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	400	xxxx	931	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	395	xxxx	931	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	4.0	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	510	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	7.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			7.6			0.1			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	41	193	22	4	377	224	182	25	117	103	37	10
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:	41	193	22	4	377	224	182	25	117	103	37	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	193	22	4	377	224	182	25	117	103	37	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	193	22	4	377	224	182	25	117	103	37	10
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.:	41	193	22	4	377	224	182	25	117	103	37	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.63	0.37	0.56	0.08	0.36	0.69	0.25	0.06
Final Sat.:	1425	1279	146	1425	894	531	800	110	515	979	352	95
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.00	0.42	0.42	0.23	0.23	0.23	0.11	0.11	0.11
Crit Vol:	41				601			324		103		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #250 Taylor Road & English Colony Way

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	41	193	22	4	377	224	182	25	117	103	37	10
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:	41	193	22	4	377	224	182	25	117	103	37	10
Added Vol:	0	0	0	0	0	9	19	6	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	193	22	4	377	233	201	31	117	103	40	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	193	22	4	377	233	201	31	117	103	40	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	193	22	4	377	233	201	31	117	103	40	10
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.:	41	193	22	4	377	233	201	31	117	103	40	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.62	0.38	0.58	0.09	0.33	0.67	0.26	0.07
Final Sat.:	1425	1279	146	1425	881	544	821	127	478	959	373	93
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.00	0.43	0.43	0.24	0.24	0.24	0.11	0.11	0.11
Crit Vol:	41				610			349		103		
Crit Moves:	****				****			****		****		

****

CAPACITY ANALYSIS SUMMARIES
BUILDOUT OF PROJECT VICINITY
NO PROJECT AND PLUS SUB-ALTERNATIVE 5-3
(RETAIN ACCESS TO SR 193)
P.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Trip Generation Report
PMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	PM Peak Hour	606.00	364.00	606	364	970	93.8
	Zone 1 Subtotal					606	364	970	93.8
2	The Meadows	1.00	PM Peak Hour	44.00	20.00	44	20	64	6.2
	Zone 2 Subtotal					44	20	64	6.2
TOTAL						650	384	1034	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Trip Distribution Report
CU10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0
2	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	26.0	6.0	11.0
2	3.0	4.0	26.0	6.0	11.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	52	0	312	519	0	0	0	0	87	970
Total	0	0	0	52	0	312	519	0	0	0	0	87	970
#100 SR 65 & SR 193													
Base	0	954	34	491	777	0	0	0	0	250	0	347	2853
Added	0	0	20	52	0	0	0	0	0	12	0	31	115
Total	0	954	54	543	777	0	0	0	0	262	0	378	2968
#110 Sierra College Blvd. & SR 193													
Base	415	0	176	1	0	0	0	757	559	113	323	1	2345
Added	44	0	3	0	0	0	0	67	76	5	40	0	235
Total	459	0	179	1	0	0	0	824	635	118	363	1	2580
#120 Clark Tunnel Road & SR 193													
Base	1	0	0	0	0	0	0	563	0	0	318	0	882
Added	40	0	12	0	0	0	0	3	67	21	5	0	148
Total	41	0	12	0	0	0	0	566	67	21	323	0	1030
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	597	0	0	673	0	0	0	0	0	0	0	1270
Added	0	31	22	30	52	0	0	0	0	10	0	16	161
Total	0	628	22	30	725	0	0	0	0	10	0	16	1431
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	765	547	0	0	606	63	52	0	560	0	0	0	2593
Added	52	48	0	0	60	2	5	0	86	0	0	0	253
Total	817	595	0	0	666	65	57	0	646	0	0	0	2846
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	1296	0	0	1175	0	0	0	0	0	0	0	2471
Added	0	17	373	138	8	0	0	0	0	223	0	83	842
Total	0	1313	373	138	1183	0	0	0	0	223	0	83	3313
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	18	0	5	11	500	0	0	301	11	846
Total	0	0	0	18	0	5	11	500	0	0	301	11	846
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	87	52	0	0	0	0	0	139
Total	0	0	0	0	0	87	52	0	0	0	0	0	139

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	1113	46	238	943	0	0	0	0	48	0	160	2548
Added	0	364	0	15	215	0	0	0	0	0	0	26	620
Total	0	1477	46	253	1158	0	0	0	0	48	0	186	3168
#170 Sierra College Blvd & Clover Valley Road													
Base	133	1025	0	0	633	165	156	0	187	0	0	0	2299
Added	0	312	0	0	184	31	52	0	0	0	0	0	579
Total	133	1337	0	0	817	196	208	0	187	0	0	0	2878
#180 Sierra College Blvd. & Del Mar Avenue													
Base	0	1134	30	1	997	17	16	9	2	14	8	2	2230
Added	0	305	0	0	180	4	7	0	0	0	0	0	496
Total	0	1439	30	1	1177	21	23	9	2	14	8	2	2726
#190 Sierra College Blvd. & King Road													
Base	7	958	24	220	782	21	99	55	5	12	21	157	2361
Added	0	273	0	15	161	4	7	0	0	0	0	26	486
Total	7	1231	24	235	943	25	106	55	5	12	21	183	2847
#200 Sierra College Blvd. & Taylor Road													
Base	161	951	542	53	749	70	148	534	179	473	319	75	4254
Added	0	234	0	12	138	12	20	0	0	0	0	20	436
Total	161	1185	542	65	887	82	168	534	179	473	319	95	4690
#210 Sierra College Blvd. & Granite Drive													
Base	105	1443	64	48	1386	174	417	9	101	79	12	9	3847
Added	0	208	0	0	123	15	26	0	0	0	0	0	372
Total	105	1651	64	48	1509	189	443	9	101	79	12	9	4219
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	97	1400	0	0	1561	11	22	0	212	564	14	209	4090
Added	0	208	0	0	123	0	0	0	0	0	0	0	331
Total	97	1608	0	0	1684	11	22	0	212	564	14	209	4421
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	208	0	0	23	100	0	0	0	0	0	0	331
Total	0	208	0	0	23	100	0	0	0	0	0	0	331
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	208	0	0	23	0	0	0	0	0	0	0	231
Total	0	208	0	0	23	0	0	0	0	0	0	0	231

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	75	1886	0	0	1299	248	689	0	157	0	0	0	4354
Added	0	39	0	0	23	0	169	0	0	0	0	0	231
Total	75	1925	0	0	1322	248	858	0	157	0	0	0	4585
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	24	0	6	15	293	0	0	280	38	656
Added	0	0	0	0	0	0	0	15	0	0	26	0	41
Total	0	0	0	24	0	6	15	308	0	0	306	38	697
#250 Taylor Road & English Colony Way													
Base	50	686	82	16	154	197	200	48	73	36	32	3	1577
Added	0	0	0	0	0	20	12	4	0	0	7	0	43
Total	50	686	82	16	154	217	212	52	73	36	39	3	1620

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	364	606	970	519	312	831	87	52	139	1940
Total	0	0	0	364	606	970	519	312	831	87	52	139	1940
#100 SR 65 & SR 193													
Base	988	1027	2015	1268	1301	2569	0	0	0	597	525	1122	5706
Added	20	12	32	52	31	83	0	0	0	43	72	115	230
Total	1008	1039	2047	1320	1332	2652	0	0	0	640	597	1237	5936
#110 Sierra College Blvd. & SR 193													
Base	591	672	1263	1	1	2	1316	738	2054	437	934	1371	4690
Added	47	81	128	0	0	0	143	84	227	45	70	115	470
Total	638	753	1391	1	1	2	1459	822	2281	482	1004	1486	5160
#120 Clark Tunnel Road & SR 193													
Base	1	0	1	0	0	0	563	319	882	318	563	881	1764
Added	52	88	140	0	0	0	70	45	115	26	15	41	296
Total	53	88	141	0	0	0	633	364	997	344	578	922	2060
#130 Sierra College Blvd. & Lower Ranch Road													
Base	597	673	1270	673	597	1270	0	0	0	0	0	0	2540
Added	53	62	115	82	47	129	0	0	0	26	52	78	322
Total	650	735	1385	755	644	1399	0	0	0	26	52	78	2862
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	1312	1166	2478	669	599	1268	612	828	1440	0	0	0	5186
Added	100	146	246	62	53	115	91	54	145	0	0	0	506
Total	1412	1312	2724	731	652	1383	703	882	1585	0	0	0	5692
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	1296	1175	2471	1175	1296	2471	0	0	0	0	0	0	4942
Added	390	231	621	146	100	246	0	0	0	306	511	817	1684
Total	1686	1406	3092	1321	1396	2717	0	0	0	306	511	817	6626
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	23	22	45	511	306	817	312	518	830	1692
Total	0	0	0	23	22	45	511	306	817	312	518	830	1692
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	87	52	139	52	87	139	0	0	0	278
Total	0	0	0	87	52	139	52	87	139	0	0	0	278

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	1159	991	2150	1181	1273	2454	0	0	0	208	284	492	5096
Added	364	215	579	230	390	620	0	0	0	26	15	41	1240
Total	1523	1206	2729	1411	1663	3074	0	0	0	234	299	533	6336
#170 Sierra College Blvd. & Clover Valley Road													
Base	1158	820	1978	798	1181	1979	343	298	641	0	0	0	4598
Added	312	184	496	215	364	579	52	31	83	0	0	0	1158
Total	1470	1004	2474	1013	1545	2558	395	329	724	0	0	0	5756
#180 Sierra College Blvd. & Del Mar Avenue													
Base	1164	1013	2177	1015	1152	2167	27	25	52	24	40	64	4460
Added	305	180	485	184	312	496	7	4	11	0	0	0	992
Total	1469	1193	2662	1199	1464	2663	34	29	63	24	40	64	5452
#190 Sierra College Blvd. & King Road													
Base	989	799	1788	1023	1214	2237	159	49	208	190	299	489	4722
Added	273	161	434	180	306	486	7	4	11	26	15	41	972
Total	1262	960	2222	1203	1520	2723	166	53	219	216	314	530	5694
#200 Sierra College Blvd. & Taylor Road													
Base	1654	1401	3055	872	1174	2046	861	550	1411	867	1129	1996	8508
Added	234	138	372	162	274	436	20	12	32	20	12	32	872
Total	1888	1539	3427	1034	1448	2482	881	562	1443	887	1141	2028	9380
#210 Sierra College Blvd. & Granite Drive													
Base	1612	1566	3178	1608	1869	3477	527	291	818	100	121	221	7694
Added	208	123	331	138	234	372	26	15	41	0	0	0	744
Total	1820	1689	3509	1746	2103	3849	553	306	859	100	121	221	8438
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1497	2337	3834	1572	1631	3203	234	122	356	787	0	787	8180
Added	208	123	331	123	208	331	0	0	0	0	0	0	662
Total	1705	2460	4165	1695	1839	3534	234	122	356	787	0	787	8842
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	208	23	231	123	208	331	0	100	100	0	0	0	662
Total	208	23	231	123	208	331	0	100	100	0	0	0	662
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	208	23	231	23	208	231	0	0	0	0	0	0	462
Total	208	23	231	23	208	231	0	0	0	0	0	0	462

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1961	1456	3417	1547	2575	4122	846	323	1169	0	0	0	8708
Added	39	23	62	23	208	231	169	0	169	0	0	0	462
Total	2000	1479	3479	1570	2783	4353	1015	323	1338	0	0	0	9170
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	30	53	83	308	286	594	318	317	635	1312
Added	0	0	0	0	0	0	15	26	41	26	15	41	82
Total	0	0	0	30	53	83	323	312	635	344	332	676	1394
#250 Taylor Road & English Colony Way													
Base	818	263	1081	367	889	1256	321	279	600	71	146	217	3154
Added	0	0	0	20	12	32	16	27	43	7	4	11	86
Total	818	263	1081	387	901	1288	337	306	643	78	150	228	3240

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	F	xxxxx	1.189	F	xxxxx	1.226	+ 0.036 V/C
#110 Sierra College Blvd. & SR 193	C	xxxxx	0.771	D	xxxxx	0.838	+ 0.067 V/C
#120 Clark Tunnel Road & SR 193	C	0.0	0.000	C	0.8	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	D	0.4	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	C	xxxxx	0.786	D	xxxxx	0.847	+ 0.061 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.471	B	xxxxx	0.667	+ 0.196 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.591	C	xxxxx	0.729	+ 0.138 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.469	B	xxxxx	0.615	+ 0.146 V/C
#180 Sierra College Blvd. & Del Mar	F	2.8	0.000	F	17.3	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	C	xxxxx	0.710	D	xxxxx	0.844	+ 0.134 V/C
#200 Sierra College Blvd. & Taylor	E	xxxxx	0.928	F	xxxxx	1.016	+ 0.089 V/C
#210 Sierra College Blvd. & Granite	D	xxxxx	0.805	D	xxxxx	0.860	+ 0.055 V/C
#220 Sierra College Blvd. & I-80 We	D	xxxxx	0.818	D	xxxxx	0.894	+ 0.076 V/C
#230 Sierra College Blvd. & I-80 Ea	C	xxxxx	0.736	D	xxxxx	0.805	+ 0.070 V/C
#240 Clark Tunnel Road & English Co	B	0.4	0.000	B	0.4	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	D	xxxxx	0.801	D	xxxxx	0.812	+ 0.011 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.189
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 0 1 0			0 1 0 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	0	954	34	491	777	0	0	0	0	250	0	347
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	954	34	491	777	0	0	0	0	250	0	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	954	34	491	777	0	0	0	0	250	0	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	954	34	491	777	0	0	0	0	250	0	347
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.:	0	954	34	491	777	0	0	0	0	250	0	347
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.02	0.34	0.55	0.00	0.00	0.00	0.00	0.18	0.00	0.24
Crit Vol:		954		491				0		250		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.226
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	954	34	491	777	0	0	0	0	250	0	347
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	954	34	491	777	0	0	0	0	250	0	347
Added Vol:	0	0	20	52	0	0	0	0	0	12	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	954	54	543	777	0	0	0	0	262	0	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	954	54	543	777	0	0	0	0	262	0	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	954	54	543	777	0	0	0	0	262	0	378
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.:	0	954	54	543	777	0	0	0	0	262	0	378
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.04	0.38	0.55	0.00	0.00	0.00	0.00	0.18	0.00	0.27
Crit Vol:		954		543				0		250		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	415	0	176	1	0	0	0	757	559	113	323	1
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:	415	0	176	1	0	0	0	757	559	113	323	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	0	176	1	0	0	0	757	559	113	323	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	0	176	1	0	0	0	757	559	113	323	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	457	0	176	1	0	0	0	757	559	113	323	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2850	0	1425	1425	0	0	1425	1425	1425	1425	1421	4
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.12	0.00	0.00	0.00	0.00	0.53	0.39	0.08	0.23	0.23
Crit Vol:	229				0			757		113		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	0 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	415		0	176	1		0	0	0	757	559		113	323		1
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:	415		0	176	1		0	0	0	757	559		113	323		1
Added Vol:	44		0	3	0		0	0	0	67	76		5	40		0
PasserByVol:	0		0	0	0		0	0	0	0	0		0	0		0
Initial Fut:	459		0	179	1		0	0	0	824	635		118	363		1
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	459		0	179	1		0	0	0	824	635		118	363		1
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	459		0	179	1		0	0	0	824	635		118	363		1
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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	505		0	179	1		0	0	0	824	635		118	363		1
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	2.00	0.00	1.00		1.00	0.00	0.00		1.00	1.00	1.00		1.00	0.99		0.01
Final Sat.:	2850		0	1425	1425		0	0	1425	1425	1425		1425	1421		4
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.13		0.00	0.00	0.00		0.00	0.58	0.45		0.08	0.26		0.26
Crit Vol:	253					0				824			118			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	0	0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	1		0	0	0		0	0	0	563		0	0	318		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:	1		0	0	0		0	0	0	563		0	0	318		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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1		0	0	0		0	0	0	563		0	0	318		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Final Vol.:	1		0	0	0		0	0	0	563		0	0	318		0
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
% Truck/Comb:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Trck/Cmb PCE:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Adj Vol.:	1		0	0	0		0	0	0	563		0	0	318		0
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	881	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	11.0				0.0				0.0				0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.8 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0	0	0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	1	0	0	0	0	0	0	563	0	0	318	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:	1	0	0	0	0	0	0	563	0	0	318	0
Added Vol:	40	0	12	0	0	0	0	3	67	21	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	12	0	0	0	0	566	67	21	323	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	12	0	0	0	0	566	67	21	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	41	0	12	0	0	0	0	566	67	21	323	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	45	0	13	0	0	0	0	566	67	23	323	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	944	xxxx	600	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	633	xxxx	xxxxx
Potent Cap.:	301	xxxx	688	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	xxxxx
Adj Cap:	0.97	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	291	xxxx	688	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	14.4	xxxx	5.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	335	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.3			0.0			0.0			0.3	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	597	0	0	673	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	597	0	0	673	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	0	0	673	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	597	0	0	673	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	597	0	0	673	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		0.0			0.0			0.0			0.0	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	597	0		0	673	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	597	0		0	673	0		0	0	0		0	0	0	
Added Vol:	0	31	22		30	52	0		0	0	0		10	0	16	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	628	22		30	725	0		0	0	0		10	0	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	628	22		30	725	0		0	0	0		10	0	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	628	22		30	725	0		0	0	0		10	0	16	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.10	1.10		1.10	1.10	1.10	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	628	22		33	725	0		0	0	0		11	0	18	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.4	xxxx	2.6	
Critical Gp:	xxxxx	xxxx	xxxxx		5.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.0	xxxx	5.5	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		650	xxxx	xxxxx		xxxx	xxxx	xxxxx		1383	xxxx	314	
Potent Cap.:	xxxx	xxxx	xxxxx		768	xxxx	xxxxx		xxxx	xxxx	xxxxx		138	xxxx	960	
Adj Cap:	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.96	xxxx	1.00	
Move Cap.:	xxxx	xxxx	xxxxx		768	xxxx	xxxxx		xxxx	xxxx	xxxxx		132	xxxx	960	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		4.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		29.4	xxxx	3.8	
LOS by Move:	*	*	*		A	*	*		*	*	*		D	*	A	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.2				0.0				13.7			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	765	547	0		0	606	63		52	0	560		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	765	547	0		0	606	63		52	0	560		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	765	547	0		0	606	63		52	0	560		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	765	547	0		0	606	63		52	0	560		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	765	547	0		0	606	63		52	0	560		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.54	0.19	0.00		0.00	0.21	0.04		0.04	0.00	0.39		0.00	0.00	0.00	
Crit Vol:	765					303			52					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 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				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	765	547	0		0	606	63		52	0	560		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	765	547	0		0	606	63		52	0	560		0	0	0	
Added Vol:	52	48	0		0	60	2		5	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	817	595	0		0	666	65		57	0	646		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	817	595	0		0	666	65		57	0	646		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	817	595	0		0	666	65		57	0	646		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	817	595	0		0	666	65		57	0	646		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.57	0.21	0.00		0.00	0.23	0.05		0.04	0.00	0.45		0.00	0.00	0.00	
Crit Vol:	817					333			57					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1296	0		0	1175	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1296	0		0	1175	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.00		0.00	0.43	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:		648			0					0				0		
Crit Moves:		****			****											

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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				Split Phase				Split Phase			
Rights:		Ovl				Ovl				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Added Vol:	0	17	373		138	8	0		0	0	0		223	0	83	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1313	373		138	1183	0		0	0	0		223	0	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1313	373		138	1183	0		0	0	0		223	0	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1313	373		138	1183	0		0	0	0		223	0	83	
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		1.10	1.00	1.00	
Final Vol.:	0	1313	373		138	1183	0		0	0	0		245	0	83	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		2.00	0.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		2750	0	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.27		0.10	0.43	0.00		0.00	0.00	0.00		0.09	0.00	0.06	
Crit Vol:		657			138					0			123			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Protected				Protected				Permitted				Permitted			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	0	0 1	0	0
Volume Module:																
Base Vol:	0	1113	46		238	943	0		0	0	0		48	0	160	
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	1113	46		238	943	0		0	0	0		48	0	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1113	46		238	943	0		0	0	0		48	0	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1113	46		238	943	0		0	0	0		48	0	160	
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.:	0	1113	46		238	943	0		0	0	0		48	0	160	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		0.23	0.00	0.77	
Final Sat.:	0	2850	1425		1425	2850	0		0	0	0		329	0	1096	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.03		0.17	0.33	0.00		0.00	0.00	0.00		0.15	0.00	0.15	
Crit Vol:		557			238					0			48			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1113	46	238	943	0	0	0	0	48	0	160
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	1113	46	238	943	0	0	0	0	48	0	160
Added Vol:	0	364	0	15	215	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1477	46	253	1158	0	0	0	0	48	0	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1477	46	253	1158	0	0	0	0	48	0	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1477	46	253	1158	0	0	0	0	48	0	186
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.:	0	1477	46	253	1158	0	0	0	0	48	0	186
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	292	0	1133
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.03	0.18	0.41	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Vol:		739		253				0		48		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	133	1025	0	0	633	165	156	0	187	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1025	0	0	633	165	156	0	187	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1025	0	0	633	165	156	0	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1025	0	0	633	165	156	0	187	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1025	0	0	633	165	156	0	187	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.00	0.00	0.22	0.12	0.11	0.00	0.13	0.00	0.00	0.00
Crit Vol:		513			0		156				0	
Crit Moves:		****		****			****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	133	1025	0	0	633	165	156	0	187	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1025	0	0	633	165	156	0	187	0	0	0
Added Vol:	0	312	0	0	184	31	52	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1337	0	0	817	196	208	0	187	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1337	0	0	817	196	208	0	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1337	0	0	817	196	208	0	187	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1337	0	0	817	196	208	0	187	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.29	0.14	0.15	0.00	0.13	0.00	0.00	0.00
Crit Vol:		669			0		208				0	
Crit Moves:		****			****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1134	30	1	997	17	16	9	2	14	8	2
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	1134	30	1	997	17	16	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1134	30	1	997	17	16	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1134	30	1	997	17	16	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	1134	30	1	997	17	18	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1164	xxxx	xxxxx	2145	2171	507	2152	2164	582
Potent Cap.:	xxxx	xxxx	xxxxx	407	xxxx	xxxxx	45	59	766	45	59	702
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.88	1.00	1.00	0.87	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	407	xxxx	xxxxx	40	58	766	39	59	702
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	148.9	72.7	4.7	144.1	70.6	5.1
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	48	xxxxx	xxxx	48	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	113	xxxxx	xxxxx	108	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:		0.0			0.0			112.8			108.0	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #180 Sierra College Blvd. & Del Mar Avenue

****

Average Delay (sec/veh): 17.3 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1134	30	1	997	17	16	9	2	14	8	2
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	1134	30	1	997	17	16	9	2	14	8	2
Added Vol:	0	305	0	0	180	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1439	30	1	1177	21	23	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1439	30	1	1177	21	23	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1439	30	1	1177	21	23	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	1439	30	1	1177	21	25	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1469	xxxx	xxxxx	2632	2658	599	2637	2653	735
Potent Cap.:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	22	30	688	22	31	588
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.77	1.00	1.00	0.74	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	17	30	688	16	30	588
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	13.0	xxxx	xxxxx	1319	167	5.2	700.5	159	6.1
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	21	xxxxx	xxxx	21	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	937	xxxxx	xxxxx	462	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			937.2			462.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #190 Sierra College Blvd. & King Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 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:	Ovl						Ovl						Include						Include					
Min. Green:	0		0			0	0		0			0	0		0			0	0		0			0
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:		7	958		24		220	782		21			99	55		5			12	21		157		
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:		7	958		24		220	782		21			99	55		5			12	21		157		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:		7	958		24		220	782		21			99	55		5			12	21		157		
Reduct Vol:		0	0		0		0	0		0			0	0		0			0	0		0		
Reduced Vol:		7	958		24		220	782		21			99	55		5			12	21		157		
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.:		7	958		24		220	782		21			99	55		5			12	21		157		
Saturation Flow Module:																								
Sat/Lane:	1375	1375		1375			1375	1375		1375			1375	1375		1375			1375	1375		1375		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			1.00	0.92		0.08			1.00	0.12		0.88		
Final Sat.:	1375	2750		1375			1375	2750		1375			1375	1260		115			1375	162		1213		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.35		0.02			0.16	0.28		0.02			0.07	0.04		0.04			0.01	0.13		0.13		
Crit Vol:		479					220						99							178				
Crit Moves:		****					****						****							****				

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 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:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	7	958	24	220	782	21	99	55	5	12	21	157
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:	7	958	24	220	782	21	99	55	5	12	21	157
Added Vol:	0	273	0	15	161	4	7	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1231	24	235	943	25	106	55	5	12	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1231	24	235	943	25	106	55	5	12	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1231	24	235	943	25	106	55	5	12	21	183
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.:	7	1231	24	235	943	25	106	55	5	12	21	183
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.92	0.08	1.00	0.10	0.90
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1260	115	1375	142	1233
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.02	0.17	0.34	0.02	0.08	0.04	0.04	0.01	0.15	0.15
Crit Vol:		616		235			106				204	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	161	951	542	53	749	70	148	534	179	473	319	75
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:	161	951	542	53	749	70	148	534	179	473	319	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	951	542	53	749	70	148	534	179	473	319	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	951	542	53	749	70	148	534	179	473	319	75
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.:	161	951	542	53	749	70	148	534	179	473	319	75
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.39	0.04	0.27	0.05	0.11	0.19	0.13	0.34	0.12	0.05
Crit Vol:	161				375			267		473		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 1.016
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	161	951	542	53	749	70	148	534	179	473	319	75
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:	161	951	542	53	749	70	148	534	179	473	319	75
Added Vol:	0	234	0	12	138	12	20	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1185	542	65	887	82	168	534	179	473	319	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1185	542	65	887	82	168	534	179	473	319	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1185	542	65	887	82	168	534	179	473	319	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.:	161	1185	542	65	887	82	168	534	179	473	319	95
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.39	0.05	0.32	0.06	0.12	0.19	0.13	0.34	0.12	0.07
Crit Vol:		593		65				267		473		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	105	1443	64	48	1386	174	417	9	101	79	12	9
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:	105	1443	64	48	1386	174	417	9	101	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1443	64	48	1386	174	417	9	101	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1443	64	48	1386	174	417	9	101	79	12	9
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1443	64	48	1386	174	459	9	101	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.52	0.05	0.03	0.50	0.13	0.17	0.01	0.07	0.06	0.01	0.01
Crit Vol:	105				693		229			79		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 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				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	2 0	1		2 0	1 0	1		1 0	1 0	1	
Volume Module:																
Base Vol:	105	1443	64		48	1386	174		417	9	101		79	12	9	
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:	105	1443	64		48	1386	174		417	9	101		79	12	9	
Added Vol:	0	208	0		0	123	15		26	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	105	1651	64		48	1509	189		443	9	101		79	12	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	105	1651	64		48	1509	189		443	9	101		79	12	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	1651	64		48	1509	189		443	9	101		79	12	9	
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		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	105	1651	64		48	1509	189		487	9	101		79	12	9	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		2750	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.60	0.05		0.03	0.55	0.14		0.18	0.01	0.07		0.06	0.01	0.01	
Crit Vol:	105					755			244				79			
Crit Moves:	****					****			****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 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				Split Phase				Split Phase			
Rights:	Ignore				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	2 1	0		1 0	0 0	1		2 0	0 1	0	
Volume Module:																
Base Vol:	97	1400	0		0	1561	11		22	0	212		564	14	209	
Growth Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	1400	0		0	1561	11		22	0	212		564	14	209	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	1400	0		0	1561	11		22	0	212		564	14	209	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	1400	0		0	1561	11		22	0	212		564	14	209	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	97	1400	0		0	1561	11		22	0	212		620	14	209	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.98	0.02		1.00	0.00	1.00		2.00	0.06	0.94	
Final Sat.:	1375	2750	0		0	4096	29		1375	0	1375		2750	86	1289	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.51	0.00		0.00	0.38	0.38		0.02	0.00	0.15		0.23	0.16	0.16	
Crit Vol:		700			0						212		310			
Crit Moves:		****			****						****		****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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				Split Phase				Split Phase			
Rights:	Ignore				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	1	0	1	0 0	0	1	2	0 0	1	0
Volume Module:																
Base Vol:	97	1400	0		0	1561	11		22	0	212		564	14	209	
Growth Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	1400	0		0	1561	11		22	0	212		564	14	209	
Added Vol:	0	208	0		0	123	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	1608	0		0	1684	11		22	0	212		564	14	209	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	1608	0		0	1684	11		22	0	212		564	14	209	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	1608	0		0	1684	11		22	0	212		564	14	209	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	97	1608	0		0	1684	11		22	0	212		620	14	209	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.98	0.02		1.00	0.00	1.00		2.00	0.06	0.94	
Final Sat.:	1375	2750	0		0	4098	27		1375	0	1375		2750	86	1289	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.58	0.00		0.00	0.41	0.41		0.02	0.00	0.15		0.23	0.16	0.16	
Crit Vol:		804				0					212		310			
Crit Moves:		****			****						****		****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 2	0	0	0	0 1	1	0	2	0 0	0	2	0	0 0	0	0
Volume Module:																
Base Vol:	75	1886	0		0	1299	248		689	0	157		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	75	1886	0		0	1299	0		689	0	157		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	1886	0		0	1299	0		689	0	157		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	1886	0		0	1299	0		689	0	157		0	0	0	
PCE Adj:	6.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	450	1886	0		0	1299	0		758	0	173		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.11	1.89	0.00		0.00	2.00	0.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	1672	2828	0		0	3000	0		3000	0	3000		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.67	0.00		0.00	0.43	0.00		0.25	0.00	0.06		0.00	0.00	0.00	
Crit Vol:	75					650			379					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

****

Cycle (sec): 15 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ignore						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	2	0	0		0	0	1	1	0		2	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	75	1886		0		0	1299		248		689		0		157		0		0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	75	1886		0		0	1299		0		689		0		157		0		0		0			
Added Vol:	0	39		0		0	23		0		169		0		0		0		0		0			
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			
Initial Fut:	75	1925		0		0	1322		0		858		0		157		0		0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Volume:	75	1925		0		0	1322		0		858		0		157		0		0		0			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Reduced Vol:	75	1925		0		0	1322		0		858		0		157		0		0		0			
PCE Adj:	6.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00			
MLF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.10		1.00		1.10		1.00		1.00		1.00			
Final Vol.:	450	1925		0		0	1322		0		944		0		173		0		0		0			
Saturation Flow Module:																								
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500		1500		1500		1500		1500		1500			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Lanes:	1.08	1.92		0.00		0.00	2.00		0.00		2.00		0.00		2.00		0.00		0.00		0.00			
Final Sat.:	1620	2880		0		0	3000		0		3000		0		3000		0		0		0			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.67		0.00		0.00	0.44		0.00		0.31		0.00		0.06		0.00		0.00		0.00			
Crit Vol:	75						661				472								0					
Crit Moves:	****						****				****													

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #240 Clark Tunnel Road & English Colony Way

****

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		24		0		6		15		293		0		0		280		38	
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		24		0		6		15		293		0		0		280		38	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		24		0		6		15		293		0		0		280		38	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		24		0		6		15		293		0		0		280		38	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.00		1.00		1.10		1.00		1.00	
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	0		0		0		26		0		7		17		293		0		0		280		38	
Critical Gap Module:																								
MoveUp Time:	xxxxx		xxxx		xxxxx		3.4		xxxx		2.6		2.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Critical Gp:	xxxxx		xxxx		xxxxx		6.5		xxxx		5.5		5.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		607		xxxx		299		318		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		471		xxxx		977		1209		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Adj Cap:	xxxx		xxxx		xxxxx		0.98		xxxx		1.00		1.00		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		464		xxxx		977		1209		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Level Of Service Module:																								
Stopped Del:	xxxxx		xxxx		xxxxx		8.2		xxxx		3.7		3.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		A		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		518		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Shrd StpDel:	xxxxx		xxxx		xxxxx		xxxxx		7.3		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		B		*		*		*		*		*		*		*	
ApproachDel:			0.0						7.3						0.2						0.0			

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	24	0	6	15	293	0	0	280	38
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	24	0	6	15	293	0	0	280	38
Added Vol:	0	0	0	0	0	0	0	15	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	6	15	308	0	0	306	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	6	15	308	0	0	306	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	6	15	308	0	0	306	38
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	26	0	7	17	308	0	0	306	38
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	648	xxxx	325	344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	446	xxxx	948	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.98	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	439	xxxx	948	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	3.8	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	491	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			7.7			0.2			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	50	686	82	16	154	197	200	48	73	36	32	3
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:	50	686	82	16	154	197	200	48	73	36	32	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	686	82	16	154	197	200	48	73	36	32	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	686	82	16	154	197	200	48	73	36	32	3
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.:	50	686	82	16	154	197	200	48	73	36	32	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.44	0.56	0.62	0.15	0.23	0.51	0.45	0.04
Final Sat.:	1425	1273	152	1425	625	800	888	213	324	723	642	60
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.54	0.01	0.25	0.25	0.23	0.23	0.23	0.05	0.05	0.05
Crit Vol:		768		16				321		36		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
North Clark Tunnel Access: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	50	686	82	16	154	197	200	48	73	36	32	3
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:	50	686	82	16	154	197	200	48	73	36	32	3
Added Vol:	0	0	0	0	0	20	12	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	686	82	16	154	217	212	52	73	36	39	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	686	82	16	154	217	212	52	73	36	39	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	686	82	16	154	217	212	52	73	36	39	3
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.:	50	686	82	16	154	217	212	52	73	36	39	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.42	0.58	0.63	0.15	0.22	0.46	0.50	0.04
Final Sat.:	1425	1273	152	1425	592	833	896	220	309	658	713	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.54	0.01	0.26	0.26	0.24	0.24	0.24	0.05	0.05	0.05
Crit Vol:		768		16				337		36		
Crit Moves:		****		****				****		****		

CAPACITY ANALYSIS SUMMARIES
EXISTING CONDITIONS
NO PROJECT AND PLUS ALTERNATIVE 6
(AFFORDABLE HOUSING)
A.M. PEAK HOUR

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Trip Generation Report
AMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	AM Peak Hour	324.00	647.00	324	647	971	93.8
	Zone 1 Subtotal					324	647	971	93.8
2	The Meadows	1.00	AM Peak Hour	16.00	48.00	16	48	64	6.2
	Zone 2 Subtotal					16	48	64	6.2
TOTAL						340	695	1035	100.0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Trip Distribution Report
br90
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0
2	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0

Zone	To Gates 17	18	21	23	24
1	4.0	1.0	40.0	11.0	9.0
2	4.0	1.0	40.0	11.0	9.0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	647	324	0	0	0	0	0	971
Total	0	0	0	0	0	647	324	0	0	0	0	0	971
#100 SR 65 & SR 193													
Base	2	370	39	107	433	0	0	2	0	203	0	105	1261
Added	0	0	14	14	0	0	0	0	0	28	0	28	84
Total	2	370	53	121	433	0	0	2	0	231	0	133	1345
#110 Sierra College Blvd. & SR 193													
Base	122	0	23	1	0	0	1	111	216	137	147	1	759
Added	118	0	49	0	0	0	0	0	58	24	0	0	249
Total	240	0	72	1	0	0	1	111	274	161	147	1	1008
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	0	107	0	0	123	0	230
Added	0	0	0	0	0	0	0	49	0	0	24	0	73
Total	0	0	0	0	0	0	0	156	0	0	147	0	303
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	138	0	0	363	0	0	0	0	0	0	0	501
Added	0	116	8	23	58	0	0	0	0	24	0	50	279
Total	0	254	8	23	421	0	0	0	0	24	0	50	780
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	29	130	0	0	371	1	0	0	2	0	0	0	533
Added	0	124	0	0	82	0	0	0	0	0	0	0	206
Total	29	254	0	0	453	1	0	0	2	0	0	0	739
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	164	0	0	381	0	0	0	0	0	0	0	545
Added	0	8	250	58	24	0	0	0	0	504	0	116	960
Total	0	172	250	58	405	0	0	0	0	504	0	116	1505
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	19	0	12	4	305	0	0	608	39	987
Total	0	0	0	19	0	12	4	305	0	0	608	39	987
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	154	0	16	373	0	0	0	0	6	0	14	563
Added	0	235	0	49	480	0	0	0	0	0	0	24	788
Total	0	389	0	65	853	0	0	0	0	6	0	38	1351
#170 Sierra College Blvd. & Clover Valley Road													
Base	0	122	0	0	256	0	0	0	0	0	0	0	378
Added	0	235	0	0	480	0	0	0	0	0	0	0	715
Total	0	357	0	0	736	0	0	0	0	0	0	0	1093
#180 Sierra College Blvd. & Del Mar Avenue													
Base	1	170	5	0	368	19	8	1	1	40	8	3	624
Added	0	235	0	0	480	0	0	0	0	0	0	0	715
Total	1	405	5	0	848	19	8	1	1	40	8	3	1339
#190 Sierra College Blvd. & King Road													
Base	4	147	7	38	260	5	3	11	8	12	10	22	527
Added	0	218	0	35	445	0	0	0	0	0	0	17	715
Total	4	365	7	73	705	5	3	11	8	12	10	39	1242
#200 Sierra College Blvd. & Taylor Road													
Base	69	140	110	14	322	90	38	144	28	129	175	18	1277
Added	0	177	0	28	361	56	27	0	0	0	0	14	663
Total	69	317	110	42	683	146	65	144	28	129	175	32	1940
#210 Sierra College Blvd. & Granite Drive													
Base	63	402	52	53	428	48	25	7	42	110	14	4	1248
Added	0	173	0	0	354	7	3	0	0	0	0	0	537
Total	63	575	52	53	782	55	28	7	42	110	14	4	1785
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	9	301	0	264	430	3	4	8	10	441	8	137	1615
Added	0	173	0	0	354	0	0	0	0	0	0	0	527
Total	9	474	0	264	784	3	4	8	10	441	8	137	2142
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	173	0	0	76	278	0	0	0	0	0	0	527
Total	0	173	0	0	76	278	0	0	0	0	0	0	527
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	173	0	0	76	0	0	0	0	0	0	0	249
Total	0	173	0	0	76	0	0	0	0	0	0	0	249

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	208	219	0	0	766	185	133	0	74	0	0	0	1585
Added	0	37	0	0	76	0	136	0	0	0	0	0	249
Total	208	256	0	0	842	185	269	0	74	0	0	0	1834
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	28	0	13	8	180	0	0	114	7	350
Added	0	0	0	0	0	0	0	49	0	0	24	0	73
Total	0	0	0	28	0	13	8	229	0	0	138	7	423
#250 Taylor Road & English Colony Way													
Base	36	113	21	1	189	57	62	14	117	93	17	3	723
Added	0	0	0	0	0	20	42	7	0	0	3	0	72
Total	36	113	21	1	189	77	104	21	117	93	20	3	795

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	647	324	971	324	647	971	0	0	0	1942
Total	0	0	0	647	324	971	324	647	971	0	0	0	1942
#100 SR 65 & SR 193													
Base	411	636	1047	540	475	1015	2	2	4	308	148	456	2522
Added	14	28	42	14	28	42	0	0	0	56	28	84	168
Total	425	664	1089	554	503	1057	2	2	4	364	176	540	2690
#110 Sierra College Blvd. & SR 193													
Base	145	353	498	1	2	3	328	269	597	285	135	420	1518
Added	167	82	249	0	0	0	58	118	176	24	49	73	498
Total	312	435	747	1	2	3	386	387	773	309	184	493	2016
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	107	123	230	123	107	230	460
Added	0	0	0	0	0	0	49	24	73	24	49	73	146
Total	0	0	0	0	0	0	156	147	303	147	156	303	606
#130 Sierra College Blvd. & Lower Ranch Road													
Base	138	363	501	363	138	501	0	0	0	0	0	0	1002
Added	124	82	206	81	166	247	0	0	0	74	31	105	558
Total	262	445	707	444	304	748	0	0	0	74	31	105	1560
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	159	373	532	372	130	502	2	30	32	0	0	0	1066
Added	124	82	206	82	124	206	0	0	0	0	0	0	412
Total	283	455	738	454	254	708	2	30	32	0	0	0	1478
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	164	381	545	381	164	545	0	0	0	0	0	0	1090
Added	258	528	786	82	124	206	0	0	0	620	308	928	1920
Total	422	909	1331	463	288	751	0	0	0	620	308	928	3010
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	31	43	74	309	620	929	647	324	971	1974
Total	0	0	0	31	43	74	309	620	929	647	324	971	1974
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	154	379	533	389	168	557	0	0	0	20	16	36	1126
Added	235	480	715	529	259	788	0	0	0	24	49	73	1576
Total	389	859	1248	918	427	1345	0	0	0	44	65	109	2702
#170 Sierra College Blvd. & Clover Valley Road													
Base	122	256	378	256	122	378	0	0	0	0	0	0	756
Added	235	480	715	480	235	715	0	0	0	0	0	0	1430
Total	357	736	1093	736	357	1093	0	0	0	0	0	0	2186
#180 Sierra College Blvd. & Del Mar Avenue													
Base	176	409	585	387	181	568	10	28	38	51	6	57	1248
Added	235	480	715	480	235	715	0	0	0	0	0	0	1430
Total	411	889	1300	867	416	1283	10	28	38	51	6	57	2678
#190 Sierra College Blvd. & King Road													
Base	158	280	438	303	172	475	22	19	41	44	56	100	1054
Added	218	445	663	480	235	715	0	0	0	17	35	52	1430
Total	376	725	1101	783	407	1190	22	19	41	61	91	152	2484
#200 Sierra College Blvd. & Taylor Road													
Base	319	479	798	426	196	622	210	334	544	322	268	590	2554
Added	177	361	538	445	218	663	27	56	83	14	28	42	1326
Total	496	840	1336	871	414	1285	237	390	627	336	296	632	3880
#210 Sierra College Blvd. & Granite Drive													
Base	517	580	1097	529	431	960	74	125	199	128	112	240	2496
Added	173	354	527	361	176	537	3	7	10	0	0	0	1074
Total	690	934	1624	890	607	1497	77	132	209	128	112	240	3570
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	310	881	1191	697	442	1139	22	20	42	586	272	858	3230
Added	173	354	527	354	173	527	0	0	0	0	0	0	1054
Total	483	1235	1718	1051	615	1666	22	20	42	586	272	858	4284
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	173	76	249	354	173	527	0	278	278	0	0	0	1054
Total	173	76	249	354	173	527	0	278	278	0	0	0	1054
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	173	76	249	76	173	249	0	0	0	0	0	0	498
Total	173	76	249	76	173	249	0	0	0	0	0	0	498

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	427	840	1267	951	352	1303	207	393	600	0	0	0	3170
Added	37	76	113	76	173	249	136	0	136	0	0	0	498
Total	464	916	1380	1027	525	1552	343	393	736	0	0	0	3668
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	41	15	56	188	127	315	121	208	329	700
Added	0	0	0	0	0	0	49	24	73	24	49	73	146
Total	0	0	0	41	15	56	237	151	388	145	257	402	846
#250 Taylor Road & English Colony Way													
Base	170	399	569	247	178	425	193	110	303	113	36	149	1446
Added	0	0	0	20	42	62	49	23	72	3	7	10	144
Total	170	399	569	267	220	487	242	133	375	116	43	159	1590

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	A	xxxxx	0.507	A	xxxxx	0.527	+ 0.020 V/C
#110 Sierra College Blvd. & SR 193	B	2.1	0.000	C	4.0	0.000	+ 0.000 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	B	0.7	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	A	0.2	0.000	A	0.2	0.000	+ 0.000 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.254	B	xxxxx	0.606	+ 0.352 V/C
#160 Sierra College Blvd. & English	A	0.2	0.000	B	0.4	0.000	+ 0.000 V/C
#170 Sierra College Blvd. & Clover	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#180 Sierra College Blvd. & Del Mar	B	0.8	0.000	D	1.0	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	B	0.9	0.000	C	0.9	0.000	+ 0.000 V/C
#200 Sierra College Blvd. & Taylor	A	xxxxx	0.443	B	xxxxx	0.683	+ 0.241 V/C
#210 Sierra College Blvd. & Granite	A	xxxxx	0.472	C	xxxxx	0.720	+ 0.248 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.753	E	xxxxx	0.919	+ 0.166 V/C
#230 Sierra College Blvd. & I-80 Ea	D	xxxxx	0.805	E	xxxxx	0.959	+ 0.154 V/C
#240 Clark Tunnel Road & English Co	A	0.6	0.000	B	0.6	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	B	6.4	0.731	B	8.1	0.773	+ 0.042 V/C

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 38 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	370	39	107	433	0	0	2	0	203	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	370	39	107	433	0	0	2	0	203	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	370	39	107	433	0	0	2	0	203	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	370	39	107	433	0	0	2	0	203	0	105
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.:	2	370	39	107	433	0	0	2	0	203	0	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.90	0.09	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	7	1283	135	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.08	0.30	0.00	0.00	0.00	0.00	0.14	0.00	0.07
Crit Vol:		411		107				2		203		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 38 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	370	39	107	433	0	0	2	0	203	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	370	39	107	433	0	0	2	0	203	0	105
Added Vol:	0	0	14	14	0	0	0	0	0	28	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	370	53	121	433	0	0	2	0	231	0	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	370	53	121	433	0	0	2	0	231	0	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	370	53	121	433	0	0	2	0	231	0	133
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.:	2	370	53	121	433	0	0	2	0	231	0	133
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.87	0.12	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	7	1241	178	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.08	0.30	0.00	0.00	0.00	0.00	0.16	0.00	0.09
Crit Vol:		425		121				2		203		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 2.1 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	122	0	23	1	0	0	1	111	216	137	147	1
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:	122	0	23	1	0	0	1	111	216	137	147	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	0	23	1	0	0	1	111	216	137	147	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	122	0	23	1	0	0	1	111	216	137	147	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	134	0	25	1	0	0	1	111	216	151	147	1
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	3.4	xxxx	xxxxx	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	6.5	xxxx	xxxxx	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	397	xxxx	111	408	xxxx	xxxxx	148	xxxx	xxxxx	327	xxxx	xxxxx
Potent Cap.:	624	xxxx	1216	615	xxxx	xxxxx	1457	xxxx	xxxxx	1197	xxxx	xxxxx
Adj Cap:	0.90	xxxx	1.00	0.88	xxxx	xxxxx	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	564	xxxx	1216	543	xxxx	xxxxx	1457	xxxx	xxxxx	1197	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	8.2	xxxx	3.0	6.6	xxxx	xxxxx	2.5	xxxx	xxxxx	3.4	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		7.3			6.6			0.0			1.7	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 4.0 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		1	0	0	0	0		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	122		0		23		1		0		0		1		111		216		137		147		1	
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:	122		0		23		1		0		0		1		111		216		137		147		1	
Added Vol:	118		0		49		0		0		0		0		0		58		24		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	240		0		72		1		0		0		1		111		274		161		147		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	240		0		72		1		0		0		1		111		274		161		147		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	240		0		72		1		0		0		1		111		274		161		147		1	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
% Truck/Comb:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
PCE Adj:	1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.00		1.00		1.10		1.00		1.00	
Cycl/Car PCE:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
Trck/Cmb PCE:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
Adj Vol.:	264		0		79		1		0		0		1		111		274		177		147		1	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6			3.4	xxxx		xxxxx			2.1	xxxx		xxxxx			2.1	xxxx		xxxxx		
Critical Gp:	6.5	xxxx		5.5			6.5	xxxx		xxxxx			5.0	xxxx		xxxxx			5.0	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	421	xxxx		111			457	xxxx		xxxxx			148	xxxx		xxxxx			385	xxxx		xxxxx		
Potent Cap.:	604	xxxx		1216			576	xxxx		xxxxx			1457	xxxx		xxxxx			1124	xxxx		xxxxx		
Adj Cap:	0.88	xxxx		1.00			0.82	xxxx		xxxxx			1.00	xxxx		xxxxx			1.00	xxxx		xxxxx		
Move Cap.:	531	xxxx		1216			473	xxxx		xxxxx			1457	xxxx		xxxxx			1124	xxxx		xxxxx		
Level Of Service Module:																								
Stopped Del:	12.3	xxxx		3.1			7.6	xxxx		xxxxx			2.5	xxxx		xxxxx			3.7	xxxx		xxxxx		
LOS by Move:	*		*		A		B		*		*		A		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	531	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Shrd StpDel:	12.3	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	C		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:			10.2						7.6						0.0						2.0			

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		107		0		0		123		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		107		0		0		123		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:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		0		0		107		0		0		123		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		0		0		0		0		107		0		0		123		0	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
% Truck/Comb:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
PCE Adj:	1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.00		1.00		1.10		1.00		1.00	
Cycl/Car PCE:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
Trck/Cmb PCE:		xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx		
Adj Vol.:	0		0		0		0		0		0		0		107		0		0		123		0	
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Adj Cap:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
LOS by Move:	*		*		*		*		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Shrd StpDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:			0.0						0.0						0.0						0.0			

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	0	0	0	0	1	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	107	0		0	123	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	107	0		0	123	0	
Added Vol:	0	0	0		0	0	0		0	49	0		0	24	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	156	0		0	147	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	156	0		0	147	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	156	0		0	147	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		0	0	0		0	156	0		0	147	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT	- LTR	-	RT	LT	- LTR	-	RT	LT	- LTR	-	RT	LT	- LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1!	0	0
Volume Module:																	
Base Vol:	0	138	0		0	363	0		0	0	0		0	0	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	0	138	0		0	363	0		0	0	0		0	0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	0	138	0		0	363	0		0	0	0		0	0	0		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Final Vol.:	0	138	0		0	363	0		0	0	0		0	0	0		
Adjusted Volume Module:																	
Grade:	0%				0%				0%				0%				
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			
PCE Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.10	1.10		1.10	1.10	1.10		
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			
Adj Vol.:	0	138	0		0	363	0		0	0	0		0	0	0		
Critical Gap Module:																	
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Adj Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Level Of Service Module:																	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*		
Movement:	LT	- LTR	-	RT	LT	- LTR	-	RT	LT	- LTR	-	RT	LT	- LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*		
ApproachDel:	0.0				0.0				0.0				0.0				

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #130 Sierra College Blvd. & Lower Ranch Road

****

Average Delay (sec/veh): 0.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	138	0	0	363	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	138	0	0	363	0	0	0	0	0	0	0
Added Vol:	0	116	8	23	58	0	0	0	0	24	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	254	8	23	421	0	0	0	0	24	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	254	8	23	421	0	0	0	0	24	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	254	8	23	421	0	0	0	0	24	0	50
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	254	8	25	421	0	0	0	0	26	0	55
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	262	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	xxxx	254
Potent Cap.:	xxxx	xxxx	xxxxx	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx	417	xxxx	1030
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	xxxx	1030
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	3.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	690	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.2			0.0			5.5		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

****

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0 1	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	29	130	0	0	371	1	0	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	130	0	0	371	1	0	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	130	0	0	371	1	0	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	130	0	0	371	1	0	0	2	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	32	130	0	0	371	1	0	0	2	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	371	xxxx	xxxx	xxxxx
Potent Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	898	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	898	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.6			0.0			4.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	29	130	0	0	371	1	0	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	130	0	0	371	1	0	0	2	0	0	0
Added Vol:	0	124	0	0	82	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	254	0	0	453	1	0	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	254	0	0	453	1	0	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	254	0	0	453	1	0	0	2	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	32	254	0	0	453	1	0	0	2	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	453	xxxx	xxxx	xxxxx
Potent Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	816	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	816	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	3.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.4			0.0			4.4			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.254
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	164	0	0	381	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	0	0	381	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	164	0	0	381	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	0	0	381	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	164	0	0	381	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1500	1500	1500	1500	1500	0	1500	1500	0	1500	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				381		0				0	
Crit Moves:	****				****							

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
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		1	0	0	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	0	164		0		0	0	381		0		0	0		0		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	0	164		0		0	0	381		0		0	0		0		0		0		0		0	
Added Vol:	0	8		250		58	58	24		0		0	0		0		0		504		0		116	
PasserByVol:	0	0		0		0	0	0		0		0	0		0		0		0		0		0	
Initial Fut:	0	172		250		58	58	405		0		0	0		0		0		504		0		116	
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
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	0	172		250		58	58	405		0		0	0		0		0		504		0		116	
Reduct Vol:	0	0		0		0	0	0		0		0	0		0		0		0		0		0	
Reduced Vol:	0	172		250		58	58	405		0		0	0		0		0		504		0		116	
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	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	1.00	1.00		1.00		1.00
Final Vol.:	0	172		250		58	58	405		0		0	0		0		0		504		0		116	
Saturation Flow Module:																								
Sat/Lane:	1500	1500		1500		1500	1500	1500		1500		1500	1500	1500		1500		1500	1500	1500		1500		1500
Adjustment:	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
Lanes:	1.00	1.00		1.00		1.00	1.00	1.00		0.00		1.00	1.00	1.00		0.00		1.00	0.00	0.00		1.00		1.00
Final Sat.:	1500	1500		1500		1500	1500	1500		0		1500	1500	1500		0		1500	0	0		1500		1500
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.11		0.17		0.04	0.27	0.00		0.00		0.00	0.00		0.00		0.34	0.00		0.08				
Crit Vol:	0						405						0				504							
Crit Moves:	****						****										****							

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	154		0	16	373		0	0		0	0	6		0	14
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	154		0	16	373		0	0		0	0	6		0	14
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	154		0	16	373		0	0		0	0	6		0	14
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	154		0	16	373		0	0		0	0	6		0	14
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.10		1.10	1.10	1.10		1.10
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	154		0	18	373		0	0		0	0	7		0	15
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.4	xxxx		2.6
Critical Gp:	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.5	xxxx		5.5
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		154	xxxx	xxxxx	xxxx	xxxx	xxxxx			543	xxxx		154
Potent Cap.:	xxxx	xxxx	xxxxx		1448	xxxx	xxxxx	xxxx	xxxx	xxxxx			513	xxxx		1157
Adj Cap:	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.99	xxxx		1.00
Move Cap.:	xxxx	xxxx	xxxxx		1448	xxxx	xxxxx	xxxx	xxxx	xxxxx			507	xxxx		1157
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.2	xxxx		3.1
LOS by Move:	*	*	*		A	*	*	*	*	*			*	*		*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	836	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	A	*	
ApproachDel:		0.0				0.1				0.0				4.4		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	154	0	16	373	0	0	0	0	6	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	154	0	16	373	0	0	0	0	6	0	14
Added Vol:	0	235	0	49	480	0	0	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	389	0	65	853	0	0	0	0	6	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	0	65	853	0	0	0	0	6	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	389	0	65	853	0	0	0	0	6	0	38
Adjusted volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	389	0	72	853	0	0	0	0	7	0	42
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	389	xxxx	xxxxx	xxxx	xxxx	xxxxx	1307	xxxx	389
Potent Cap.:	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx	185	xxxx	879
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.94	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	xxxx	879
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.5	xxxx	4.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	566	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.3			0.0			6.6		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	122	0	0	256	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	122	0	0	256	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	122	0	0	256	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	122	0	0	256	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	122	0	0	256	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	122	0	0	256	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	122	0	0	256	0	0	0	0	0	0	0
Added Vol:	0	235	0	0	480	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	357	0	0	736	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	357	0	0	736	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	357	0	0	736	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	357	0	0	736	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.8 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	0 1	1 0	1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	170	5	0	368	19	8	1	1	40	8	3
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:	1	170	5	0	368	19	8	1	1	40	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	170	5	0	368	19	8	1	1	40	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	170	5	0	368	19	8	1	1	40	8	3
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	170	5	0	368	19	9	1	1	44	9	3
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	554	554	378	550	558	170
Potent Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	506	559	891	509	556	1136
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	1.00	1.00	1.00	1.00	1.00
Move Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	498	558	891	507	555	1136
Level Of Service Module:												
Stopped Del:	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	6.5	4.0	7.7	6.6	3.2
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	527	xxxxx	xxxx	532	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	7.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	0.0			0.0			6.9			7.3		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 1.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 1			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	170	5	0	368	19	8	1	1	40	8	3
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:	1	170	5	0	368	19	8	1	1	40	8	3
Added Vol:	0	235	0	0	480	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	405	5	0	848	19	8	1	1	40	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	405	5	0	848	19	8	1	1	40	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	405	5	0	848	19	8	1	1	40	8	3
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	405	5	0	848	19	9	1	1	44	9	3
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	867	xxxx	xxxxx	xxxx	xxxx	xxxxx	1269	1269	858	1265	1273	405
Potent Cap.:	662	xxxx	xxxxx	xxxx	xxxx	xxxxx	195	236	509	196	234	863
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.97	1.00	1.00	0.99	1.00	1.00
Move Cap.:	662	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	235	509	195	234	863
Level Of Service Module:												
Stopped Del:	5.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.0	15.4	7.1	23.2	15.9	4.2
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	205	xxxxx	xxxx	210	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	21.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	0.0			0.0			18.2			21.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Average Delay (sec/veh): 0.9 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	147	7	38	260	5	3	11	8	12	10	22
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:	4	147	7	38	260	5	3	11	8	12	10	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	147	7	38	260	5	3	11	8	12	10	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	147	7	38	260	5	3	11	8	12	10	22
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	147	7	42	260	5	3	12	9	13	11	24
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	265	xxxx	xxxxx	154	xxxx	xxxxx	471	459	263	465	458	151
Potent Cap.:	1282	xxxx	xxxxx	1448	xxxx	xxxxx	565	627	1019	570	628	1162
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.94	0.97	1.00	0.95	0.97	1.00
Move Cap.:	1282	xxxx	xxxxx	1448	xxxx	xxxxx	532	607	1019	543	607	1162
Level Of Service Module:												
Stopped Del:	2.8	xxxx	xxxxx	2.6	xxxx	xxxxx	6.8	6.0	3.6	6.8	6.0	3.2
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	696	xxxxx	xxxx	765	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.2	xxxxx	xxxxx	4.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	0.1			0.3			5.2			4.8		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #190 Sierra College Blvd. & King Road

****

Average Delay (sec/veh): 0.9 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1	1 0 0		0 0 1	1 0 0	
Volume Module:												
Base Vol:	4	147	7	38	260	5	3	11	8	12	10	22
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:	4	147	7	38	260	5	3	11	8	12	10	22
Added Vol:	0	218	0	35	445	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	365	7	73	705	5	3	11	8	12	10	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	365	7	73	705	5	3	11	8	12	10	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	365	7	73	705	5	3	11	8	12	10	39
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	365	7	80	705	5	3	12	9	13	11	43
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	710	xxxx	xxxxx	372	xxxx	xxxxx	1178	1157	708	1163	1156	369
Potent Cap.:	787	xxxx	xxxxx	1140	xxxx	xxxxx	220	270	607	225	270	901
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.87	0.92	1.00	0.89	0.92	1.00
Move Cap.:	787	xxxx	xxxxx	1140	xxxx	xxxxx	191	249	607	201	250	901
Level Of Service Module:												
Stopped Del:	4.6	xxxx	xxxxx	3.4	xxxx	xxxxx	19.1	15.1	6.0	19.0	15.0	4.2
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	301	xxxxx	xxxx	426	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	0.1			0.3			12.4			8.9		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #200 Sierra College Blvd. & Taylor Road

****

Cycle (sec): 26 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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		1 0 1	0 1		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	69	140	110	14	322	90	38	144	28	129	175	18
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:	69	140	110	14	322	90	38	144	28	129	175	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	140	110	14	322	90	38	144	28	129	175	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	140	110	14	322	90	38	144	28	129	175	18
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.:	69	140	110	14	322	90	38	144	28	129	175	18
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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 Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.07	0.01	0.21	0.06	0.03	0.10	0.02	0.09	0.12	0.01
Crit Vol:	69				322			144		129		
Crit Moves:	****				****			****		****		

****

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 26 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
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	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	69	140		110	14	322		90	38	144		28	129	175		18
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:	69	140		110	14	322		90	38	144		28	129	175		18
Added Vol:	0	177		0	28	361		56	27	0		0	0	0		14
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	69	317		110	42	683		146	65	144		28	129	175		32
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	69	317		110	42	683		146	65	144		28	129	175		32
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	69	317		110	42	683		146	65	144		28	129	175		32
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.:	69	317		110	42	683		146	65	144		28	129	175		32
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	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 Sat.:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21		0.07	0.03	0.46		0.10	0.04	0.10		0.02	0.09	0.12		0.02
Crit Vol:	69					683				144			129			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 43 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	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	0	1 0	1	0	1	0 1	0	1	0	0 2	1	0	1	0 1
Volume Module:																
Base Vol:	63	402		52	53	428		48	25	7		42	110	14		4
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:	63	402		52	53	428		48	25	7		42	110	14		4
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	63	402		52	53	428		48	25	7		42	110	14		4
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	63	402		52	53	428		48	25	7		42	110	14		4
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		1.10	1.00	1.00		1.00
Final Vol.:	63	402		52	53	428		48	25	7		46	110	14		4
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.89		0.11	1.00	1.00		1.00	0.78	0.22		2.00	1.00	1.00		1.00
Final Sat.:	1375	1218		157	1375	1375		1375	1074	301		2750	1375	1375		1375
Capacity Analysis Module:																
Vol/Sat:	0.05	0.33		0.33	0.04	0.31		0.03	0.02	0.02		0.02	0.08	0.01		0.00
Crit Vol:		454				53				32			110			
Crit Moves:		****				****				****			****			

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 43 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0 1	0	1 0	1 0	1	0 1	0 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	63	402	52	53	428	48	25	7	42	110	14	4
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:	63	402	52	53	428	48	25	7	42	110	14	4
Added Vol:	0	173	0	0	354	7	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	575	52	53	782	55	28	7	42	110	14	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	575	52	53	782	55	28	7	42	110	14	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	575	52	53	782	55	28	7	42	110	14	4
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	1.10	1.00	1.00	1.00
Final Vol.:	63	575	52	53	782	55	28	7	46	110	14	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	0.80	0.20	2.00	1.00	1.00	1.00
Final Sat.:	1375	1261	114	1375	1375	1375	1100	275	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.46	0.04	0.57	0.04	0.03	0.03	0.02	0.08	0.01	0.00
Crit Vol:	63				782			35		110		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 92 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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			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	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	301	0	264	430	3	4	8	10	441	8	137
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:	9	301	0	264	430	3	4	8	10	441	8	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	301	0	264	430	3	4	8	10	441	8	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	301	0	264	430	3	4	8	10	441	8	137
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.:	9	301	0	264	430	3	4	8	10	441	8	137
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.18	0.36	0.46	0.98	0.02	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	250	500	625	1351	24	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.19	0.31	0.00	0.02	0.02	0.02	0.33	0.33	0.10
Crit Vol:		301		264				22			449	
Crit Moves:		****		****				****			****	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 92 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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	1	0	1	0 1	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	9	301		0	264	430		3	4		8	10	441		8	137
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:	9	301		0	264	430		3	4		8	10	441		8	137
Added Vol:	0	173		0	0	354		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	9	474		0	264	784		3	4		8	10	441		8	137
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	9	474		0	264	784		3	4		8	10	441		8	137
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	9	474		0	264	784		3	4		8	10	441		8	137
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.:	9	474		0	264	784		3	4		8	10	441		8	137
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375		1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	0.18		0.36	0.46	0.98		0.02	1.00
Final Sat.:	1375	1375		1375	1375	1375		1375	250		500	625	1351		24	1375
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34		0.00	0.19	0.57		0.00	0.02		0.02	0.02	0.33		0.33	0.10
Crit Vol:	9					784					22				449	
Crit Moves:	****					****					****				****	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 117 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 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	1	0 0	0	0	1	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	208	219		0	0	766		185	133		0	74	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	208	219		0	0	766		185	133		0	74	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	208	219		0	0	766		185	133		0	74	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	208	219		0	0	766		185	133		0	74	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	208	219		0	0	766		185	133		0	74	0		0	0
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375		1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1375	1375		0	0	1375		1375	1375		0	1375	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.15	0.16		0.00	0.00	0.56		0.13	0.10		0.00	0.05	0.00		0.00	0.00
Crit Vol:	208					766			133						0	
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 117 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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 1	0	0	0	0 1	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	208	219	0	0	766	185	133	0	74	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	208	219	0	0	766	185	133	0	74	0	0	0				
Added Vol:	0	37	0	0	76	0	136	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	208	256	0	0	842	185	269	0	74	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	208	256	0	0	842	185	269	0	74	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	208	256	0	0	842	185	269	0	74	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	208	256	0	0	842	185	269	0	74	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1375	1375	0	0	1375	1375	1375	0	1375	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.19	0.00	0.00	0.61	0.13	0.20	0.00	0.05	0.00	0.00	0.00				
Crit Vol:	208				842		269				0					
Crit Moves:	****				****		****									

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 1	1	0	0	1 0	0	0	0	0 0	1	0
Volume Module:																
Base Vol:	0	0	0		28	0	13		8	180	0		0	114	7	
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		28	0	13		8	180	0		0	114	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		28	0	13		8	180	0		0	114	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		28	0	13		8	180	0		0	114	7	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		31	0	14		9	180	0		0	114	7	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		306	xxxx	118		121	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		705	xxxx	1207		1501	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.99	xxxx	1.00		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		700	xxxx	1207		1501	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		5.4	xxxx	3.0		2.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	808	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	4.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		0.0				4.6				0.1				0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	13	8	180	0	0	114	7
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	28	0	13	8	180	0	0	114	7
Added Vol:	0	0	0	0	0	0	0	49	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	13	8	229	0	0	138	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	13	8	229	0	0	138	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	28	0	13	8	229	0	0	138	7
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	31	0	14	9	229	0	0	138	7
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	379	xxxx	142	145	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	639	xxxx	1174	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	635	xxxx	1174	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.9	xxxx	3.1	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	743	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	5.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			5.0			0.1			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 1 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	113	21	1	189	57	62	14	117	93	17	3
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:	36	113	21	1	189	57	62	14	117	93	17	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	113	21	1	189	57	62	14	117	93	17	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	113	21	1	189	57	62	14	117	93	17	3
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.:	36	113	21	1	189	57	62	14	117	93	17	3
Saturation Flow Module:												
Sat/Lane:	292	292	292	278	278	278	264	264	264	498	498	498
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	0.32	0.07	0.61	0.82	0.15	0.03
Final Sat.:	292	246	46	278	278	278	85	19	160	410	75	13
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.46	0.00	0.68	0.21	0.73	0.73	0.73	0.23	0.23	0.23
Crit Moves:		****			****			****		****		
ApproachV/S:		0.29			0.30			0.73			0.23	
Level Of Service Module:												
Delay/Veh:	1.6	5.7	5.7	1.0	13.2	2.2	16.1	16.1	16.1	2.4	2.4	2.4
Delay Adj:	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:	1.6	5.7	5.7	1.0	13.2	2.2	16.1	16.1	16.1	2.4	2.4	2.4
LOS by Move:	A	B	B	A	C	A	C	C	C	A	A	A
ApproachDel:		3.0			3.1			16.1			2.4	
LOS by Appr:		A			A			C			A	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec):	1	Critical Vol./Cap. (X):	0.773
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	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:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	36	113		21		1	189		57		62		14		117	93		17		3
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:	36	113		21		1	189		57		62		14		117	93		17		3
Added Vol:	0	0		0		0	0		20		42		7		0	0		3		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	36	113		21		1	189		77		104		21		117	93		20		3
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	36	113		21		1	189		77		104		21		117	93		20		3
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	36	113		21		1	189		77		104		21		117	93		20		3
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.:	36	113		21		1	189		77		104		21		117	93		20		3
Saturation Flow Module:																				
Sat/Lane:	270	270		270		261	261		261		313		313		313	469		469		469
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	0.84		0.16		1.00	1.00		1.00		0.43		0.09		0.48	0.80		0.17		0.03
Final Sat.:	270	228		42		261	261		261		135		27		151	376		81		12
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.50		0.50		0.00	0.72		0.30		0.77		0.77		0.77	0.25		0.25		0.25
Crit Moves:				****			****				****					****				
ApproachV/S:		0.31					0.34						0.77					0.25		
Level Of Service Module:																				
Delay/Veh:	1.7	6.6		6.6		1.0	15.7		3.1		18.9		18.9		18.9	2.6		2.6		2.6
Delay Adj:	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:	1.7	6.6		6.6		1.0	15.7		3.1		18.9		18.9		18.9	2.6		2.6		2.6
LOS by Move:	A	B		B		A	C		A		C		C		C	A		A		A
ApproachDel:		3.3					3.7						18.9					2.6		
LOS by Appr:		A					A						C					A		

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CAPACITY ANALYSIS SUMMARIES
EXISTING CONDITIONS
NO PROJECT AND PLUS ALTERNATIVE 6
(AFFORDABLE HOUSING)
P.M. PEAK HOUR

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Trip Generation Report
PMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	PM Peak Hour	647.00	380.00	647	380	1027	94.1
	Zone 1 Subtotal					647	380	1027	94.1
2	The Meadows	1.00	PM Peak Hour	44.00	20.00	44	20	64	5.9
	Zone 2 Subtotal					44	20	64	5.9
TOTAL						691	400	1091	100.0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Trip Distribution Report
br90
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0
2	4.0	4.0	7.0	0.0	6.0	1.0	0.0	0.0	0.0	5.0	8.0

Zone	To Gates 17	18	21	23	24
1	4.0	1.0	40.0	11.0	9.0
2	4.0	1.0	40.0	11.0	9.0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	380	647	0	0	0	0	0	1027
Total	0	0	0	0	0	380	647	0	0	0	0	0	1027
#100 SR 65 & SR 193													
Base	0	380	100	150	360	0	0	0	0	197	0	142	1329
Added	0	0	28	28	0	0	0	0	0	16	0	16	88
Total	0	380	128	178	360	0	0	0	0	213	0	158	1417
#110 Sierra College Blvd. & SR 193													
Base	222	0	115	1	0	0	0	171	142	45	134	1	831
Added	68	0	28	0	0	0	0	0	117	48	0	0	261
Total	290	0	143	1	0	0	0	171	259	93	134	1	1092
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	0	167	0	0	151	0	318
Added	0	0	0	0	0	0	0	28	0	0	48	0	76
Total	0	0	0	0	0	0	0	195	0	0	199	0	394
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	342	0	0	186	0	0	0	0	0	0	0	528
Added	0	68	22	49	116	0	0	0	0	10	0	28	293
Total	0	410	22	49	302	0	0	0	0	10	0	28	821
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	7	339	0	0	184	0	11	0	33	0	0	0	574
Added	0	90	0	0	126	0	0	0	0	0	0	0	216
Total	7	429	0	0	310	0	11	0	33	0	0	0	790
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	331	0	0	226	0	0	0	0	0	0	0	557
Added	0	22	503	116	10	0	0	0	0	294	0	68	1013
Total	0	353	503	116	236	0	0	0	0	294	0	68	1570
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	39	0	5	11	608	0	0	357	23	1043
Total	0	0	0	39	0	5	11	608	0	0	357	23	1043
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	307	5	16	218	0	0	0	0	4	0	8	558
Added	0	477	0	28	276	0	0	0	0	0	0	48	829
Total	0	784	5	44	494	0	0	0	0	4	0	56	1387
#170 Sierra College Blvd. & Clover Valley Road													
Base	1	327	0	0	22	0	0	0	0	0	0	0	350
Added	0	477	0	0	276	0	0	0	0	0	0	0	753
Total	1	804	0	0	298	0	0	0	0	0	0	0	1103
#180 Sierra College Blvd. & Del Mar Avenue													
Base	0	301	30	1	213	11	14	9	2	14	8	2	605
Added	0	477	0	0	276	0	0	0	0	0	0	0	753
Total	0	778	30	1	489	11	14	9	2	14	8	2	1358
#190 Sierra College Blvd. & King Road													
Base	4	303	24	40	197	2	9	13	2	12	15	69	690
Added	0	442	0	20	256	0	0	0	0	0	0	35	753
Total	4	745	24	60	453	2	9	13	2	12	15	104	1443
#200 Sierra College Blvd. & Taylor Road													
Base	54	287	213	24	170	44	60	274	45	149	236	14	1570
Added	0	359	0	16	208	32	55	0	0	0	0	28	698
Total	54	646	213	40	378	76	115	274	45	149	236	42	2268
#210 Sierra College Blvd. & Granite Drive													
Base	69	603	64	48	418	51	134	9	96	79	12	9	1592
Added	0	352	0	0	204	4	7	0	0	0	0	0	567
Total	69	955	64	48	622	55	141	9	96	79	12	9	2159
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	9	607	0	170	418	11	16	6	11	286	1	126	1661
Added	0	352	0	0	204	0	0	0	0	0	0	0	556
Total	9	959	0	170	622	11	16	6	11	286	1	126	2217
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	352	0	0	44	160	0	0	0	0	0	0	556
Total	0	352	0	0	44	160	0	0	0	0	0	0	556
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	352	0	0	44	0	0	0	0	0	0	0	396
Total	0	352	0	0	44	0	0	0	0	0	0	0	396

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	392	337	0	0	523	172	296	0	21	0	0	0	1741
Added	0	76	0	0	44	0	276	0	0	0	0	0	396
Total	392	413	0	0	567	172	572	0	21	0	0	0	2137
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	21	0	3	5	85	0	0	106	33	253
Added	0	0	0	0	0	0	0	28	0	0	48	0	76
Total	0	0	0	21	0	3	5	113	0	0	154	33	329
#250 Taylor Road & English Colony Way													
Base	61	475	84	11	91	58	54	14	61	25	29	3	966
Added	0	0	0	0	0	41	24	4	0	0	7	0	76
Total	61	475	84	11	91	99	78	18	61	25	36	3	1042

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	380	647	1027	647	380	1027	0	0	0	2054
Total	0	0	0	380	647	1027	647	380	1027	0	0	0	2054
#100 SR 65 & SR 193													
Base	480	557	1037	510	522	1032	0	0	0	339	250	589	2658
Added	28	16	44	28	16	44	0	0	0	32	56	88	176
Total	508	573	1081	538	538	1076	0	0	0	371	306	677	2834
#110 Sierra College Blvd. & SR 193													
Base	337	187	524	1	1	2	313	356	669	180	287	467	1662
Added	96	165	261	0	0	0	117	68	185	48	28	76	522
Total	433	352	785	1	1	2	430	424	854	228	315	543	2184
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	167	151	318	151	167	318	636
Added	0	0	0	0	0	0	28	48	76	48	28	76	152
Total	0	0	0	0	0	0	195	199	394	199	195	394	788
#130 Sierra College Blvd. & Lower Ranch Road													
Base	342	186	528	186	342	528	0	0	0	0	0	0	1056
Added	90	126	216	165	96	261	0	0	0	38	71	109	586
Total	432	312	744	351	438	789	0	0	0	38	71	109	1642
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	346	217	563	184	350	534	44	7	51	0	0	0	1148
Added	90	126	216	126	90	216	0	0	0	0	0	0	432
Total	436	343	779	310	440	750	44	7	51	0	0	0	1580
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	331	226	557	226	331	557	0	0	0	0	0	0	1114
Added	525	304	829	126	90	216	0	0	0	362	619	981	2026
Total	856	530	1386	352	421	773	0	0	0	362	619	981	3140
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	44	34	78	619	362	981	380	647	1027	2086
Total	0	0	0	44	34	78	619	362	981	380	647	1027	2086
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	312	222	534	234	315	549	0	0	0	12	21	33	1116
Added	477	276	753	304	525	829	0	0	0	48	28	76	1658
Total	789	498	1287	538	840	1378	0	0	0	60	49	109	2774
#170 Sierra College Blvd. & Clover Valley Road													
Base	328	22	350	22	327	349	0	1	1	0	0	0	700
Added	477	276	753	276	477	753	0	0	0	0	0	0	1506
Total	805	298	1103	298	804	1102	0	1	1	0	0	0	2206
#180 Sierra College Blvd. & Del Mar Avenue													
Base	331	229	560	225	317	542	25	19	44	24	40	64	1210
Added	477	276	753	276	477	753	0	0	0	0	0	0	1506
Total	808	505	1313	501	794	1295	25	19	44	24	40	64	2716
#190 Sierra College Blvd. & King Road													
Base	331	211	542	239	381	620	24	21	45	96	77	173	1380
Added	442	256	698	276	477	753	0	0	0	35	20	55	1506
Total	773	467	1240	515	858	1373	24	21	45	131	97	228	2886
#200 Sierra College Blvd. & Taylor Road													
Base	554	364	918	238	361	599	379	334	713	399	511	910	3140
Added	359	208	567	256	442	698	55	32	87	28	16	44	1396
Total	913	572	1485	494	803	1297	434	366	800	427	527	954	4536
#210 Sierra College Blvd. & Granite Drive													
Base	736	593	1329	517	746	1263	239	132	371	100	121	221	3184
Added	352	204	556	208	359	567	7	4	11	0	0	0	1134
Total	1088	797	1885	725	1105	1830	246	136	382	100	121	221	4318
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	616	715	1331	599	749	1348	33	21	54	413	176	589	3322
Added	352	204	556	204	352	556	0	0	0	0	0	0	1112
Total	968	919	1887	803	1101	1904	33	21	54	413	176	589	4434
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	352	44	396	204	352	556	0	160	160	0	0	0	1112
Total	352	44	396	204	352	556	0	160	160	0	0	0	1112
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	352	44	396	44	352	396	0	0	0	0	0	0	792
Total	352	44	396	44	352	396	0	0	0	0	0	0	792

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	729	544	1273	695	633	1328	317	564	881	0	0	0	3482
Added	76	44	120	44	352	396	276	0	276	0	0	0	792
Total	805	588	1393	739	985	1724	593	564	1157	0	0	0	4274
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	24	38	62	90	109	199	139	106	245	506
Added	0	0	0	0	0	0	28	48	76	48	28	76	152
Total	0	0	0	24	38	62	118	157	275	187	134	321	658
#250 Taylor Road & English Colony Way													
Base	620	177	797	160	532	692	129	148	277	57	109	166	1932
Added	0	0	0	41	24	65	28	48	76	7	4	11	152
Total	620	177	797	201	556	757	157	196	353	64	113	177	2084

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	A	xxxxx	0.580	B	xxxxx	0.620	+ 0.039 V/C
#110 Sierra College Blvd. & SR 193	B	3.1	0.000	C	4.3	0.000	+ 0.000 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	B	0.5	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	B	0.4	0.000	B	0.4	0.000	+ 0.000 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.221	B	xxxxx	0.609	+ 0.388 V/C
#160 Sierra College Blvd. & English	A	0.2	0.000	B	0.6	0.000	+ 0.000 V/C
#170 Sierra College Blvd. & Clover	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#180 Sierra College Blvd. & Del Mar	B	0.6	0.000	C	0.7	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	B	1.2	0.000	D	1.7	0.000	+ 0.000 V/C
#200 Sierra College Blvd. & Taylor	A	xxxxx	0.489	C	xxxxx	0.739	+ 0.250 V/C
#210 Sierra College Blvd. & Granite	B	xxxxx	0.681	E	xxxxx	0.943	+ 0.261 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.798	F	xxxxx	1.054	+ 0.256 V/C
#230 Sierra College Blvd. & I-80 Ea	D	xxxxx	0.881	F	xxxxx	1.113	+ 0.233 V/C
#240 Clark Tunnel Road & English Co	A	0.5	0.000	A	0.4	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	C	11.6	1.262	C	11.9	1.300	+ 0.038 V/C

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 44 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	380	100	150	360	0	0	0	0	197	0	142
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	380	100	150	360	0	0	0	0	197	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	380	100	150	360	0	0	0	0	197	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	100	150	360	0	0	0	0	197	0	142
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.:	0	380	100	150	360	0	0	0	0	197	0	142
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.79	0.21	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1128	297	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.11	0.25	0.00	0.00	0.00	0.00	0.14	0.00	0.10
Crit Vol:		480		150				0		197		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 44 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	380	100	150	360	0	0	0	0	197	0	142
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	380	100	150	360	0	0	0	0	197	0	142
Added Vol:	0	0	28	28	0	0	0	0	0	16	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	380	128	178	360	0	0	0	0	213	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	380	128	178	360	0	0	0	0	213	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	128	178	360	0	0	0	0	213	0	158
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.:	0	380	128	178	360	0	0	0	0	213	0	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1066	359	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.12	0.25	0.00	0.00	0.00	0.00	0.15	0.00	0.11
Crit Vol:		508		178				0		197		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 3.1 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	222	0	115	1	0	0	0	171	142	45	134	1
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:	222	0	115	1	0	0	0	171	142	45	134	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	0	115	1	0	0	0	171	142	45	134	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	222	0	115	1	0	0	0	171	142	45	134	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	244	0	127	1	0	0	0	171	142	50	134	1
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	351	xxxx	171	408	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	xxxx	xxxxx
Potent Cap.:	664	xxxx	1134	615	xxxx	xxxxx	xxxx	xxxx	xxxxx	1216	xxxx	xxxxx
Adj Cap:	0.97	xxxx	1.00	0.86	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	643	xxxx	1134	529	xxxx	xxxxx	xxxx	xxxx	xxxxx	1216	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	8.5	xxxx	3.5	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	643	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		6.8			6.8			0.0			0.8	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Average Delay (sec/veh): 4.3 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	222	0	115	1	0	0	0	171	142	45	134	1
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:	222	0	115	1	0	0	0	171	142	45	134	1
Added Vol:	68	0	28	0	0	0	0	0	117	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	0	143	1	0	0	0	171	259	93	134	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	0	143	1	0	0	0	171	259	93	134	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	290	0	143	1	0	0	0	171	259	93	134	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	319	0	157	1	0	0	0	171	259	102	134	1
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	399	xxxx	171	470	xxxx	xxxxx	xxxx	xxxx	xxxxx	430	xxxx	xxxxx
Potent Cap.:	622	xxxx	1134	566	xxxx	xxxxx	xxxx	xxxx	xxxxx	1069	xxxx	xxxxx
Adj Cap:	0.93	xxxx	1.00	0.80	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	577	xxxx	1134	452	xxxx	xxxxx	xxxx	xxxx	xxxxx	1069	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	12.5	xxxx	3.6	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.7	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	577	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.6			8.0			0.0			1.6		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	167	0	0	151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	167	0	0	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	167	0	0	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	167	0	0	151	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	0	0	0	0	167	0	0	151	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	167	0	0	151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	167	0	0	151	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	195	0	0	199	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	195	0	0	199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	195	0	0	199	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	0	0	0	0	195	0	0	199	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 1			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	342	0	0	186	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	342	0	0	186	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	342	0	0	186	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	342	0	0	186	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	342	0	0	186	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.5 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	342	0	0	186	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	342	0	0	186	0	0	0	0	0	0	0
Added Vol:	0	68	22	49	116	0	0	0	0	10	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	22	49	302	0	0	0	0	10	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	22	49	302	0	0	0	0	10	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	410	22	49	302	0	0	0	0	10	0	28
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	410	22	54	302	0	0	0	0	11	0	31
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	761	xxxx	410
Potent Cap.:	xxxx	xxxx	xxxxx	1067	xxxx	xxxxx	xxxx	xxxx	xxxxx	384	xxxx	858
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1067	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	xxxx	858
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	4.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	633	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.5			0.0			5.9		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	7	339	0	0	184	0	11	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	339	0	0	184	0	11	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	339	0	0	184	0	11	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	339	0	0	184	0	11	0	33	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	8	339	0	0	184	0	12	0	36	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	184	xxxx	xxxxx	xxxx	xxxx	xxxxx	530	xxxx	184	xxxx	xxxx	xxxxx
Potent Cap.:	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx	522	xxxx	1117	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	xxxx	1117	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	xxxx	3.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.1			0.0			4.3			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Average Delay (sec/veh): 0.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	7	339	0	0	184	0	11	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	339	0	0	184	0	11	0	33	0	0	0
Added Vol:	0	90	0	0	126	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	429	0	0	310	0	11	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	429	0	0	310	0	11	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	429	0	0	310	0	11	0	33	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	8	429	0	0	310	0	12	0	36	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	746	xxxx	310	xxxx	xxxx	xxxxx
Potent Cap.:	1220	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	964	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	1220	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	xxxx	964	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	3.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.1			0.0			5.3			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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			1 0 0 1 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	331	0	0	226	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	331	0	0	226	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	331	0	0	226	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	331	0	0	226	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	331	0	0	226	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1500	1500	1500	1500	1500	0	1500	1500	0	1500	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		331			0			0			0	
Crit Moves:		****			****							

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
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	1	0	0	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	0	331	0		0	226	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	331	0		0	226	0		0	0	0		0	0	0	
Added Vol:	0	22	503		116	10	0		0	0	0		294	0	68	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	353	503		116	236	0		0	0	0		294	0	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	353	503		116	236	0		0	0	0		294	0	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	353	503		116	236	0		0	0	0		294	0	68	
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.:	0	353	503		116	236	0		0	0	0		294	0	68	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	0		1500	1500	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.34		0.08	0.16	0.00		0.00	0.00	0.00		0.20	0.00	0.05	
Crit Vol:			503		116						0		294			
Crit Moves:			****		****								****			

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Average Delay (sec/veh): 0.2 Worst Case 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	307	5		16	218	0		0	0	0		4	0	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	307	5		16	218	0		0	0	0		4	0	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	307	5		16	218	0		0	0	0		4	0	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	307	5		16	218	0		0	0	0		4	0	8	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.10	1.10		1.10	1.10	1.10	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	307	5		18	218	0		0	0	0		4	0	9	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.4	xxxx	2.6	
Critical Gp:	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.5	xxxx	5.5	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		312	xxxx	xxxxx		xxxx	xxxx	xxxxx		544	xxxx	310	
Potent Cap.:	xxxx	xxxx	xxxxx		1217	xxxx	xxxxx		xxxx	xxxx	xxxxx		513	xxxx	965	
Adj Cap:	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.99	xxxx	1.00	
Move Cap.:	xxxx	xxxx	xxxxx		1217	xxxx	xxxxx		xxxx	xxxx	xxxxx		506	xxxx	965	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		3.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.2	xxxx	3.8	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	741	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.9	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	A	*	
ApproachDel:		0.0				0.2				0.0				4.9		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #160 Sierra College Blvd. & English Colony Way

****

Average Delay (sec/veh): 0.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	307	5	16	218	0	0	0	0	4	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	307	5	16	218	0	0	0	0	4	0	8
Added Vol:	0	477	0	28	276	0	0	0	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	784	5	44	494	0	0	0	0	4	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	5	44	494	0	0	0	0	4	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	784	5	44	494	0	0	0	0	4	0	56
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	784	5	48	494	0	0	0	0	4	0	62
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	789	xxxx	xxxxx	xxxx	xxxx	xxxxx	1325	xxxx	787
Potent Cap.:	xxxx	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	553
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.93	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	xxxx	553
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.8	xxxx	7.2
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	480	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.5			0.0			8.2		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #170 Sierra College Blvd. & Clover Valley Road

****

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	327	0	0	22	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	327	0	0	22	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	327	0	0	22	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	327	0	0	22	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	327	0	0	22	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	22	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 1	0	0	0 0 1	1 0	0	0 0 0	0	0
Volume Module:												
Base Vol:	1	327	0	0	22	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	327	0	0	22	0	0	0	0	0	0	0
Added Vol:	0	477	0	0	276	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	804	0	0	298	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	804	0	0	298	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	804	0	0	298	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	804	0	0	298	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	298	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1236	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1236	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	1 0 0	1	0	0 0 1	1 0	0	0 0 1	1 0	0
Volume Module:												
Base Vol:	0	301	30	1	213	11	14	9	2	14	8	2
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	301	30	1	213	11	14	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	301	30	1	213	11	14	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	301	30	1	213	11	14	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	301	30	1	213	11	15	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	331	xxxx	xxxxx	526	551	219	526	526	301
Potent Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	525	561	1073	525	578	975
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.99	1.00	1.00	0.98	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	518	560	1073	517	577	975
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	7.1	6.5	3.4	7.2	6.3	3.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	556	xxxxx	xxxx	558	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.6	xxxxx	xxxxx	6.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	0.0			0.0			6.6			6.6		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #180 Sierra College Blvd. & Del Mar Avenue

****

Average Delay (sec/veh): 0.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	301	30	1	213	11	14	9	2	14	8	2
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	301	30	1	213	11	14	9	2	14	8	2
Added Vol:	0	477	0	0	276	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	778	30	1	489	11	14	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	778	30	1	489	11	14	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	778	30	1	489	11	14	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	778	30	1	489	11	15	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	808	xxxx	xxxxx	1279	1304	495	1279	1279	778
Potent Cap.:	xxxx	xxxx	xxxxx	706	xxxx	xxxxx	193	226	778	192	233	559
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.97	1.00	1.00	0.96	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	706	xxxx	xxxxx	186	225	778	185	232	559
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.1	xxxx	xxxxx	20.9	16.6	4.6	21.0	16.1	6.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	212	xxxxx	xxxx	211	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx	xxxxx	18.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	0.0			0.0			18.1			18.2		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #190 Sierra College Blvd. & King Road

****

Average Delay (sec/veh): 1.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	303	24	40	197	2	9	13	2	12	15	69
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:	4	303	24	40	197	2	9	13	2	12	15	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	303	24	40	197	2	9	13	2	12	15	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	303	24	40	197	2	9	13	2	12	15	69
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	303	24	44	197	2	10	14	2	13	17	76
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	199	xxxx	xxxxx	327	xxxx	xxxxx	599	569	198	565	558	315
Potent Cap.:	1378	xxxx	xxxxx	1197	xxxx	xxxxx	476	549	1099	499	556	959
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.87	0.96	1.00	0.95	0.96	1.00
Move Cap.:	1378	xxxx	xxxxx	1197	xxxx	xxxxx	415	527	1099	473	534	959
Level Of Service Module:												
Stopped Del:	2.6	xxxx	xxxxx	3.1	xxxx	xxxxx	8.9	7.0	3.3	7.8	6.9	4.0
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	498	xxxxx	xxxx	765	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx	5.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	0.0			0.6			7.4			5.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Average Delay (sec/veh): 1.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	303	24	40	197	2	9	13	2	12	15	69
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:	4	303	24	40	197	2	9	13	2	12	15	69
Added Vol:	0	442	0	20	256	0	0	0	0	0	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	745	24	60	453	2	9	13	2	12	15	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	745	24	60	453	2	9	13	2	12	15	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	745	24	60	453	2	9	13	2	12	15	104
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	4	745	24	66	453	2	10	14	2	13	17	114
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx	6.5	6.0	5.5	6.5	6.0	5.5
Capacity Module:												
Cnflict Vol:	455	xxxx	xxxxx	769	xxxx	xxxxx	1335	1287	454	1283	1276	757
Potent Cap.:	1041	xxxx	xxxxx	737	xxxx	xxxxx	179	230	815	192	233	572
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.70	0.91	1.00	0.88	0.91	1.00
Move Cap.:	1041	xxxx	xxxxx	737	xxxx	xxxxx	125	209	815	168	212	572
Level Of Service Module:												
Stopped Del:	3.5	xxxx	xxxxx	5.3	xxxx	xxxxx	31.0	18.4	4.4	23.0	18.3	7.7
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	176	xxxxx	xxxx	404	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.0	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	0.0			0.7			22.0			10.3		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 28 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	54	287	213	24	170	44	60	274	45	149	236	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	287	213	24	170	44	60	274	45	149	236	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	287	213	24	170	44	60	274	45	149	236	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	287	213	24	170	44	60	274	45	149	236	14
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.:	54	287	213	24	170	44	60	274	45	149	236	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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 Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.14	0.02	0.11	0.03	0.04	0.18	0.03	0.10	0.16	0.01
Crit Vol:		287		24				274		149		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 28 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	54	287	213	24	170	44	60	274	45	149	236	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	287	213	24	170	44	60	274	45	149	236	14
Added Vol:	0	359	0	16	208	32	55	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	646	213	40	378	76	115	274	45	149	236	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	646	213	40	378	76	115	274	45	149	236	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	646	213	40	378	76	115	274	45	149	236	42
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.:	54	646	213	40	378	76	115	274	45	149	236	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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 Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.14	0.03	0.25	0.05	0.08	0.18	0.03	0.10	0.16	0.03
Crit Vol:		646			40			274			149	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 72 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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			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	0 1	0	1 0	1 0	1	0 1	0 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	69	603	64	48	418	51	134	9	96	79	12	9
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:	69	603	64	48	418	51	134	9	96	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	603	64	48	418	51	134	9	96	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.	69	603	64	48	418	51	134	9	96	79	12	9
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	1.10	1.00	1.00	1.00
Final Vol.:	69	603	64	48	418	51	134	9	106	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	0.94	0.06	2.00	1.00	1.00	1.00
Final Sat.:	1375	1243	132	1375	1375	1375	1288	87	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.03	0.30	0.04	0.10	0.10	0.04	0.06	0.01	0.01
Crit Vol:		667			48			143			79	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 72 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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	0 1	0	1 0	1 0	1	0 1	0 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	69	603	64	48	418	51	134	9	96	79	12	9
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:	69	603	64	48	418	51	134	9	96	79	12	9
Added Vol:	0	352	0	0	204	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	955	64	48	622	55	141	9	96	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	955	64	48	622	55	141	9	96	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	955	64	48	622	55	141	9	96	79	12	9
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	1.10	1.00	1.00	1.00
Final Vol.:	69	955	64	48	622	55	141	9	106	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.94	0.06	2.00	1.00	1.00	1.00
Final Sat.:	1375	1289	86	1375	1375	1375	1293	83	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.74	0.74	0.03	0.45	0.04	0.11	0.11	0.04	0.06	0.01	0.01
Crit Vol:		1019		48				150		79		
Crit Moves:		****		****				****		****		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 113 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 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			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	1 0	1 0	1	0 0	1 1	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	9	607	0	170	418	11	16	6	11	286	1	126
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:	9	607	0	170	418	11	16	6	11	286	1	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	607	0	170	418	11	16	6	11	286	1	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	607	0	170	418	11	16	6	11	286	1	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.:	9	607	0	170	418	11	16	6	11	286	1	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.18	0.33	0.99	0.01	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	667	250	458	1370	5	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.00	0.12	0.30	0.01	0.02	0.02	0.02	0.21	0.21	0.09
Crit Vol:		607		170				33			287	
Crit Moves:		****		****				****			****	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 113 Critical Vol./Cap. (X): 1.054
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	607	0	170	418	11	16	6	11	286	1	126
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:	9	607	0	170	418	11	16	6	11	286	1	126
Added Vol:	0	352	0	0	204	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	959	0	170	622	11	16	6	11	286	1	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	959	0	170	622	11	16	6	11	286	1	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	959	0	170	622	11	16	6	11	286	1	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.:	9	959	0	170	622	11	16	6	11	286	1	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.18	0.33	0.99	0.01	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	667	250	458	1370	5	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.70	0.00	0.12	0.45	0.01	0.02	0.02	0.02	0.21	0.21	0.09
Crit Vol:		959		170				33			287	
Crit Moves:		****		****				****			****	

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	392	337	0	0	523	172	296	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	337	0	0	523	172	296	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	337	0	0	523	172	296	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	337	0	0	523	172	296	0	21	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	392	337	0	0	523	172	296	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1375	1375	0	0	1375	1375	1375	0	1375	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.25	0.00	0.00	0.38	0.13	0.22	0.00	0.02	0.00	0.00	0.00
Crit Vol:	392				523		296				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 1.113
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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	1	0	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	392	337	0		0	523	172		296	0	21		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	392	337	0		0	523	172		296	0	21		0	0	0	
Added Vol:	0	76	0		0	44	0		276	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	392	413	0		0	567	172		572	0	21		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	392	413	0		0	567	172		572	0	21		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	392	413	0		0	567	172		572	0	21		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	392	413	0		0	567	172		572	0	21		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1375	1375	0		0	1375	1375		1375	0	1375		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.30	0.00		0.00	0.41	0.13		0.42	0.00	0.02		0.00	0.00	0.00	
Crit Vol:	392					567			572					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.5 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	11	0	0	0	1	0	0	0	1	0
Volume Module:																	
Base Vol:	0	0	0		21	0	3		5	85	0		0	106	33	
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		21	0	3		5	85	0		0	106	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		21	0	3		5	85	0		0	106	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		21	0	3		5	85	0		0	106	33	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		23	0	3		6	85	0		0	106	33	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		213	xxxx	123		139	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		798	xxxx	1200		1472	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Adj Cap:	xxxx	xxxx	xxxxx		1.00	xxxx	1.00		1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		794	xxxx	1200		1472	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		4.7	xxxx	3.0		2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*		
Movement:	LT	- LTR	-	RT	LT	- LTR	-	RT	LT	- LTR	-	RT	LT	- LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	829	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	4.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		0.0				4.4				0.1				0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	21	0	3	5	85	0	0	106	33
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	21	0	3	5	85	0	0	106	33
Added Vol:	0	0	0	0	0	0	0	28	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	3	5	113	0	0	154	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	3	5	113	0	0	154	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	3	5	113	0	0	154	33
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	23	0	3	6	113	0	0	154	33
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	289	xxxx	171	187	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	721	xxxx	1135	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	718	xxxx	1135	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.2	xxxx	3.2	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	752	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	0.0			4.9			0.1			0.0		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 1 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	61	475	84	11	91	58	54	14	61	25	29	3
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:	61	475	84	11	91	58	54	14	61	25	29	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	475	84	11	91	58	54	14	61	25	29	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	475	84	11	91	58	54	14	61	25	29	3
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.:	61	475	84	11	91	58	54	14	61	25	29	3
Saturation Flow Module:												
Sat/Lane:	443	443	443	329	329	329	181	181	181	248	248	248
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	0.42	0.11	0.47	0.44	0.51	0.05
Final Sat.:	443	376	67	329	329	329	76	20	86	109	126	13
Capacity Analysis Module:												
Vol/Sat:	0.14	1.26	1.26	0.03	0.28	0.18	0.71	0.71	0.71	0.23	0.23	0.23
Crit Moves:			****		****				****			****
ApproachV/S:	0.70			0.16			0.71			0.23		
Level Of Service Module:												
Delay/Veh:	1.7	121	120.9	1.1	2.9	2.0	15.0	15.0	15.0	2.4	2.4	2.4
Delay Adj:	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:	1.7	121	120.9	1.1	2.9	2.0	15.0	15.0	15.0	2.4	2.4	2.4
LOS by Move:	A	F	F	A	A	A	C	C	C	A	A	A
ApproachDel:	14.3			1.9			15.0			2.4		
LOS by Appr:	C			A			C			A		

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Bickford Ranch Traffic Study
Existing Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 1 Critical Vol./Cap. (X): 1.300
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	0 1	0		1 0	1 0	1		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	61	475	84		11	91	58		54	14	61		25	29	3	
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:	61	475	84		11	91	58		54	14	61		25	29	3	
Added Vol:	0	0	0		0	0	41		24	4	0		0	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	475	84		11	91	99		78	18	61		25	36	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	475	84		11	91	99		78	18	61		25	36	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	475	84		11	91	99		78	18	61		25	36	3	
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.:	61	475	84		11	91	99		78	18	61		25	36	3	
Saturation Flow Module:																
Sat/Lane:	430	430	430		318	318	318		226	226	226		236	236	236	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.85	0.15		1.00	1.00	1.00		0.50	0.11	0.39		0.39	0.56	0.05	
Final Sat.:	430	365	65		318	318	318		112	26	88		92	133	11	
Capacity Analysis Module:																
Vol/Sat:	0.14	1.30	1.30		0.03	0.29	0.31		0.69	0.69	0.69		0.27	0.27	0.27	
Crit Moves:			****				****				****		****			
ApproachV/S:		0.72				0.21				0.69				0.27		
Level Of Service Module:																
Delay/Veh:	1.7	140	139.8		1.1	3.0	3.3		14.0	14.0	14.0		2.8	2.8	2.8	
Delay Adj:	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:	1.7	140	139.8		1.1	3.0	3.3		14.0	14.0	14.0		2.8	2.8	2.8	
LOS by Move:	A	F	F		A	A	A		C	C	C		A	A	A	
ApproachDel:		15.5				2.2				14.0				2.8		
LOS by Appr:		C				A				C				A		

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CAPACITY ANALYSIS SUMMARIES
2010 GENERAL PLAN CONDITIONS
NO PROJECT AND PLUS ALTERNATIVE 6
(AFFORDABLE HOUSING)
A.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Trip Generation Report
AMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	AM Peak Hour	324.00	647.00	324	647	971	93.8
	Zone 1 Subtotal					324	647	971	93.8
2	The Meadows	1.00	AM Peak Hour	16.00	48.00	16	48	64	6.2
	Zone 2 Subtotal					16	48	64	6.2
TOTAL						340	695	1035	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Trip Distribution Report
BR10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0
2	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	28.0	7.0	12.0
2	3.0	4.0	28.0	7.0	12.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	647	324	0	0	0	0	0	971
Total	0	0	0	0	0	647	324	0	0	0	0	0	971
#100 SR 65 & SR 193													
Base	1	800	33	370	898	0	2	2	0	178	1	397	2682
Added	0	0	14	31	0	0	0	0	0	28	0	63	136
Total	1	800	47	401	898	0	2	2	0	206	1	460	2818
#110 Sierra College Blvd. & SR 193													
Base	467	1	59	1	1	1	1	304	355	246	657	1	2094
Added	174	0	35	0	0	0	0	0	85	17	0	0	311
Total	641	1	94	1	1	1	1	304	440	263	657	1	2405
#120 Clark Tunnel Road & SR 193													
Base	0	0	1	0	0	0	0	248	1	1	496	0	747
Added	0	0	0	0	0	0	0	35	0	0	17	0	52
Total	0	0	1	0	0	0	0	283	1	1	513	0	799
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	521	0	0	612	0	0	0	0	0	0	0	1133
Added	0	146	7	29	73	0	0	0	0	22	0	63	340
Total	0	667	7	29	685	0	0	0	0	22	0	63	1473
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	259	508	0	0	614	1	9	0	55	0	0	0	1446
Added	40	152	0	0	93	2	1	0	20	0	0	0	308
Total	299	660	0	0	707	3	10	0	75	0	0	0	1754
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	772	0	0	684	0	0	0	0	0	0	0	1456
Added	0	7	211	93	20	0	0	0	0	425	0	185	941
Total	0	779	211	93	704	0	0	0	0	425	0	185	2397
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	24	0	12	4	300	0	0	598	49	987
Total	0	0	0	24	0	12	4	300	0	0	598	49	987
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	592	7	61	624	0	0	0	0	64	0	182	1530
Added	0	201	0	35	410	0	0	0	0	0	0	17	663
Total	0	793	7	96	1034	0	0	0	0	64	0	199	2193
#170 Sierra College Blvd. & Clover Valley Road													
Base	116	519	0	0	498	74	63	0	45	0	0	0	1315
Added	0	177	0	0	361	49	24	0	0	0	0	0	611
Total	116	696	0	0	859	123	87	0	45	0	0	0	1926
#180 Sierra College Blvd. & Del Mar Avenue													
Base	2	665	6	1	657	22	15	1	2	42	5	4	1422
Added	0	173	0	0	354	7	3	0	0	0	0	0	537
Total	2	838	6	1	1011	29	18	1	2	42	5	4	1959
#190 Sierra College Blvd. & King Road													
Base	12	507	5	87	460	46	20	15	9	13	54	141	1369
Added	0	156	0	28	320	7	3	0	0	0	0	14	528
Total	12	663	5	115	780	53	23	15	9	13	54	155	1897
#200 Sierra College Blvd. & Taylor Road													
Base	251	511	425	19	673	117	66	266	78	490	415	43	3354
Added	0	133	0	21	271	28	14	0	0	0	0	10	477
Total	251	644	425	40	944	145	80	266	78	490	415	53	3831
#210 Sierra College Blvd. & Granite Drive													
Base	111	1230	29	76	1060	222	142	7	74	94	22	11	3078
Added	0	119	0	0	243	28	14	0	0	0	0	0	404
Total	111	1349	29	76	1303	250	156	7	74	94	22	11	3482
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	238	1401	0	0	1339	6	24	0	109	545	10	31	3703
Added	0	119	0	0	243	0	0	0	0	0	0	0	362
Total	238	1520	0	0	1582	6	24	0	109	545	10	31	4065
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	119	0	0	49	195	0	0	0	0	0	0	363
Total	0	119	0	0	49	195	0	0	0	0	0	0	363
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	119	0	0	49	0	0	0	0	0	0	0	168
Total	0	119	0	0	49	0	0	0	0	0	0	0	168

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	0	1256	0	0	1698	561	95	0	186	0	0	0	3796
Added	0	24	0	0	49	0	95	0	0	0	0	0	168
Total	0	1280	0	0	1747	561	190	0	186	0	0	0	3964
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	33	0	25	11	228	0	0	303	12	612
Added	0	0	0	0	0	0	0	35	0	0	17	0	52
Total	0	0	0	33	0	25	11	263	0	0	320	12	664
#250 Taylor Road & English Colony Way													
Base	57	208	32	3	380	196	98	18	93	113	35	7	1240
Added	0	0	0	0	0	14	28	7	0	0	3	0	52
Total	57	208	32	3	380	210	126	25	93	113	38	7	1292

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	647	324	971	324	647	971	0	0	0	1942
Total	0	0	0	647	324	971	324	647	971	0	0	0	1942
#100 SR 65 & SR 193													
Base	834	1076	1910	1268	1199	2467	4	2	6	576	405	981	5364
Added	14	28	42	31	63	94	0	0	0	91	45	136	272
Total	848	1104	1952	1299	1262	2561	4	2	6	667	450	1117	5636
#110 Sierra College Blvd. & SR 193													
Base	527	602	1129	3	3	6	660	1125	1785	904	364	1268	4188
Added	209	102	311	0	0	0	85	174	259	17	35	52	622
Total	736	704	1440	3	3	6	745	1299	2044	921	399	1320	4810
#120 Clark Tunnel Road & SR 193													
Base	1	2	3	0	0	0	249	496	745	497	249	746	1494
Added	0	0	0	0	0	0	35	17	52	17	35	52	104
Total	1	2	3	0	0	0	284	513	797	514	284	798	1598
#130 Sierra College Blvd. & Lower Ranch Road													
Base	521	612	1133	612	521	1133	0	0	0	0	0	0	2266
Added	153	95	248	102	209	311	0	0	0	85	36	121	680
Total	674	707	1381	714	730	1444	0	0	0	85	36	121	2946
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	767	669	1436	615	517	1132	64	260	324	0	0	0	2892
Added	192	113	305	95	153	248	21	42	63	0	0	0	616
Total	959	782	1741	710	670	1380	85	302	387	0	0	0	3508
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	772	684	1456	684	772	1456	0	0	0	0	0	0	2912
Added	218	445	663	113	192	305	0	0	0	610	304	914	1882
Total	990	1129	2119	797	964	1761	0	0	0	610	304	914	4794
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	36	53	89	304	610	914	647	324	971	1974
Total	0	0	0	36	53	89	304	610	914	647	324	971	1974
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	599	688	1287	685	774	1459	0	0	0	246	68	314	3060
Added	201	410	611	445	218	663	0	0	0	17	35	52	1326
Total	800	1098	1898	1130	992	2122	0	0	0	263	103	366	4386
#170 Sierra College Blvd. & Clover Valley Road													
Base	635	543	1178	572	582	1154	108	190	298	0	0	0	2630
Added	177	361	538	410	201	611	24	49	73	0	0	0	1222
Total	812	904	1716	982	783	1765	132	239	371	0	0	0	3852
#180 Sierra College Blvd. & Del Mar Avenue													
Base	673	701	1374	680	684	1364	18	29	47	51	8	59	2844
Added	173	354	527	361	176	537	3	7	10	0	0	0	1074
Total	846	1055	1901	1041	860	1901	21	36	57	51	8	59	3918
#190 Sierra College Blvd. & King Road													
Base	524	482	1006	593	668	1261	44	112	156	208	107	315	2738
Added	156	320	476	355	173	528	3	7	10	14	28	42	1056
Total	680	802	1482	948	841	1789	47	119	166	222	135	357	3794
#200 Sierra College Blvd. & Taylor Road													
Base	1187	1241	2428	809	620	1429	410	783	1193	948	710	1658	6708
Added	133	271	404	320	157	477	14	28	42	10	21	31	954
Total	1320	1512	2832	1129	777	1906	424	811	1235	958	731	1689	7662
#210 Sierra College Blvd. & Granite Drive													
Base	1370	1228	2598	1358	1383	2741	223	355	578	127	112	239	6156
Added	119	243	362	271	133	404	14	28	42	0	0	0	808
Total	1489	1471	2960	1629	1516	3145	237	383	620	127	112	239	6964
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1639	1993	3632	1345	1456	2801	133	254	387	586	0	586	7406
Added	119	243	362	243	119	362	0	0	0	0	0	0	724
Total	1758	2236	3994	1588	1575	3163	133	254	387	586	0	586	8130
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	119	49	168	244	119	363	0	195	195	0	0	0	726
Total	119	49	168	244	119	363	0	195	195	0	0	0	726
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	119	49	168	49	119	168	0	0	0	0	0	0	336
Total	119	49	168	49	119	168	0	0	0	0	0	0	336

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1256	1884	3140	2259	1351	3610	281	561	842	0	0	0	7592
Added	24	49	73	49	119	168	95	0	95	0	0	0	336
Total	1280	1933	3213	2308	1470	3778	376	561	937	0	0	0	7928
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	58	23	81	239	328	567	315	261	576	1224
Added	0	0	0	0	0	0	35	17	52	17	35	52	104
Total	0	0	0	58	23	81	274	345	619	332	296	628	1328
#250 Taylor Road & English Colony Way													
Base	297	586	883	579	313	892	209	288	497	155	53	208	2480
Added	0	0	0	14	28	42	35	17	52	3	7	10	104
Total	297	586	883	593	341	934	244	305	549	158	60	218	2584

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	E	xxxxx	0.948	E	xxxxx	0.989	+ 0.041 V/C
#110 Sierra College Blvd. & SR 193	B	xxxxx	0.645	C	xxxxx	0.743	+ 0.098 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	E	0.8	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	A	xxxxx	0.404	A	xxxxx	0.465	+ 0.061 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.281	A	xxxxx	0.521	+ 0.240 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.380	A	xxxxx	0.480	+ 0.100 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.300	A	xxxxx	0.444	+ 0.144 V/C
#180 Sierra College Blvd. & Del Mar	E	1.5	0.000	F	4.0	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	A	xxxxx	0.404	A	xxxxx	0.493	+ 0.089 V/C
#200 Sierra College Blvd. & Taylor	D	xxxxx	0.880	E	xxxxx	0.979	+ 0.099 V/C
#210 Sierra College Blvd. & Granite	B	xxxxx	0.628	B	xxxxx	0.677	+ 0.049 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.745	C	xxxxx	0.794	+ 0.049 V/C
#230 Sierra College Blvd. & I-80 Ea	B	xxxxx	0.634	B	xxxxx	0.652	+ 0.018 V/C
#240 Clark Tunnel Road & English Co	B	0.7	0.000	B	0.7	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	B	xxxxx	0.670	C	xxxxx	0.705	+ 0.034 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	800	33	370	898	0	2	2	0	178	1	397
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:	1	800	33	370	898	0	2	2	0	178	1	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	800	33	370	898	0	2	2	0	178	1	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	800	33	370	898	0	2	2	0	178	1	397
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.:	1	800	33	370	898	0	2	2	0	178	1	397
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.50	0.50	0.00	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	713	713	0	1417	8	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.02	0.26	0.63	0.00	0.00	0.00	0.00	0.13	0.13	0.28
Crit Vol:		800		370			2				179	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0	0 1
Volume Module:												
Base Vol:	1	800	33	370	898	0	2	2	0	178	1	397
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:	1	800	33	370	898	0	2	2	0	178	1	397
Added Vol:	0	0	14	31	0	0	0	0	0	28	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	800	47	401	898	0	2	2	0	206	1	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	800	47	401	898	0	2	2	0	206	1	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	800	47	401	898	0	2	2	0	206	1	460
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.:	1	800	47	401	898	0	2	2	0	206	1	460
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.50	0.50	0.00	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	713	713	0	1418	7	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.03	0.28	0.63	0.00	0.00	0.00	0.00	0.15	0.15	0.32
Crit Vol:		800		401			2				207	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	0 0	1 1	0 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	467	1	59	1	1	1	1	304	355	246	657	1
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:	467	1	59	1	1	1	1	304	355	246	657	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	1	59	1	1	1	1	304	355	246	657	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	1	59	1	1	1	1	304	355	246	657	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	514	1	59	1	1	1	1	304	355	246	657	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.99	0.01	1.00	0.34	0.33	0.33	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2844	6	1425	475	475	475	1425	1425	1425	1425	1423	2
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.00	0.00	0.00	0.21	0.25	0.17	0.46	0.46
Crit Vol:	258				3		1				658	
Crit Moves:	****				****		****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted Ovl						Permitted Include						Protected Ovl						Protected Include					
Rights:																								
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	1	0	0	1		0	0	1!	0	0		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	467		1		59		1		1		1		1		304		355		246		657		1	
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:	467		1		59		1		1		1		1		304		355		246		657		1	
Added Vol:	174		0		35		0		0		0		0		0		85		17		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	641		1		94		1		1		1		1		304		440		263		657		1	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	641		1		94		1		1		1		1		304		440		263		657		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	641		1		94		1		1		1		1		304		440		263		657		1	
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:	1.10	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	705		1		94		1		1		1		1		304		440		263		657		1	
Saturation Flow Module:																								
Sat/Lane:	1425	1425			1425		1425	1425			1425		1425	1425			1425		1425	1425			1425	
Adjustment:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.99	0.01			1.00		0.34	0.33			0.33		1.00	1.00			1.00		1.00	0.99			0.01	
Final Sat.:	2846		4		1425		475		475		475		1425	1425			1425		1425	1423			2	
Capacity Analysis Module:																								
Vol/Sat:	0.25	0.25			0.07		0.00	0.00			0.00		0.00	0.21			0.31		0.18	0.46			0.46	
Crit Vol:	353								3								440		263					
Crit Moves:	****								****								****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign Include						Stop Sign Include						Uncontrolled Include						Uncontrolled Include					
Rights:																								
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	0		0		1		0		0		0		0		248		1		1		496		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		1		0		0		0		0		248		1		1		496		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:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	0		0		1		0		0		0		0		248		1		1		496		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		1		0		0		0		0		248		1		1		496		0	
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
% Truck/Comb:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
PCE Adj:	1.10	1.10			1.10		1.10	1.10			1.10		1.10	1.00			1.00		1.10	1.00			1.00	
Cycl/Car PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Trck/Cmb PCE:	xxxx		xxxx				xxxx		xxxx				xxxx		xxxx				xxxx		xxxx			
Adj Vol.:	0		0		1		0		0		0		0		248		1		1		496		0	
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx			2.6		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx					2.1	xxxx	xxxxx			
Critical Gp:	xxxxx	xxxx			5.5		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx					5.0	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx			249		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx					249	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx			1036		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx					1304	xxxx	xxxxx			
Adj Cap:	xxxx	xxxx			1.00		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx					1.00	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx			1036		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx					1304	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx			3.5		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx					2.8	xxxx	xxxxx			
LOS by Move:	*		*		A		*		*		*		*		*				A		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:			3.5						0.0						0.0						0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	248	1	1	496	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	1	0	0	0	0	248	1	1	496	0
Added Vol:	0	0	0	0	0	0	0	35	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	0	0	0	0	283	1	1	513	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	0	0	0	0	283	1	1	513	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	1	0	0	0	0	283	1	1	513	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	1	0	0	0	0	283	1	1	513	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	284	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	995	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1255	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	995	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1255	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	3.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	3.6			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	521	0	0	612	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	0	0	612	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	521	0	0	612	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	521	0	0	612	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	521	0	0	612	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	521	0	0	612	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	0	0	612	0	0	0	0	0	0	0
Added Vol:	0	146	7	29	73	0	0	0	0	22	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	667	7	29	685	0	0	0	0	22	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	667	7	29	685	0	0	0	0	22	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	667	7	29	685	0	0	0	0	22	0	63
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	667	7	32	685	0	0	0	0	24	0	69
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	674	xxxx	xxxxx	xxxx	xxxx	xxxxx	1381	xxxx	334
Potent Cap.:	xxxx	xxxx	xxxxx	745	xxxx	xxxxx	xxxx	xxxx	xxxxx	139	xxxx	938
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.96	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	745	xxxx	xxxxx	xxxx	xxxx	xxxxx	133	xxxx	938
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.5	xxxx	4.1
LOS by Move:	*	*	*	B	*	*	*	*	*	E	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.2			0.0			11.5		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	259	508	0	0	614	1	9	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	508	0	0	614	1	9	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	508	0	0	614	1	9	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	508	0	0	614	1	9	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	508	0	0	614	1	9	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.22	0.00	0.01	0.00	0.04	0.00	0.00	0.00
Crit Vol:	259				307		9				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	259	508	0		0	614		1	9	0		55	0	0		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	259	508	0		0	614		1	9	0		55	0	0		0
Added Vol:	40	152	0		0	93		2	1	0		20	0	0		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	299	660	0		0	707		3	10	0		75	0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	299	660	0		0	707		3	10	0		75	0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	299	660	0		0	707		3	10	0		75	0	0		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	299	660	0		0	707		3	10	0		75	0	0		0
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00	0.00		0.00	2.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	1425	2850	0		0	2850		1425	1425	0		1425	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.21	0.23	0.00		0.00	0.25		0.00	0.01	0.00		0.05	0.00	0.00		0.00
Crit Vol:	299					354			10					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	0	772	0		0	684		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	772	0		0	684		0	0	0		0	0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	772	0		0	684		0	0	0		0	0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	772	0		0	684		0	0	0		0	0	0		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.10	1.00		1.00
Final Vol.:	0	772	0		0	684		0	0	0		0	0	0		0
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00	1.00		1.00	2.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00
Final Sat.:	1375	2750	1375		1375	2750		1375	1375	1375		0	1375	1375		1375
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.25		0.00	0.00	0.08		0.00	0.00	0.00		0.00
Crit Vol:		386				0				0				0		
Crit Moves:		****				****										

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	772	0	0	684	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	772	0	0	684	0	0	0	0	0	0	0
Added Vol:	0	7	211	93	20	0	0	0	0	425	0	185
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	211	93	704	0	0	0	0	425	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	779	211	93	704	0	0	0	0	425	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	779	211	93	704	0	0	0	0	425	0	185
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	1.10	1.00	1.00
Final Vol.:	0	779	211	93	704	0	0	0	0	468	0	185
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	2750	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.15	0.07	0.26	0.00	0.00	0.00	0.00	0.17	0.00	0.13
Crit Vol:		390		93				0		234		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	592	7	61	624	0	0	0	0	64	0	182
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	592	7	61	624	0	0	0	0	64	0	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	592	7	61	624	0	0	0	0	64	0	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	592	7	61	624	0	0	0	0	64	0	182
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.:	0	592	7	61	624	0	0	0	0	64	0	182
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.26	0.00	0.74
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	371	0	1054
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.04	0.22	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Vol:		296		0			0					246
Crit Moves:		****		****								****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	592	7	61	624	0	0	0	0	64	0	182
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	592	7	61	624	0	0	0	0	64	0	182
Added Vol:	0	201	0	35	410	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	793	7	96	1034	0	0	0	0	64	0	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	793	7	96	1034	0	0	0	0	64	0	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	7	96	1034	0	0	0	0	64	0	199
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.:	0	793	7	96	1034	0	0	0	0	64	0	199
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	347	0	1078
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.07	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Vol:	0				517		0					263
Crit Moves:	****				****							****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	116	519	0	0	498	74	63	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	519	0	0	498	74	63	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	519	0	0	498	74	63	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	519	0	0	498	74	63	0	45	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	519	0	0	498	74	63	0	45	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.00	0.00	0.17	0.05	0.04	0.00	0.03	0.00	0.00	0.00
Crit Vol:	116				249		63				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	
Volume Module:												
Base Vol:	116	519	0	0	498	74	63	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	519	0	0	498	74	63	0	45	0	0	0
Added Vol:	0	177	0	0	361	49	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	696	0	0	859	123	87	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	696	0	0	859	123	87	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	696	0	0	859	123	87	0	45	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	696	0	0	859	123	87	0	45	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.00	0.30	0.09	0.06	0.00	0.03	0.00	0.00	0.00
Crit Vol:	116				430		87				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	665	6	1	657	22	15	1	2	42	5	4
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:	2	665	6	1	657	22	15	1	2	42	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	665	6	1	657	22	15	1	2	42	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	665	6	1	657	22	15	1	2	42	5	4
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	665	6	1	657	22	17	1	2	46	6	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	679	xxxx	xxxxx	671	xxxx	xxxxx	1339	1342	340	1329	1350	336
Potent Cap.:	741	xxxx	xxxxx	748	xxxx	xxxxx	148	179	932	150	177	936
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.97	1.00	1.00	0.99	1.00	1.00
Move Cap.:	741	xxxx	xxxxx	748	xxxx	xxxxx	143	178	932	148	176	936
Level Of Service Module:												
Stopped Del:	4.9	xxxx	xxxxx	4.8	xxxx	xxxxx	28.1	20.3	3.9	33.8	21.0	3.9
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	160	xxxxx	xxxx	161	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.0	xxxxx	xxxxx	30.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:		0.0			0.0			25.0			30.2	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #180 Sierra College Blvd. & Del Mar Avenue

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	665	6	1	657	22	15	1	2	42	5	4
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:	2	665	6	1	657	22	15	1	2	42	5	4
Added Vol:	0	173	0	0	354	7	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	838	6	1	1011	29	18	1	2	42	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	838	6	1	1011	29	18	1	2	42	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	838	6	1	1011	29	18	1	2	42	5	4
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	838	6	1	1011	29	20	1	2	46	6	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	1040	xxxx	xxxxx	844	xxxx	xxxxx	1869	1873	520	1856	1884	422
Potent Cap.:	474	xxxx	xxxxx	604	xxxx	xxxxx	68	88	755	69	86	846
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.94	0.99	1.00	0.98	0.99	1.00
Move Cap.:	474	xxxx	xxxxx	604	xxxx	xxxxx	64	87	755	68	86	846
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxx	6.0	xxxx	xxxxx	78.5	41.9	4.8	131.0	44.6	4.3
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	71	xxxxx	xxxx	75	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	69.8	xxxxx	xxxxx	113	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			69.8			112.6		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #190 Sierra College Blvd. & King Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1 0	2 0		1	1 0	2 0		1	1 0	0 1		0	1 0	0 1		0
Volume Module:																
Base Vol:	12	507		5	87	460		46	20	15		9	13	54		141
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:	12	507		5	87	460		46	20	15		9	13	54		141
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	12	507		5	87	460		46	20	15		9	13	54		141
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	12	507		5	87	460		46	20	15		9	13	54		141
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.:	12	507		5	87	460		46	20	15		9	13	54		141
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	0.62		0.38	1.00	0.28		0.72
Final Sat.:	1375	2750		1375	1375	2750		1375	1375	859		516	1375	381		994
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18		0.00	0.06	0.17		0.03	0.01	0.02		0.02	0.01	0.14		0.14
Crit Vol:		254			87				20					195		
Crit Moves:		****			****				****					****		

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	507	5	87	460	46	20	15	9	13	54	141
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:	12	507	5	87	460	46	20	15	9	13	54	141
Added Vol:	0	156	0	28	320	7	3	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	663	5	115	780	53	23	15	9	13	54	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	663	5	115	780	53	23	15	9	13	54	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	663	5	115	780	53	23	15	9	13	54	155
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.:	12	663	5	115	780	53	23	15	9	13	54	155
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	0.26	0.74
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	859	516	1375	355	1020
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.08	0.28	0.04	0.02	0.02	0.02	0.01	0.15	0.15
Crit Vol:		332		115			23				209	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	251	511	425	19	673	117	66	266	78	490	415	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	511	425	19	673	117	66	266	78	490	415	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	511	425	19	673	117	66	266	78	490	415	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	511	425	19	673	117	66	266	78	490	415	43
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.:	251	511	425	19	673	117	66	266	78	490	415	43
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.31	0.01	0.24	0.09	0.05	0.10	0.06	0.36	0.15	0.03
Crit Vol:	251				337			133		490		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	251	511	425	19	673	117	66	266	78	490	415	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	511	425	19	673	117	66	266	78	490	415	43
Added Vol:	0	133	0	21	271	28	14	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	644	425	40	944	145	80	266	78	490	415	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	644	425	40	944	145	80	266	78	490	415	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	644	425	40	944	145	80	266	78	490	415	53
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.:	251	644	425	40	944	145	80	266	78	490	415	53
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.31	0.03	0.34	0.11	0.06	0.10	0.06	0.36	0.15	0.04
Crit Vol:	251				472			133		490		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	111	1230	29	76	1060	222	142	7	74	94	22	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1230	29	76	1060	222	142	7	74	94	22	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1230	29	76	1060	222	142	7	74	94	22	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1230	29	76	1060	222	142	7	74	94	22	11
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	1230	29	76	1060	222	156	7	74	94	22	11
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.02	0.06	0.39	0.16	0.06	0.01	0.05	0.07	0.02	0.01
Crit Vol:		615			76			78			94	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	111	1230	29	76	1060	222	142	7	74	94	22	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1230	29	76	1060	222	142	7	74	94	22	11
Added Vol:	0	119	0	0	243	28	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1349	29	76	1303	250	156	7	74	94	22	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1349	29	76	1303	250	156	7	74	94	22	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1349	29	76	1303	250	156	7	74	94	22	11
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	1349	29	76	1303	250	172	7	74	94	22	11
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.02	0.06	0.47	0.18	0.06	0.01	0.05	0.07	0.02	0.01
Crit Vol:		675			76			86			94	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	238	1401	0	0	1339	6	24	0	109	545	10	31
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	1401	0	0	1339	6	24	0	109	545	10	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1401	0	0	1339	6	24	0	109	545	10	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1401	0	0	1339	6	24	0	109	545	10	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	238	1401	0	0	1339	6	24	0	109	600	10	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.99	0.01	1.00	0.00	1.00	2.00	0.24	0.76
Final Sat.:	1375	2750	0	0	4107	18	1375	0	1375	2750	335	1040
Capacity Analysis Module:												
Vol/Sat:	0.17	0.51	0.00	0.00	0.33	0.33	0.02	0.00	0.08	0.22	0.03	0.03
Crit Vol:		701		0			24			300		
Crit Moves:		****		****			****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 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				Split Phase				Split Phase			
Rights:	Ignore				Include				Ovl				Ovl			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0	0	0	2	1	0	1	0	0	1	2	0	0	1	0
Volume Module:																		
Base Vol:	238	1401		0	0	1339		6	24		0	109	545		10	31
Growth Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	238	1401		0	0	1339		6	24		0	109	545		10	31
Added Vol:	0	119		0	0	243		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	238	1520		0	0	1582		6	24		0	109	545		10	31
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	238	1520		0	0	1582		6	24		0	109	545		10	31
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	238	1520		0	0	1582		6	24		0	109	545		10	31
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.10	1.00		1.00
Final Vol.:	238	1520		0	0	1582		6	24		0	109	600		10	31
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00	0.00		0.00	2.99		0.01	1.00	0.00		1.00	2.00	0.24		0.76
Final Sat.:	1375	2750		0	0	4109		16	1375		0	1375	2750	335		1040
Capacity Analysis Module:																
Vol/Sat:	0.17	0.55	0.00		0.00	0.38		0.38	0.02	0.00		0.08	0.22	0.03		0.03
Crit Vol:	238					529			24				300			
Crit Moves:	****					****			****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	1	2	0	0	0	0	1	1	0	2	0	0	0	2	0	0	0	0	0
Volume Module:																		
Base Vol:	0	1256		0	0	1698		561	95		0	186	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1256		0	0	1698		0	95		0	186	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1256		0	0	1698		0	95		0	186	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1256		0	0	1698		0	95		0	186	0		0	0
PCE Adj:	6.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.10	1.00		1.10	1.00	1.00		1.00
Final Vol.:	0	1256		0	0	1698		0	105		0	205	0		0	0
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	3.00	0.00		0.00	2.00		0.00	2.00	0.00		2.00	0.00	0.00		0.00
Final Sat.:	0	4500		0	0	3000		0	3000		0	3000	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.57		0.00	0.04	0.00		0.07	0.00	0.00		0.00
Crit Vol:	0					849						103	0			
Crit Moves:	****					****						****				

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	2	0 0	0	0	1	1 0	2	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	1256		0	0	1698	561		95	0		186	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1256		0	0	1698	0		95	0		186	0	0		0
Added Vol:	0	24		0	0	49	0		95	0		0	0	0		0
PasserByVol:	0	0		0	0	0	0		0	0		0	0	0		0
Initial Fut:	0	1280		0	0	1747	0		190	0		186	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1280		0	0	1747	0		190	0		186	0	0		0
Reduct Vol:	0	0		0	0	0	0		0	0		0	0	0		0
Reduced Vol:	0	1280		0	0	1747	0		190	0		186	0	0		0
PCE Adj:	6.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.10	1.00		1.10	1.00	1.00		1.00
Final Vol.:	0	1280		0	0	1747	0		209	0		205	0	0		0
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500	1500		1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	3.00		0.00	0.00	2.00	0.00		2.00	0.00		2.00	0.00	0.00		0.00
Final Sat.:	0	4500		0	0	3000	0		3000	0		3000	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28		0.00	0.00	0.58	0.00		0.07	0.00		0.07	0.00	0.00		0.00
Crit Vol:	0					874			105					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.7 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1	1 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0		0	33	0		25	11	228		0	0	303		12
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0		0	33	0		25	11	228		0	0	303		12
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0		0	33	0		25	11	228		0	0	303		12
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	0		0	33	0		25	11	228		0	0	303		12
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.00		1.00	1.10	1.00		1.00
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0		0	36	0		28	12	228		0	0	303		12
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx		2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx		5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		548	xxxx		309	315	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		510	xxxx		966	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Adj Cap:	xxxx	xxxx	xxxxx		0.99	xxxx		1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		504	xxxx		966	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		7.6	xxxx		3.8	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*		*	A	*		*	*	*		
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	635	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	6.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B		*	*	*		*	*	*		
ApproachDel:		0.0				6.0				0.2				0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.7 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0			0 0 1! 0			0 1 0 0			0 0 0 1		
Volume Module:												
Base Vol:	0	0	0	33	0	25	11	228	0	0	303	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	25	11	228	0	0	303	12
Added Vol:	0	0	0	0	0	0	0	35	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	25	11	263	0	0	320	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	25	11	263	0	0	320	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	33	0	25	11	263	0	0	320	12
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	36	0	28	12	263	0	0	320	12
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	600	xxxx	326	332	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	476	xxxx	947	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	470	xxxx	947	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	3.9	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	600	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	6.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			6.4			0.1			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	57	208	32	3	380	196	98	18	93	113	35	7
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:	57	208	32	3	380	196	98	18	93	113	35	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	208	32	3	380	196	98	18	93	113	35	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	208	32	3	380	196	98	18	93	113	35	7
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.:	57	208	32	3	380	196	98	18	93	113	35	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.66	0.34	0.47	0.09	0.44	0.73	0.23	0.04
Final Sat.:	1425	1235	190	1425	940	485	668	123	634	1039	322	64
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.40	0.40	0.15	0.15	0.15	0.11	0.11	0.11
Crit Vol:	57				576			209		113		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	57	208	32	3	380	196	98	18	93	113	35	7
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:	57	208	32	3	380	196	98	18	93	113	35	7
Added Vol:	0	0	0	0	0	14	28	7	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	208	32	3	380	210	126	25	93	113	38	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	208	32	3	380	210	126	25	93	113	38	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	208	32	3	380	210	126	25	93	113	38	7
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.:	57	208	32	3	380	210	126	25	93	113	38	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.64	0.36	0.52	0.10	0.38	0.72	0.24	0.04
Final Sat.:	1425	1235	190	1425	918	507	736	146	543	1019	343	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.41	0.41	0.17	0.17	0.17	0.11	0.11	0.11
Crit Vol:	57				590			244		113		
Crit Moves:	****				****			****		****		

CAPACITY ANALYSIS SUMMARIES
2010 GENERAL PLAN CONDITIONS
NO PROJECT AND PLUS ALTERNATIVE 6
(AFFORDABLE HOUSING)
P.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Trip Generation Report
PMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	PM Peak Hour	647.00	380.00	647	380	1027	94.1
	Zone 1 Subtotal					647	380	1027	94.1
2	The Meadows	1.00	PM Peak Hour	44.00	20.00	44	20	64	5.9
	Zone 2 Subtotal					44	20	64	5.9
TOTAL						691	400	1091	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Trip Distribution Report
BR10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0
2	9.0	4.0	5.0	6.0	4.0	1.0	7.0	1.0	1.0	4.0	4.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	28.0	7.0	12.0
2	3.0	4.0	28.0	7.0	12.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	380	647	0	0	0	0	0	1027
Total	0	0	0	0	0	380	647	0	0	0	0	0	1027
#100 SR 65 & SR 193													
Base	0	903	16	500	733	0	0	0	0	247	0	348	2747
Added	0	0	28	62	0	0	0	0	0	16	0	36	142
Total	0	903	44	562	733	0	0	0	0	263	0	384	2889
#110 Sierra College Blvd. & SR 193													
Base	388	0	197	1	0	0	0	708	460	108	300	1	2163
Added	100	0	20	0	0	0	0	0	173	35	0	0	328
Total	488	0	217	1	0	0	0	708	633	143	300	1	2491
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	0	540	0	0	292	0	832
Added	0	0	0	0	0	0	0	20	0	0	35	0	55
Total	0	0	0	0	0	0	0	560	0	0	327	0	887
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	591	0	0	569	0	0	0	0	0	0	0	1160
Added	0	86	20	62	146	0	0	0	0	9	0	35	358
Total	0	677	20	62	715	0	0	0	0	9	0	35	1518
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	67	582	0	0	564	1	11	0	261	0	0	0	1486
Added	23	104	0	0	154	1	2	0	39	0	0	0	323
Total	90	686	0	0	718	2	13	0	300	0	0	0	1809
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	634	0	0	834	0	0	0	0	0	0	0	1468
Added	0	18	424	185	8	0	0	0	0	248	0	109	992
Total	0	652	424	185	842	0	0	0	0	248	0	109	2460
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	49	0	5	11	598	0	0	351	29	1043
Total	0	0	0	49	0	5	11	598	0	0	351	29	1043
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	576	45	202	638	0	0	0	0	28	0	35	1524
Added	0	408	0	20	236	0	0	0	0	0	0	35	699
Total	0	984	45	222	874	0	0	0	0	28	0	70	2223
#170 Sierra College Blvd. & Clover Valley Road													
Base	47	567	0	0	421	60	75	0	114	0	0	0	1284
Added	0	359	0	0	208	28	48	0	0	0	0	0	643
Total	47	926	0	0	629	88	123	0	114	0	0	0	1927
#180 Sierra College Blvd. & Del Mar Avenue													
Base	0	591	30	1	710	18	15	9	2	14	8	2	1400
Added	0	352	0	0	204	4	7	0	0	0	0	0	567
Total	0	943	30	1	914	22	22	9	2	14	8	2	1967
#190 Sierra College Blvd. & King Road													
Base	11	497	24	166	558	12	59	51	7	12	20	115	1532
Added	0	318	0	16	184	4	7	0	0	0	0	28	557
Total	11	815	24	182	742	16	66	51	7	12	20	143	2089
#200 Sierra College Blvd. & Taylor Road													
Base	169	587	561	47	559	56	120	529	179	494	310	38	3649
Added	0	269	0	12	156	16	28	0	0	0	0	21	502
Total	169	856	561	59	715	72	148	529	179	494	310	59	4151
#210 Sierra College Blvd. & Granite Drive													
Base	113	1207	64	48	1265	156	359	9	101	79	12	9	3422
Added	0	242	0	0	140	16	28	0	0	0	0	0	426
Total	113	1449	64	48	1405	172	387	9	101	79	12	9	3848
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	108	1164	0	0	1440	11	22	0	218	556	13	217	3749
Added	0	242	0	0	140	0	0	0	0	0	0	0	382
Total	108	1406	0	0	1580	11	22	0	218	556	13	217	4131
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	242	0	0	28	112	0	0	0	0	0	0	382
Total	0	242	0	0	28	112	0	0	0	0	0	0	382
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	242	0	0	28	0	0	0	0	0	0	0	270
Total	0	242	0	0	28	0	0	0	0	0	0	0	270

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	5	1776	0	0	1235	241	557	0	138	0	0	0	3952
Added	0	48	0	0	28	0	193	0	0	0	0	0	269
Total	5	1824	0	0	1263	241	750	0	138	0	0	0	4221
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	24	0	8	15	276	0	0	152	40	515
Added	0	0	0	0	0	0	0	20	0	0	35	0	55
Total	0	0	0	24	0	8	15	296	0	0	187	40	570
#250 Taylor Road & English Colony Way													
Base	49	672	86	16	193	86	189	49	70	41	29	4	1484
Added	0	0	0	0	0	28	16	4	0	0	7	0	55
Total	49	672	86	16	193	114	205	53	70	41	36	4	1539

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	380	647	1027	647	380	1027	0	0	0	2054
Total	0	0	0	380	647	1027	647	380	1027	0	0	0	2054
#100 SR 65 & SR 193													
Base	919	980	1899	1233	1251	2484	0	0	0	595	516	1111	5494
Added	28	16	44	62	36	98	0	0	0	52	90	142	284
Total	947	996	1943	1295	1287	2582	0	0	0	647	606	1253	5778
#110 Sierra College Blvd. & SR 193													
Base	585	568	1153	1	1	2	1168	688	1856	409	906	1315	4326
Added	120	208	328	0	0	0	173	100	273	35	20	55	656
Total	705	776	1481	1	1	2	1341	788	2129	444	926	1370	4982
#120 Clark Tunnel Road & SR 193													
Base	0	0	0	0	0	0	540	292	832	292	540	832	1664
Added	0	0	0	0	0	0	20	35	55	35	20	55	110
Total	0	0	0	0	0	0	560	327	887	327	560	887	1774
#130 Sierra College Blvd. & Lower Ranch Road													
Base	591	569	1160	569	591	1160	0	0	0	0	0	0	2320
Added	106	155	261	208	121	329	0	0	0	44	82	126	716
Total	697	724	1421	777	712	1489	0	0	0	44	82	126	3036
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	649	825	1474	565	593	1158	272	68	340	0	0	0	2972
Added	127	193	320	155	106	261	41	24	65	0	0	0	646
Total	776	1018	1794	720	699	1419	313	92	405	0	0	0	3618
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	634	834	1468	834	634	1468	0	0	0	0	0	0	2936
Added	442	256	698	193	127	320	0	0	0	357	609	966	1984
Total	1076	1090	2166	1027	761	1788	0	0	0	357	609	966	4920
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	54	40	94	609	356	965	380	647	1027	2086
Total	0	0	0	54	40	94	609	356	965	380	647	1027	2086
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	621	666	1287	840	611	1451	0	0	0	63	247	310	3048
Added	408	236	644	256	443	699	0	0	0	35	20	55	1398
Total	1029	902	1931	1096	1054	2150	0	0	0	98	267	365	4446
#170 Sierra College Blvd. & Clover Valley Road													
Base	614	535	1149	481	642	1123	189	107	296	0	0	0	2568
Added	359	208	567	236	407	643	48	28	76	0	0	0	1286
Total	973	743	1716	717	1049	1766	237	135	372	0	0	0	3854
#180 Sierra College Blvd. & Del Mar Avenue													
Base	621	726	1347	729	608	1337	26	26	52	24	40	64	2800
Added	352	204	556	208	359	567	7	4	11	0	0	0	1134
Total	973	930	1903	937	967	1904	33	30	63	24	40	64	3934
#190 Sierra College Blvd. & King Road													
Base	532	577	1109	736	671	1407	117	43	160	147	241	388	3064
Added	318	184	502	204	353	557	7	4	11	28	16	44	1114
Total	850	761	1611	940	1024	1964	124	47	171	175	257	432	4178
#200 Sierra College Blvd. & Taylor Road													
Base	1317	1232	2549	662	745	1407	828	535	1363	842	1137	1979	7298
Added	269	156	425	184	318	502	28	16	44	21	12	33	1004
Total	1586	1388	2974	846	1063	1909	856	551	1407	863	1149	2012	8302
#210 Sierra College Blvd. & Granite Drive													
Base	1384	1445	2829	1469	1575	3044	469	281	750	100	121	221	6844
Added	242	140	382	156	270	426	28	16	44	0	0	0	852
Total	1626	1585	3211	1625	1845	3470	497	297	794	100	121	221	7696
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1272	2214	3486	1451	1403	2854	240	132	372	786	0	786	7498
Added	242	140	382	140	242	382	0	0	0	0	0	0	764
Total	1514	2354	3868	1591	1645	3236	240	132	372	786	0	786	8262
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	242	28	270	140	242	382	0	112	112	0	0	0	764
Total	242	28	270	140	242	382	0	112	112	0	0	0	764
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	242	28	270	28	242	270	0	0	0	0	0	0	540
Total	242	28	270	28	242	270	0	0	0	0	0	0	540

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1781	1373	3154	1476	2333	3809	695	246	941	0	0	0	7904
Added	48	28	76	28	241	269	193	0	193	0	0	0	538
Total	1829	1401	3230	1504	2574	4078	888	246	1134	0	0	0	8442
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	32	55	87	291	160	451	192	300	492	1030
Added	0	0	0	0	0	0	20	35	55	35	20	55	110
Total	0	0	0	32	55	87	311	195	506	227	320	547	1140
#250 Taylor Road & English Colony Way													
Base	807	304	1111	295	865	1160	308	164	472	74	151	225	2968
Added	0	0	0	28	16	44	20	35	55	7	4	11	110
Total	807	304	1111	323	881	1204	328	199	527	81	155	236	3078

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	F	xxxxx	1.158	F	xxxxx	1.201	+ 0.044 V/C
#110 Sierra College Blvd. & SR 193	C	xxxxx	0.722	C	xxxxx	0.786	+ 0.063 V/C
#120 Clark Tunnel Road & SR 193	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	E	0.6	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	A	xxxxx	0.381	A	xxxxx	0.462	+ 0.081 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.303	A	xxxxx	0.471	+ 0.168 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.364	A	xxxxx	0.521	+ 0.157 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.252	A	xxxxx	0.411	+ 0.160 V/C
#180 Sierra College Blvd. & Del Mar	D	0.9	0.000	F	2.2	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	A	xxxxx	0.443	A	xxxxx	0.595	+ 0.153 V/C
#200 Sierra College Blvd. & Taylor	D	xxxxx	0.878	E	xxxxx	0.935	+ 0.057 V/C
#210 Sierra College Blvd. & Granite	C	xxxxx	0.743	D	xxxxx	0.805	+ 0.062 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.733	D	xxxxx	0.814	+ 0.081 V/C
#230 Sierra College Blvd. & I-80 Ea	B	xxxxx	0.619	B	xxxxx	0.699	+ 0.080 V/C
#240 Clark Tunnel Road & English Co	B	0.5	0.000	B	0.5	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	C	xxxxx	0.788	D	xxxxx	0.802	+ 0.014 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.158
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	903	16	500	733	0	0	0	0	247	0	348
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	903	16	500	733	0	0	0	0	247	0	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	903	16	500	733	0	0	0	0	247	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	903	16	500	733	0	0	0	0	247	0	348
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.:	0	903	16	500	733	0	0	0	0	247	0	348
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.01	0.35	0.51	0.00	0.00	0.00	0.00	0.17	0.00	0.24
Crit Vol:		903		500				0		247		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.201
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	903	16	500	733	0	0	0	0	247	0	348
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	903	16	500	733	0	0	0	0	247	0	348
Added Vol:	0	0	28	62	0	0	0	0	0	16	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	903	44	562	733	0	0	0	0	263	0	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	903	44	562	733	0	0	0	0	263	0	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	903	44	562	733	0	0	0	0	263	0	384
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.:	0	903	44	562	733	0	0	0	0	263	0	384
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.03	0.39	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.27
Crit Vol:		903		562				0		247		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	388	0	197	1	0	0	0	708	460	108	300	1
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:	388	0	197	1	0	0	0	708	460	108	300	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	0	197	1	0	0	0	708	460	108	300	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	0	197	1	0	0	0	708	460	108	300	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	427	0	197	1	0	0	0	708	460	108	300	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2850	0	1425	1425	0	0	1425	1425	1425	1425	1420	5
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.14	0.00	0.00	0.00	0.00	0.50	0.32	0.08	0.21	0.21
Crit Vol:	214				0			708		108		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Ovl			Permitted Include			Protected Ovl			Protected Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	388	0	197	1	0	0	0	708	460	108	300	1
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:	388	0	197	1	0	0	0	708	460	108	300	1
Added Vol:	100	0	20	0	0	0	0	0	173	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	0	217	1	0	0	0	708	633	143	300	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	0	217	1	0	0	0	708	633	143	300	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	0	217	1	0	0	0	708	633	143	300	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	537	0	217	1	0	0	0	708	633	143	300	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2850	0	1425	1425	0	0	1425	1425	1425	1425	1420	5
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.15	0.00	0.00	0.00	0.00	0.50	0.44	0.10	0.21	0.21
Crit Vol:	269				0			708		143		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign Include					Stop Sign Include					Uncontrolled Include					Uncontrolled Include				
Rights:																				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		540		0	0		292		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	0		0		0	0		540		0	0		292		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:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	0		0		0	0		540		0	0		292		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		0		0	0		0		0	0		540		0	0		292		0
Adjusted Volume Module:																				
Grade:		0%					0%					0%					0%			
% Cycle/Cars:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
% Truck/Comb:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
PCE Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10	1.00		1.00		1.10	1.00		1.00	
Cycl/Car PCE:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
Trck/Cmb PCE:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
Adj Vol.:	0		0		0	0		0		0	0		540		0	0		292		0
Critical Gap Module:																				
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:		0.0					0.0					0.0					0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		540		0	0		292		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	0		0		0	0		540		0	0		292		0
Added Vol:	0		0		0	0		0		0	0		20		0	0		35		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		0	0		560		0	0		327		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:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	0		0		0	0		560		0	0		327		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		0		0	0		0		0	0		560		0	0		327		0
Adjusted Volume Module:																				
Grade:			0%					0%					0%					0%		
% Cycle/Cars:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
% Truck/Comb:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
PCE Adj:	1.10		1.10		1.10	1.10		1.10		1.10	1.10		1.00		1.00	1.10		1.00		1.00
Cycl/Car PCE:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
Trck/Cmb PCE:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
Adj Vol.:	0		0		0	0		0		0	0		560		0	0		327		0
Critical Gap Module:																				
MoveUp Time:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Critical Gp:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Adj Cap:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Level Of Service Module:																				
Stopped Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:			0.0					0.0					0.0					0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	591		0		0	569		0		0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	591		0		0	569		0		0		0		0	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	591		0		0	569		0		0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	591		0		0	569		0		0		0		0	0		0		0
Adjusted Volume Module:																				
Grade:			0%					0%					0%					0%		
% Cycle/Cars:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
% Truck/Comb:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
PCE Adj:	1.10	1.00		1.00		1.10	1.00		1.00		1.10	1.10		1.10		1.10	1.10		1.10	
Cycl/Car PCE:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
Trck/Cmb PCE:	xxxx		xxxx			xxxx		xxxx			xxxx		xxxx			xxxx		xxxx		
Adj Vol.:	0	591		0		0	569		0		0		0		0	0		0		0
Critical Gap Module:																				
MoveUp Time:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Critical Gp:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Adj Cap:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Level Of Service Module:																				
Stopped Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:			0.0					0.0					0.0					0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	591	0	0	569	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	591	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	86	20	62	146	0	0	0	0	9	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	677	20	62	715	0	0	0	0	9	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	677	20	62	715	0	0	0	0	9	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	677	20	62	715	0	0	0	0	9	0	35
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	677	20	68	715	0	0	0	0	10	0	39
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	1454	xxxx	339
Potent Cap.:	xxxx	xxxx	xxxxx	724	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	xxxx	933
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.91	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	724	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	xxxx	933
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.7	xxxx	4.0
LOS by Move:	*	*	*	B	*	*	*	*	*	E	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.5			0.0			10.3		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	67	582	0	0	564	1	11	0	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	582	0	0	564	1	11	0	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	582	0	0	564	1	11	0	261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	582	0	0	564	1	11	0	261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	582	0	0	564	1	11	0	261	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.00	0.00	0.20	0.00	0.01	0.00	0.18	0.00	0.00	0.00
Crit Vol:	0				282				261	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	67	582	0	0	564	1	11	0	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	582	0	0	564	1	11	0	261	0	0	0
Added Vol:	23	104	0	0	154	1	2	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	686	0	0	718	2	13	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	686	0	0	718	2	13	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	686	0	0	718	2	13	0	300	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	686	0	0	718	2	13	0	300	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.00	0.00	0.25	0.00	0.01	0.00	0.21	0.00	0.00	0.00
Crit Vol:	0				359				300	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	634	0	0	834	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	0	0	834	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	634	0	0	834	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	0	0	834	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	634	0	0	834	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				417			0			0	
Crit Moves:	****				****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	634	0	0	834	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	0	0	834	0	0	0	0	0	0	0
Added Vol:	0	18	424	185	8	0	0	0	0	248	0	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	652	424	185	842	0	0	0	0	248	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	652	424	185	842	0	0	0	0	248	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	424	185	842	0	0	0	0	248	0	109
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	1.10	1.00	1.00
Final Vol.:	0	652	424	185	842	0	0	0	0	273	0	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	2750	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.31	0.13	0.31	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Vol:		326		185				0		137		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 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:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	576	45	202	638	0	0	0	0	28	0	35
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	576	45	202	638	0	0	0	0	28	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	576	45	202	638	0	0	0	0	28	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	45	202	638	0	0	0	0	28	0	35
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.:	0	576	45	202	638	0	0	0	0	28	0	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.44	0.00	0.56
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	633	0	792
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.14	0.22	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Vol:		288		202				0		28		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	576	45	202	638	0	0	0	0	28	0	35
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	576	45	202	638	0	0	0	0	28	0	35
Added Vol:	0	408	0	20	236	0	0	0	0	0	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	984	45	222	874	0	0	0	0	28	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	984	45	222	874	0	0	0	0	28	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	984	45	222	874	0	0	0	0	28	0	70
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.:	0	984	45	222	874	0	0	0	0	28	0	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	407	0	1018
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.03	0.16	0.31	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Vol:		492		222				0		28		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	47	567	0	0	421	60	75	0	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	567	0	0	421	60	75	0	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	567	0	0	421	60	75	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	567	0	0	421	60	75	0	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	567	0	0	421	60	75	0	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.00	0.00	0.15	0.04	0.05	0.00	0.08	0.00	0.00	0.00
Crit Vol:		284		0			75				0	
Crit Moves:		****		****			****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	47	567	0	0	421	60	75	0	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	567	0	0	421	60	75	0	114	0	0	0
Added Vol:	0	359	0	0	208	28	48	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	926	0	0	629	88	123	0	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	926	0	0	629	88	123	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	926	0	0	629	88	123	0	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	926	0	0	629	88	123	0	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.00	0.00	0.22	0.06	0.09	0.00	0.08	0.00	0.00	0.00
Crit Vol:		463		0			123				0	
Crit Moves:		****		****			****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 0.9 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	591	30	1	710	18	15	9	2	14	8	2
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	591	30	1	710	18	15	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	30	1	710	18	15	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	591	30	1	710	18	15	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	591	30	1	710	18	17	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	621	xxxx	xxxxx	1315	1341	364	1322	1335	311
Potent Cap.:	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	153	179	906	151	181	964
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.96	1.00	1.00	0.95	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	147	179	906	144	180	964
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	4.5	xxxx	xxxxx	27.4	21.2	4.0	27.6	20.9	3.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	168	xxxxx	xxxx	167	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:		0.0			0.0			23.4			23.4	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1	1	0	0 0 1	1	0
Volume Module:												
Base Vol:	0	591	30	1	710	18	15	9	2	14	8	2
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	591	30	1	710	18	15	9	2	14	8	2
Added Vol:	0	352	0	0	204	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	943	30	1	914	22	22	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	943	30	1	914	22	22	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	943	30	1	914	22	22	9	2	14	8	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	943	30	1	914	22	24	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	973	xxxx	xxxxx	1873	1899	468	1878	1895	487
Potent Cap.:	xxxx	xxxx	xxxxx	515	xxxx	xxxxx	67	84	802	67	85	785
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.92	1.00	1.00	0.91	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	515	xxxx	xxxxx	62	84	802	60	85	785
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.0	xxxx	xxxxx	90.1	47.8	4.5	77.2	46.9	4.6
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	71	xxxxx	xxxx	73	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	73.4	xxxxx	xxxxx	61.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			73.4			61.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	11	497	24	166	558	12	59	51	7	12	20	115
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:	11	497	24	166	558	12	59	51	7	12	20	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	497	24	166	558	12	59	51	7	12	20	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	497	24	166	558	12	59	51	7	12	20	115
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.:	11	497	24	166	558	12	59	51	7	12	20	115
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.15	0.85
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1209	166	1375	204	1171
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.02	0.12	0.20	0.01	0.04	0.04	0.04	0.01	0.10	0.10
Crit Vol:		249		166			59				135	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	11	497	24	166	558	12	59	51	7	12	20	115
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:	11	497	24	166	558	12	59	51	7	12	20	115
Added Vol:	0	318	0	16	184	4	7	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	815	24	182	742	16	66	51	7	12	20	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	815	24	182	742	16	66	51	7	12	20	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	815	24	182	742	16	66	51	7	12	20	143
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.:	11	815	24	182	742	16	66	51	7	12	20	143
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.12	0.88
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1209	166	1375	169	1206
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.02	0.13	0.27	0.01	0.05	0.04	0.04	0.01	0.12	0.12
Crit Vol:		408		182			66				163	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	169	587	561	47	559	56	120	529	179	494	310	38
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:	169	587	561	47	559	56	120	529	179	494	310	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	587	561	47	559	56	120	529	179	494	310	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	587	561	47	559	56	120	529	179	494	310	38
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.:	169	587	561	47	559	56	120	529	179	494	310	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.41	0.03	0.20	0.04	0.09	0.19	0.13	0.36	0.11	0.03
Crit Vol:	169				280			265		494		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	169	587	561	47	559	56	120	529	179	494	310	38
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:	169	587	561	47	559	56	120	529	179	494	310	38
Added Vol:	0	269	0	12	156	16	28	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	856	561	59	715	72	148	529	179	494	310	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	856	561	59	715	72	148	529	179	494	310	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	856	561	59	715	72	148	529	179	494	310	59
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.:	169	856	561	59	715	72	148	529	179	494	310	59
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.41	0.04	0.26	0.05	0.11	0.19	0.13	0.36	0.11	0.04
Crit Vol:	169				358			265		494		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 1		1 0 2	0 1		2 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	113	1207	64	48	1265	156	359	9	101	79	12	9
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:	113	1207	64	48	1265	156	359	9	101	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1207	64	48	1265	156	359	9	101	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1207	64	48	1265	156	359	9	101	79	12	9
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	1207	64	48	1265	156	395	9	101	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.05	0.03	0.46	0.11	0.14	0.01	0.07	0.06	0.01	0.01
Crit Vol:	113				633		198			79		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	113	1207	64	48	1265	156	359	9	101	79	12	9
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:	113	1207	64	48	1265	156	359	9	101	79	12	9
Added Vol:	0	242	0	0	140	16	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1449	64	48	1405	172	387	9	101	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1449	64	48	1405	172	387	9	101	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1449	64	48	1405	172	387	9	101	79	12	9
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	1449	64	48	1405	172	426	9	101	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.05	0.03	0.51	0.13	0.15	0.01	0.07	0.06	0.01	0.01
Crit Vol:	113				703		213			79		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 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			Split Phase			Split Phase		
Rights:		Ignore			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	108	1164	0	0	1440	11	22	0	218	556	13	217
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1164	0	0	1440	11	22	0	218	556	13	217
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1164	0	0	1440	11	22	0	218	556	13	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1164	0	0	1440	11	22	0	218	556	13	217
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	108	1164	0	0	1440	11	22	0	218	612	13	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	1.00	0.00	1.00	2.00	0.06	0.94
Final Sat.:	1375	2750	0	0	4094	31	1375	0	1375	2750	78	1297
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.00	0.00	0.35	0.35	0.02	0.00	0.16	0.22	0.17	0.17
Crit Vol:	0				484				218	306		
Crit Moves:	****				****				****	****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.814
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	108	1164	0	0	1440	11	22	0	218	556	13	217
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1164	0	0	1440	11	22	0	218	556	13	217
Added Vol:	0	242	0	0	140	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1406	0	0	1580	11	22	0	218	556	13	217
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1406	0	0	1580	11	22	0	218	556	13	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1406	0	0	1580	11	22	0	218	556	13	217
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	108	1406	0	0	1580	11	22	0	218	612	13	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	1.00	0.00	1.00	2.00	0.06	0.94
Final Sat.:	1375	2750	0	0	4096	29	1375	0	1375	2750	78	1297
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.00	0.00	0.39	0.39	0.02	0.00	0.16	0.22	0.17	0.17
Crit Vol:		703			0				218	306		
Crit Moves:		****		****					****	****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	5	1776	0	0	1235	241	557	0	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1776	0	0	1235	0	557	0	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1776	0	0	1235	0	557	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1776	0	0	1235	0	557	0	138	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	30	1776	0	0	1235	0	613	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	2.95	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	78	4422	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.00	0.00	0.41	0.00	0.20	0.00	0.05	0.00	0.00	0.00
Crit Vol:	5				618		307				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	5	1776	0	0	1235	241	557	0	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1776	0	0	1235	0	557	0	138	0	0	0
Added Vol:	0	48	0	0	28	0	193	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1824	0	0	1263	0	750	0	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1824	0	0	1263	0	750	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1824	0	0	1263	0	750	0	138	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	30	1824	0	0	1263	0	825	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	2.95	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	76	4424	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.00	0.00	0.42	0.00	0.28	0.00	0.05	0.00	0.00	0.00
Crit Vol:	5				632		413				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.5 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	8	15	276	0	0	152	40
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	24	0	8	15	276	0	0	152	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	8	15	276	0	0	152	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	8	15	276	0	0	152	40
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	26	0	9	17	276	0	0	152	40
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	463	xxxx	172	192	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	571	xxxx	1133	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	563	xxxx	1133	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	6.7	xxxx	3.2	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	644	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	5.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			5.8			0.1			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.5 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		24	0	8		15	276	0		0	152	40	
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		24	0	8		15	276	0		0	152	40	
Added Vol:	0	0	0		0	0	0		0	20	0		0	35	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		24	0	8		15	296	0		0	187	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		24	0	8		15	296	0		0	187	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		24	0	8		15	296	0		0	187	40	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		26	0	9		17	296	0		0	187	40	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		518	xxxx	207		227	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		531	xxxx	1088		1336	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.99	xxxx	1.00		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		523	xxxx	1088		1336	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		7.2	xxxx	3.3		2.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	601	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	6.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	0.0				6.2				0.1				0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	49	672	86		16	193	86		189	49	70		41	29	4	
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:	49	672	86		16	193	86		189	49	70		41	29	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	49	672	86		16	193	86		189	49	70		41	29	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	672	86		16	193	86		189	49	70		41	29	4	
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.:	49	672	86		16	193	86		189	49	70		41	29	4	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.89	0.11		1.00	0.69	0.31		0.61	0.16	0.23		0.56	0.39	0.05	
Final Sat.:	1425	1263	162		1425	986	439		874	227	324		790	558	77	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.53	0.53		0.01	0.20	0.20		0.22	0.22	0.22		0.05	0.05	0.05	
Crit Vol:		758				16				308				41		
Crit Moves:		****				****				****				****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	49	672	86	16	193	86	189	49	70	41	29	4
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:	49	672	86	16	193	86	189	49	70	41	29	4
Added Vol:	0	0	0	0	0	28	16	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	672	86	16	193	114	205	53	70	41	36	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	672	86	16	193	114	205	53	70	41	36	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	672	86	16	193	114	205	53	70	41	36	4
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.:	49	672	86	16	193	114	205	53	70	41	36	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.63	0.37	0.63	0.16	0.21	0.51	0.44	0.05
Final Sat.:	1425	1263	162	1425	896	529	891	230	304	721	633	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.01	0.22	0.22	0.23	0.23	0.23	0.06	0.06	0.06
Crit Vol:		758		16				328		41		
Crit Moves:		****		****				****		****		

CAPACITY ANALYSIS SUMMARIES
BUILDOUT OF PROJECT VICINITY
NO PROJECT AND PLUS ALTERNATIVE 6
(AFFORDABLE HOUSING)
A.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Trip Generation Report
AMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	AM Peak Hour	324.00	647.00	324	647	971	93.8
	Zone 1 Subtotal					324	647	971	93.8
2	The Meadows	1.00	AM Peak Hour	16.00	48.00	16	48	64	6.2
	Zone 2 Subtotal					16	48	64	6.2
TOTAL						340	695	1035	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Trip Distribution Report
CU10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0
2	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	26.0	6.0	11.0
2	3.0	4.0	26.0	6.0	11.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	647	324	0	0	0	0	0	971
Total	0	0	0	0	0	647	324	0	0	0	0	0	971
#100 SR 65 & SR 193													
Base	1	844	36	368	950	0	2	2	1	195	1	388	2788
Added	0	0	10	27	0	0	0	0	0	21	0	56	114
Total	1	844	46	395	950	0	2	2	1	216	1	444	2902
#110 Sierra College Blvd. & SR 193													
Base	568	1	62	1	1	2	1	329	380	227	704	1	2277
Added	153	0	28	0	0	0	0	0	75	14	0	0	270
Total	721	1	90	1	1	2	1	329	455	241	704	1	2547
#120 Clark Tunnel Road & SR 193													
Base	1	0	0	0	0	0	0	275	1	2	518	0	797
Added	0	0	0	0	0	0	0	28	0	0	14	0	42
Total	1	0	0	0	0	0	0	303	1	2	532	0	839
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	625	0	0	618	0	0	0	0	0	0	0	1243
Added	0	126	8	25	63	0	0	0	0	23	0	55	300
Total	0	751	8	25	681	0	0	0	0	23	0	55	1543
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	596	512	0	0	618	3	104	0	720	0	0	0	2553
Added	92	132	0	0	82	5	2	0	46	0	0	0	359
Total	688	644	0	0	700	8	106	0	766	0	0	0	2912
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	1113	0	0	1346	0	0	0	0	0	0	0	2459
Added	0	6	198	109	18	0	0	0	0	399	0	218	948
Total	0	1119	198	109	1364	0	0	0	0	399	0	218	3407
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	21	0	12	4	303	0	0	605	42	987
Total	0	0	0	21	0	12	4	303	0	0	605	42	987
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	905	19	194	1153	0	0	0	0	73	0	210	2554
Added	0	190	0	28	389	0	0	0	0	0	0	14	621
Total	0	1095	19	222	1542	0	0	0	0	73	0	224	3175
#170 Sierra College Blvd. & Clover Valley Road													
Base	190	730	0	0	957	154	169	0	130	0	0	0	2330
Added	0	163	0	0	334	56	27	0	0	0	0	0	580
Total	190	893	0	0	1291	210	196	0	130	0	0	0	2910
#180 Sierra College Blvd. & Del Mar Avenue													
Base	2	952	6	1	1198	24	14	0	2	44	3	4	2250
Added	0	160	0	0	327	7	3	0	0	0	0	0	497
Total	2	1112	6	1	1525	31	17	0	2	44	3	4	2747
#190 Sierra College Blvd. & King Road													
Base	12	729	4	133	917	86	28	13	9	14	56	196	2197
Added	0	143	0	28	292	7	3	0	0	0	0	14	487
Total	12	872	4	161	1209	93	31	13	9	14	56	210	2684
#200 Sierra College Blvd. & Taylor Road													
Base	235	684	437	32	1029	178	87	267	72	478	402	59	3960
Added	0	122	0	21	250	21	10	0	0	0	0	10	434
Total	235	806	437	53	1279	199	97	267	72	478	402	69	4394
#210 Sierra College Blvd. & Granite Drive													
Base	112	1354	24	82	1292	279	155	6	71	93	23	12	3503
Added	0	109	0	0	222	28	14	0	0	0	0	0	373
Total	112	1463	24	82	1514	307	169	6	71	93	23	12	3876
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	231	1531	0	0	1567	6	21	0	102	549	8	29	4044
Added	0	109	0	0	222	0	0	0	0	0	0	0	331
Total	231	1640	0	0	1789	6	21	0	102	549	8	29	4375
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	109	0	0	42	181	0	0	0	0	0	0	332
Total	0	109	0	0	42	181	0	0	0	0	0	0	332
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	109	0	0	42	0	0	0	0	0	0	0	151
Total	0	109	0	0	42	0	0	0	0	0	0	0	151

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	0	1339	0	0	1791	710	87	0	271	0	0	0	4198
Added	0	20	0	0	42	0	88	0	0	0	0	0	150
Total	0	1359	0	0	1833	710	175	0	271	0	0	0	4348
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	34	0	22	11	354	0	0	322	10	753
Added	0	0	0	0	0	0	0	28	0	0	14	0	42
Total	0	0	0	34	0	22	11	382	0	0	336	10	795
#250 Taylor Road & English Colony Way													
Base	41	193	22	4	377	224	182	25	117	103	37	10	1335
Added	0	0	0	0	0	10	21	7	0	0	3	0	41
Total	41	193	22	4	377	234	203	32	117	103	40	10	1376

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	647	324	971	324	647	971	0	0	0	1942
Total	0	0	0	647	324	971	324	647	971	0	0	0	1942
#100 SR 65 & SR 193													
Base	881	1146	2027	1318	1234	2552	5	2	7	584	406	990	5576
Added	10	21	31	27	56	83	0	0	0	77	37	114	228
Total	891	1167	2058	1345	1290	2635	5	2	7	661	443	1104	5804
#110 Sierra College Blvd. & SR 193													
Base	631	608	1239	4	3	7	710	1274	1984	932	392	1324	4554
Added	181	89	270	0	0	0	75	153	228	14	28	42	540
Total	812	697	1509	4	3	7	785	1427	2212	946	420	1366	5094
#120 Clark Tunnel Road & SR 193													
Base	1	3	4	0	0	0	276	519	795	520	275	795	1594
Added	0	0	0	0	0	0	28	14	42	14	28	42	84
Total	1	3	4	0	0	0	304	533	837	534	303	837	1678
#130 Sierra College Blvd. & Lower Ranch Road													
Base	625	618	1243	618	625	1243	0	0	0	0	0	0	2486
Added	134	86	220	88	181	269	0	0	0	78	33	111	600
Total	759	704	1463	706	806	1512	0	0	0	78	33	111	3086
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	1108	1338	2446	621	616	1237	824	599	1423	0	0	0	5106
Added	224	128	352	87	134	221	48	97	145	0	0	0	718
Total	1332	1466	2798	708	750	1458	872	696	1568	0	0	0	5824
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	1113	1346	2459	1346	1113	2459	0	0	0	0	0	0	4918
Added	204	417	621	127	224	351	0	0	0	617	307	924	1896
Total	1317	1763	3080	1473	1337	2810	0	0	0	617	307	924	6814
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	33	46	79	307	617	924	647	324	971	1974
Total	0	0	0	33	46	79	307	617	924	647	324	971	1974
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	924	1226	2150	1347	1115	2462	0	0	0	283	213	496	5108
Added	190	389	579	417	204	621	0	0	0	14	28	42	1242
Total	1114	1615	2729	1764	1319	3083	0	0	0	297	241	538	6350
#170 Sierra College Blvd. & Clover Valley Road													
Base	920	1087	2007	1111	899	2010	299	344	643	0	0	0	4660
Added	163	334	497	390	190	580	27	56	83	0	0	0	1160
Total	1083	1421	2504	1501	1089	2590	326	400	726	0	0	0	5820
#180 Sierra College Blvd. & Del Mar Avenue													
Base	960	1244	2204	1223	970	2193	16	29	45	51	7	58	4500
Added	160	327	487	334	163	497	3	7	10	0	0	0	994
Total	1120	1571	2691	1557	1133	2690	19	36	55	51	7	58	5494
#190 Sierra College Blvd. & King Road													
Base	745	940	1685	1136	953	2089	50	154	204	266	150	416	4394
Added	143	292	435	327	160	487	3	7	10	14	28	42	974
Total	888	1232	2120	1463	1113	2576	53	161	214	280	178	458	5368
#200 Sierra College Blvd. & Taylor Road													
Base	1356	1579	2935	1239	830	2069	426	815	1241	939	736	1675	7920
Added	122	250	372	292	142	434	10	21	31	10	21	31	868
Total	1478	1829	3307	1531	972	2503	436	836	1272	949	757	1706	8788
#210 Sierra College Blvd. & Granite Drive													
Base	1490	1456	2946	1653	1521	3174	232	414	646	128	112	240	7006
Added	109	222	331	250	123	373	14	28	42	0	0	0	746
Total	1599	1678	3277	1903	1644	3547	246	442	688	128	112	240	7752
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1762	2218	3980	1573	1581	3154	123	245	368	586	0	586	8088
Added	109	222	331	222	109	331	0	0	0	0	0	0	662
Total	1871	2440	4311	1795	1690	3485	123	245	368	586	0	586	8750
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	109	42	151	223	109	332	0	181	181	0	0	0	664
Total	109	42	151	223	109	332	0	181	181	0	0	0	664
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	109	42	151	42	109	151	0	0	0	0	0	0	302
Total	109	42	151	42	109	151	0	0	0	0	0	0	302

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1339	2062	3401	2501	1426	3927	358	710	1068	0	0	0	8396
Added	20	42	62	42	108	150	88	0	88	0	0	0	300
Total	1359	2104	3463	2543	1534	4077	446	710	1156	0	0	0	8696
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	56	31	77	365	344	709	332	388	720	1506
Added	0	0	0	0	0	0	28	14	42	14	28	42	84
Total	0	0	0	56	21	77	393	358	751	346	416	762	1590
#250 Taylor Road & English Colony Way													
Base	256	597	853	605	385	990	324	302	626	150	51	201	2670
Added	0	0	0	10	21	31	28	13	41	3	7	10	82
Total	256	597	853	615	406	1021	352	315	667	153	58	211	2752

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	E	xxxxx	0.991	F	xxxxx	1.023	+ 0.032 V/C
#110 Sierra College Blvd. & SR 193	C	xxxxx	0.718	C	xxxxx	0.770	+ 0.052 V/C
#120 Clark Tunnel Road & SR 193	B	0.0	0.000	C	0.0	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	E	0.9	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	C	xxxxx	0.722	D	xxxxx	0.803	+ 0.081 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.489	B	xxxxx	0.656	+ 0.166 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.516	A	xxxxx	0.591	+ 0.075 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.588	C	xxxxx	0.724	+ 0.136 V/C
#180 Sierra College Blvd. & Del Mar	F	11.1	0.000	F	46.1	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	A	xxxxx	0.565	B	xxxxx	0.664	+ 0.099 V/C
#200 Sierra College Blvd. & Taylor	E	xxxxx	0.990	F	xxxxx	1.081	+ 0.091 V/C
#210 Sierra College Blvd. & Granite	B	xxxxx	0.682	C	xxxxx	0.767	+ 0.085 V/C
#220 Sierra College Blvd. & I-80 We	C	xxxxx	0.792	D	xxxxx	0.838	+ 0.046 V/C
#230 Sierra College Blvd. & I-80 Ea	B	xxxxx	0.696	C	xxxxx	0.710	+ 0.014 V/C
#240 Clark Tunnel Road & English Co	B	0.6	0.000	B	0.6	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	C	xxxxx	0.750	C	xxxxx	0.777	+ 0.027 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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				Permitted				Permitted			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1 0	1		1 0	0 1	0		0 0	1! 0	0		0 1	0 0	1	
Volume Module:																
Base Vol:	1	844	36		368	950	0		2	2	1		195	1	388	
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:	1	844	36		368	950	0		2	2	1		195	1	388	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	844	36		368	950	0		2	2	1		195	1	388	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	844	36		368	950	0		2	2	1		195	1	388	
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.:	1	844	36		368	950	0		2	2	1		195	1	388	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	0.00		0.40	0.40	0.20		0.99	0.01	1.00	
Final Sat.:	1425	1425	1425		1425	1425	0		570	570	285		1418	7	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.59	0.03		0.26	0.67	0.00		0.00	0.00	0.00		0.14	0.14	0.27	
Crit Vol:		844			368					5			195			
Crit Moves:		****			****					****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	844	36	368	950	0	2	2	1	195	1	388
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:	1	844	36	368	950	0	2	2	1	195	1	388
Added Vol:	0	0	10	27	0	0	0	0	0	21	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	844	46	395	950	0	2	2	1	216	1	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	844	46	395	950	0	2	2	1	216	1	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	844	46	395	950	0	2	2	1	216	1	444
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.:	1	844	46	395	950	0	2	2	1	216	1	444
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.40	0.40	0.20	0.99	0.01	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	570	570	285	1418	7	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.03	0.28	0.67	0.00	0.00	0.00	0.00	0.15	0.15	0.31
Crit Vol:		844		395			2				217	
Crit Moves:		****		****			****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 1	0	0 1!	0 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	568	1	62	1	1	2	1	329	380	227	704	1
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:	568	1	62	1	1	2	1	329	380	227	704	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	1	62	1	1	2	1	329	380	227	704	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	1	62	1	1	2	1	329	380	227	704	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	625	1	62	1	1	2	1	329	380	227	704	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.99	0.01	1.00	0.25	0.25	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2845	5	1425	356	356	713	1425	1425	1425	1425	1423	2
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.04	0.00	0.00	0.00	0.00	0.23	0.27	0.16	0.49	0.49
Crit Vol:	313				4		1				705	
Crit Moves:	****				****		****				****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Ovl			Permitted Include			Protected Ovl			Protected Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0 0	1!	0 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	568	1	62	1	1	2	1	329	380	227	704	1
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:	568	1	62	1	1	2	1	329	380	227	704	1
Added Vol:	153	0	28	0	0	0	0	0	75	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	721	1	90	1	1	2	1	329	455	241	704	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	1	90	1	1	2	1	329	455	241	704	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	1	90	1	1	2	1	329	455	241	704	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	793	1	90	1	1	2	1	329	455	241	704	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.99	0.01	1.00	0.25	0.25	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2846	4	1425	356	356	713	1425	1425	1425	1425	1423	2
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.06	0.00	0.00	0.00	0.00	0.23	0.32	0.17	0.49	0.49
Crit Vol:	397				4				455	241		
Crit Moves:	****				****				****	****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign Include			Stop Sign Include			Uncontrolled Include			Uncontrolled Include		
Rights:												
Lanes:	1 0	0	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	1	0	0	0	0	0	0	275	1	2	518	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:	1	0	0	0	0	0	0	275	1	2	518	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	275	1	2	518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	0	0	0	0	275	1	2	518	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	0	0	0	0	0	0	275	1	2	518	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	796	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	xxxxx
Potent Cap.:	367	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1266	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	366	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1266	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.8	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.9			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	1	0	0	0	0	0	0	275	1	2	518	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:	1	0	0	0	0	0	0	275	1	2	518	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	0	0	0	0	0	303	1	2	532	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	303	1	2	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	0	0	0	0	303	1	2	532	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	0	0	0	0	0	0	303	1	2	532	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	838	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	xxxx	xxxxx
Potent Cap.:	347	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1228	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	346	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1228	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.4			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	625	0	0	618	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	0	0	618	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	625	0	0	618	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	625	0	0	618	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	625	0	0	618	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	625	0	0	618	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	0	0	618	0	0	0	0	0	0	0
Added Vol:	0	126	8	25	63	0	0	0	0	23	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	751	8	25	681	0	0	0	0	23	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	751	8	25	681	0	0	0	0	23	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	751	8	25	681	0	0	0	0	23	0	55
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	751	8	28	681	0	0	0	0	25	0	61
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	759	xxxx	xxxxx	xxxx	xxxx	xxxxx	1457	xxxx	376
Potent Cap.:	xxxx	xxxx	xxxxx	671	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	xxxx	893
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.96	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	671	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	xxxx	893
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	37.5	xxxx	4.3
LOS by Move:	*	*	*	B	*	*	*	*	*	E	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.2			0.0			14.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	596	512	0	0	618	3	104	0	720	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	596	512	0	0	618	3	104	0	720	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	512	0	0	618	3	104	0	720	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	512	0	0	618	3	104	0	720	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	596	512	0	0	618	3	104	0	720	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.18	0.00	0.00	0.22	0.00	0.07	0.00	0.51	0.00	0.00	0.00
Crit Vol:	0				309				720	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	596	512	0		0	618	3		104	0	720		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	596	512	0		0	618	3		104	0	720		0	0	0	
Added Vol:	92	132	0		0	82	5		2	0	46		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	688	644	0		0	700	8		106	0	766		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	688	644	0		0	700	8		106	0	766		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	688	644	0		0	700	8		106	0	766		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	688	644	0		0	700	8		106	0	766		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.23	0.00		0.00	0.25	0.01		0.07	0.00	0.54		0.00	0.00	0.00	
Crit Vol:	688					350			106					0		
Crit Moves:	****					****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1113	0		0	1346	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1113	0		0	1346	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	0	1113	0		0	1346	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.49	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	0					673				0				0		
Crit Moves:	****					****										

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1113	0	0	1346	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1113	0	0	1346	0	0	0	0	0	0	0
Added Vol:	0	6	198	109	18	0	0	0	0	399	0	218
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1119	198	109	1364	0	0	0	0	399	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1119	198	109	1364	0	0	0	0	399	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1119	198	109	1364	0	0	0	0	399	0	218
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	1.10	1.00	1.00
Final Vol.:	0	1119	198	109	1364	0	0	0	0	439	0	218
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	2750	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.14	0.08	0.50	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Vol:	0				682			0		220		
Crit Moves:	****				****					****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	905	19	194	1153	0	0	0	0	73	0	210
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	905	19	194	1153	0	0	0	0	73	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	905	19	194	1153	0	0	0	0	73	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	19	194	1153	0	0	0	0	73	0	210
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.:	0	905	19	194	1153	0	0	0	0	73	0	210
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.26	0.00	0.74
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	368	0	1057
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.01	0.14	0.40	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Vol:		453		0			0					283
Crit Moves:		****		****								****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	905	19	194	1153	0	0	0	0	73	0	210
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	905	19	194	1153	0	0	0	0	73	0	210
Added Vol:	0	190	0	28	389	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1095	19	222	1542	0	0	0	0	73	0	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1095	19	222	1542	0	0	0	0	73	0	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	19	222	1542	0	0	0	0	73	0	224
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.:	0	1095	19	222	1542	0	0	0	0	73	0	224
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	350	0	1075
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.01	0.16	0.54	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:		548		222				0		73		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	190	730	0	0	957	154	169	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	730	0	0	957	154	169	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	730	0	0	957	154	169	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	730	0	0	957	154	169	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	730	0	0	957	154	169	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.34	0.11	0.12	0.00	0.09	0.00	0.00	0.00
Crit Vol:	190				479		169				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	190	730	0	0	957	154	169	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	730	0	0	957	154	169	0	130	0	0	0
Added Vol:	0	163	0	0	334	56	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	893	0	0	1291	210	196	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	893	0	0	1291	210	196	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	893	0	0	1291	210	196	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	893	0	0	1291	210	196	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.00	0.00	0.45	0.15	0.14	0.00	0.09	0.00	0.00	0.00
Crit Vol:	190				646		196				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	952	6	1	1198	24	14	0	2	44	3	4
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:	2	952	6	1	1198	24	14	0	2	44	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	952	6	1	1198	24	14	0	2	44	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	952	6	1	1198	24	14	0	2	44	3	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	952	6	1	1198	24	15	0	2	48	3	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	xxxx	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	xxxx	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	1222	xxxx	xxxxx	958	xxxx	xxxxx	2167	xxxx	611	2156	2180	479
Potent Cap.:	379	xxxx	xxxxx	525	xxxx	xxxxx	44	xxxx	679	44	58	792
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.95	xxxx	1.00	0.99	0.99	1.00
Move Cap.:	379	xxxx	xxxxx	525	xxxx	xxxxx	41	xxxx	679	44	57	792
Level Of Service Module:												
Stopped Del:	9.6	xxxx	xxxxx	6.9	xxxx	xxxxx	130.7	xxxx	5.3	469.2	66.2	4.6
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	47	xxxxx	xxxx	48	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	115	xxxxx	xxxxx	409	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			115.0			409.1		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #180 Sierra College Blvd. & Del Mar Avenue

****

Average Delay (sec/veh): 46.1 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	952	6	1	1198	24	14	0	2	44	3	4
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:	2	952	6	1	1198	24	14	0	2	44	3	4
Added Vol:	0	160	0	0	327	7	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1112	6	1	1525	31	17	0	2	44	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1112	6	1	1525	31	17	0	2	44	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	1112	6	1	1525	31	17	0	2	44	3	4
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	2	1112	6	1	1525	31	19	0	2	48	3	4
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	xxxx	2.6	3.4	3.3	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	xxxx	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	1556	xxxx	xxxxx	1118	xxxx	xxxxx	2657	xxxx	778	2643	2674	559
Potent Cap.:	250	xxxx	xxxxx	430	xxxx	xxxxx	21	xxxx	559	22	30	721
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.90	xxxx	1.00	0.99	0.99	1.00
Move Cap.:	250	xxxx	xxxxx	430	xxxx	xxxxx	19	xxxx	559	21	29	721
Level Of Service Module:												
Stopped Del:	14.5	xxxx	xxxxx	8.4	xxxx	xxxxx	649.3	xxxx	6.5	2363	136	5.0
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	21	xxxxx	xxxx	24	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	582	xxxxx	xxxxx	2047	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.0			0.0			581.6			2046.7		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #190 Sierra College Blvd. & King Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	729	4	133	917	86	28	13	9	14	56	196
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:	12	729	4	133	917	86	28	13	9	14	56	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	729	4	133	917	86	28	13	9	14	56	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	729	4	133	917	86	28	13	9	14	56	196
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.:	12	729	4	133	917	86	28	13	9	14	56	196
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	0.22	0.78
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	813	563	1375	306	1069
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.00	0.10	0.33	0.06	0.02	0.02	0.02	0.01	0.18	0.18
Crit Vol:		365		133			28				252	
Crit Moves:		****		****			****				****	

****

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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:			Ovl						Ovl						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	12		729		4		133		917		86		28		13		9		14		56		196	
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:	12		729		4		133		917		86		28		13		9		14		56		196	
Added Vol:	0		143		0		28		292		7		3		0		0		0		0		14	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	12		872		4		161		1209		93		31		13		9		14		56		210	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	12		872		4		161		1209		93		31		13		9		14		56		210	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	12		872		4		161		1209		93		31		13		9		14		56		210	
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.:	12		872		4		161		1209		93		31		13		9		14		56		210	
Saturation Flow Module:																								
Sat/Lane:	1375		1375		1375		1375		1375		1375		1375		1375		1375		1375		1375		1375	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		0.59		0.41		1.00		0.21		0.79	
Final Sat.:	1375		2750		1375		1375		2750		1375		1375		813		563		1375		289		1086	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.32		0.00		0.12		0.44		0.07		0.02		0.02		0.02		0.01		0.19		0.19	
Crit Vol:	12								605				31								266			
Crit Moves:	****								****				****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:			Ovl						Ovl						Ovl						Ovl			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	235		684		437		32		1029		178		87		267		72		478		402		59	
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:	235		684		437		32		1029		178		87		267		72		478		402		59	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	235		684		437		32		1029		178		87		267		72		478		402		59	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	235		684		437		32		1029		178		87		267		72		478		402		59	
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.:	235		684		437		32		1029		178		87		267		72		478		402		59	
Saturation Flow Module:																								
Sat/Lane:	1375		1375		1375		1375		1375		1375		1375		1375		1375		1375		1375		1375	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1375		2750		1375		1375		2750		1375		1375		2750		1375		1375		2750		1375	
Capacity Analysis Module:																								
Vol/Sat:	0.17		0.25		0.32		0.02		0.37		0.13		0.06		0.10		0.05		0.35		0.15		0.04	
Crit Vol:	235								515						134				478					
Crit Moves:	****								****						****				****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 1.081
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	235	684	437	32	1029	178	87	267	72	478	402	59
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:	235	684	437	32	1029	178	87	267	72	478	402	59
Added Vol:	0	122	0	21	250	21	10	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	806	437	53	1279	199	97	267	72	478	402	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	806	437	53	1279	199	97	267	72	478	402	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	806	437	53	1279	199	97	267	72	478	402	69
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.:	235	806	437	53	1279	199	97	267	72	478	402	69
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.32	0.04	0.47	0.14	0.07	0.10	0.05	0.35	0.15	0.05
Crit Vol:	235				640			134		478		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	112	1354	24	82	1292	279	155	6	71	93	23	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1354	24	82	1292	279	155	6	71	93	23	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1354	24	82	1292	279	155	6	71	93	23	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1354	24	82	1292	279	155	6	71	93	23	12
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	1354	24	82	1292	279	171	6	71	93	23	12
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.02	0.06	0.47	0.20	0.06	0.00	0.05	0.07	0.02	0.01
Crit Vol:		677			82			86			93	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	112	1354	24	82	1292	279	155	6	71	93	23	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1354	24	82	1292	279	155	6	71	93	23	12
Added Vol:	0	109	0	0	222	28	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1463	24	82	1514	307	169	6	71	93	23	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1463	24	82	1514	307	169	6	71	93	23	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1463	24	82	1514	307	169	6	71	93	23	12
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	1463	24	82	1514	307	186	6	71	93	23	12
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.02	0.06	0.55	0.22	0.07	0.00	0.05	0.07	0.02	0.01
Crit Vol:	112				757		93			93		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 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			Split Phase			Split Phase		
Rights:		Ignore			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	231	1531	0	0	1567	6	21	0	102	549	8	29
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1531	0	0	1567	6	21	0	102	549	8	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	1531	0	0	1567	6	21	0	102	549	8	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1531	0	0	1567	6	21	0	102	549	8	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	231	1531	0	0	1567	6	21	0	102	604	8	29
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.99	0.01	1.00	0.00	1.00	2.00	0.22	0.78
Final Sat.:	1375	2750	0	0	4109	16	1375	0	1375	2750	297	1078
Capacity Analysis Module:												
Vol/Sat:	0.17	0.56	0.00	0.00	0.38	0.38	0.02	0.00	0.07	0.22	0.03	0.03
Crit Vol:		766			0		21			302		
Crit Moves:		****			****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 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				Split Phase				Split Phase			
Rights:	Ignore				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 0	0	0	2	1 0	1	0	0	0 1	2	0	0	1 0
Volume Module:																
Base Vol:	231	1531	0		0	1567	6		21	0	102		549	8	29	
Growth Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	1531	0		0	1567	6		21	0	102		549	8	29	
Added Vol:	0	109	0		0	222	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	231	1640	0		0	1789	6		21	0	102		549	8	29	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	231	1640	0		0	1789	6		21	0	102		549	8	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	1640	0		0	1789	6		21	0	102		549	8	29	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	231	1640	0		0	1789	6		21	0	102		604	8	29	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.99	0.01		1.00	0.00	1.00		2.00	0.22	0.78	
Final Sat.:	1375	2750	0		0	4111	14		1375	0	1375		2750	297	1078	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.60	0.00		0.00	0.44	0.44		0.02	0.00	0.07		0.22	0.03	0.03	
Crit Vol:	231					598			21				302			
Crit Moves:	****					****			****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	2	0 0	0	0	1	1 0	2	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	1339	0		0	1791	710		87	0	271		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1339	0		0	1791	0		87	0	271		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1339	0		0	1791	0		87	0	271		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1339	0		0	1791	0		87	0	271		0	0	0	
PCE Adj:	6.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	0	1339	0		0	1791	0		96	0	298		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	0.00		0.00	2.00	0.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	4500	0		0	3000	0		3000	0	3000		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.60	0.00		0.03	0.00	0.10		0.00	0.00	0.00	
Crit Vol:	0					896					149		0			
Crit Moves:	****					****					****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1339	0	0	1791	710	87	0	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1339	0	0	1791	0	87	0	271	0	0	0
Added Vol:	0	20	0	0	42	0	88	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1359	0	0	1833	0	175	0	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1359	0	0	1833	0	175	0	271	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	0	0	1833	0	175	0	271	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1359	0	0	1833	0	193	0	298	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4500	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.61	0.00	0.06	0.00	0.10	0.00	0.00	0.00
Crit Vol:	0				917				149	0		
Crit Moves:	****				****				****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	34	0	22	11	354	0	0	322	10
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	34	0	22	11	354	0	0	322	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	22	11	354	0	0	322	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	34	0	22	11	354	0	0	322	10
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	37	0	24	12	354	0	0	322	10
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	692	xxxx	327	332	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	421	xxxx	945	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	415	xxxx	945	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	3.9	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	533	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	7.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:		0.0			7.3			0.1			0.0	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.6 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		34	0	22		11	354	0		0	322	10	
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		34	0	22		11	354	0		0	322	10	
Added Vol:	0	0	0		0	0	0		0	28	0		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		34	0	22		11	382	0		0	336	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		34	0	22		11	382	0		0	336	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		34	0	22		11	382	0		0	336	10	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	0	0		37	0	24		12	382	0		0	336	10	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		734	xxxx	341		346	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		398	xxxx	930		1173	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.99	xxxx	1.00		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		393	xxxx	930		1173	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		10.0	xxxx	4.0		3.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	508	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	7.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	0.0				7.7				0.1				0.0			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	41	193	22		4	377	224		182	25	117		103	37	10	
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:	41	193	22		4	377	224		182	25	117		103	37	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	193	22		4	377	224		182	25	117		103	37	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	193	22		4	377	224		182	25	117		103	37	10	
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.:	41	193	22		4	377	224		182	25	117		103	37	10	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.90	0.10		1.00	0.63	0.37		0.56	0.08	0.36		0.69	0.25	0.06	
Final Sat.:	1425	1279	146		1425	894	531		800	110	515		979	352	95	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.15		0.00	0.42	0.42		0.23	0.23	0.23		0.11	0.11	0.11	
Crit Vol:	41					601				324			103			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: AM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #250 Taylor Road & English Colony Way

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	41	193	22		4	377	224		182	25	117		103	37	10	
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:	41	193	22		4	377	224		182	25	117		103	37	10	
Added Vol:	0	0	0		0	0	10		21	7	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	193	22		4	377	234		203	32	117		103	40	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	193	22		4	377	234		203	32	117		103	40	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	193	22		4	377	234		203	32	117		103	40	10	
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.:	41	193	22		4	377	234		203	32	117		103	40	10	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.90	0.10		1.00	0.62	0.38		0.58	0.09	0.33		0.67	0.26	0.07	
Final Sat.:	1425	1279	146		1425	879	546		822	130	474		959	373	93	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.15		0.00	0.43	0.43		0.25	0.25	0.25		0.11	0.11	0.11	
Crit Vol:	41					611				352			103			
Crit Moves:	****					****				****			****			

****

CAPACITY ANALYSIS SUMMARIES
BUILDOUT OF PROJECT VICINITY
NO PROJECT AND PLUS ALTERNATIVE 6
(AFFORDABLE HOUSING)
P.M. PEAK HOUR

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Trip Generation Report
PMPeak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ranch/Herita	1.00	PM Peak Hour	647.00	380.00	647	380	1027	94.1
	Zone 1 Subtotal					647	380	1027	94.1
2	The Meadows	1.00	PM Peak Hour	44.00	20.00	44	20	64	5.9
	Zone 2 Subtotal					44	20	64	5.9
TOTAL						691	400	1091	100.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Trip Distribution Report
CU10
Percent Of Trips

Zone	To Gates 1	3	5	6	8	9	11	12	14	15	16
1	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0
2	8.0	3.0	4.0	14.0	3.0	1.0	8.0	1.0	1.0	4.0	3.0

Zone	To Gates 17	18	21	23	24
1	3.0	4.0	26.0	6.0	11.0
2	3.0	4.0	26.0	6.0	11.0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	380	647	0	0	0	0	0	1027
Total	0	0	0	0	0	380	647	0	0	0	0	0	1027
#100 SR 65 & SR 193													
Base	0	954	34	491	777	0	0	0	0	250	0	347	2853
Added	0	0	21	55	0	0	0	0	0	12	0	32	120
Total	0	954	55	546	777	0	0	0	0	262	0	379	2973
#110 Sierra College Blvd. & SR 193													
Base	415	0	176	1	0	0	0	757	559	113	323	1	2345
Added	88	0	16	0	0	0	0	0	152	28	0	0	284
Total	503	0	192	1	0	0	0	757	711	141	323	1	2629
#120 Clark Tunnel Road & SR 193													
Base	1	0	0	0	0	0	0	563	0	0	318	0	882
Added	0	0	0	0	0	0	0	16	0	0	28	0	44
Total	1	0	0	0	0	0	0	579	0	0	346	0	926
#130 Sierra College Blvd. & Lower Ranch Road													
Base	0	597	0	0	673	0	0	0	0	0	0	0	1270
Added	0	74	22	53	126	0	0	0	0	10	0	30	315
Total	0	671	22	53	799	0	0	0	0	10	0	30	1585
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	765	547	0	0	606	63	52	0	560	0	0	0	2593
Added	54	91	0	0	134	2	5	0	92	0	0	0	378
Total	819	638	0	0	740	65	57	0	652	0	0	0	2971
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	0	1296	0	0	1175	0	0	0	0	0	0	0	2471
Added	0	17	398	218	8	0	0	0	0	232	0	128	1001
Total	0	1313	398	218	1183	0	0	0	0	232	0	128	3472
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	42	0	5	11	605	0	0	355	25	1043
Total	0	0	0	42	0	5	11	605	0	0	355	25	1043
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	0	1113	46	238	943	0	0	0	0	48	0	160	2548
Added	0	387	0	16	224	0	0	0	0	0	0	28	655
Total	0	1500	46	254	1167	0	0	0	0	48	0	188	3203
#170 Sierra College Blvd. & Clover Valley Road													
Base	133	1025	0	0	633	165	156	0	187	0	0	0	2299
Added	0	332	0	0	192	32	55	0	0	0	0	0	611
Total	133	1357	0	0	825	197	211	0	187	0	0	0	2910
#180 Sierra College Blvd. & Del Mar Avenue													
Base	0	1134	30	1	997	17	16	9	2	14	8	2	2230
Added	0	325	0	0	188	4	7	0	0	0	0	0	524
Total	0	1459	30	1	1185	21	23	9	2	14	8	2	2754
#190 Sierra College Blvd. & King Road													
Base	7	958	24	220	782	21	99	55	5	12	21	157	2361
Added	0	290	0	16	168	4	7	0	0	0	0	28	513
Total	7	1248	24	236	950	25	106	55	5	12	21	185	2874
#200 Sierra College Blvd. & Taylor Road													
Base	161	951	542	53	749	70	148	534	179	473	319	75	4254
Added	0	249	0	12	144	12	21	0	0	0	0	21	459
Total	161	1200	542	65	893	82	169	534	179	473	319	96	4713
#210 Sierra College Blvd. & Granite Drive													
Base	105	1443	64	48	1386	174	417	9	101	79	12	9	3847
Added	0	221	0	0	128	16	28	0	0	0	0	0	393
Total	105	1664	64	48	1514	190	445	9	101	79	12	9	4240
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	97	1400	0	0	1561	11	22	0	212	564	14	209	4090
Added	0	221	0	0	128	0	0	0	0	0	0	0	349
Total	97	1621	0	0	1689	11	22	0	212	564	14	209	4439
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	221	0	0	24	104	0	0	0	0	0	0	349
Total	0	221	0	0	24	104	0	0	0	0	0	0	349
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	221	0	0	24	0	0	0	0	0	0	0	245
Total	0	221	0	0	24	0	0	0	0	0	0	0	245

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	75	1886	0	0	1299	248	689	0	157	0	0	0	4354
Added	0	41	0	0	24	0	180	0	0	0	0	0	245
Total	75	1927	0	0	1323	248	869	0	157	0	0	0	4599
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	24	0	6	15	293	0	0	280	38	656
Added	0	0	0	0	0	0	0	16	0	0	28	0	44
Total	0	0	0	24	0	6	15	309	0	0	308	38	700
#250 Taylor Road & English Colony Way													
Base	50	686	82	16	154	197	200	48	73	36	32	3	1577
Added	0	0	0	0	0	21	12	4	0	0	7	0	44
Total	50	686	82	16	154	218	212	52	73	36	39	3	1621

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Link Volume Report

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#18 Bickford Ranch Zone Connector													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	380	647	1027	647	380	1027	0	0	0	2054
Total	0	0	0	380	647	1027	647	380	1027	0	0	0	2054
#100 SR 65 & SR 193													
Base	988	1027	2015	1268	1301	2569	0	0	0	597	525	1122	5706
Added	21	12	33	55	32	87	0	0	0	44	76	120	240
Total	1009	1039	2048	1323	1333	2656	0	0	0	641	601	1242	5946
#110 Sierra College Blvd. & SR 193													
Base	591	672	1263	1	1	2	1316	738	2054	437	934	1371	4690
Added	104	180	284	0	0	0	152	88	240	28	16	44	568
Total	695	852	1547	1	1	2	1468	826	2294	465	950	1415	5258
#120 Clark Tunnel Road & SR 193													
Base	1	0	1	0	0	0	563	319	882	318	563	881	1764
Added	0	0	0	0	0	0	16	28	44	28	16	44	88
Total	1	0	1	0	0	0	579	347	926	346	579	925	1852
#130 Sierra College Blvd. & Lower Ranch Road													
Base	597	673	1270	673	597	1270	0	0	0	0	0	0	2540
Added	96	136	232	179	104	283	0	0	0	40	75	115	630
Total	693	809	1502	852	701	1553	0	0	0	40	75	115	3170
#140 Sierra College Blvd. & Twelve Bridges Drive													
Base	1312	1166	2478	669	599	1268	612	828	1440	0	0	0	5186
Added	145	226	371	136	96	232	97	56	153	0	0	0	756
Total	1457	1392	2849	805	695	1500	709	884	1593	0	0	0	5942
#150 Sierra College Blvd. & Bickford Ranch Road													
Base	1296	1175	2471	1175	1296	2471	0	0	0	0	0	0	4942
Added	415	240	655	226	145	371	0	0	0	360	616	976	2002
Total	1711	1415	3126	1401	1441	2842	0	0	0	360	616	976	6944
#152 Bickford Ranch Road & Lower Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	47	36	83	616	360	976	380	647	1027	2086
Total	0	0	0	47	36	83	616	360	976	380	647	1027	2086
#155 Clark Tunnel Road & Bickford Ranch Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#160 Sierra College Blvd. & English Colony Way													
Base	1159	991	2150	1181	1273	2454	0	0	0	208	284	492	5096
Added	387	224	611	240	415	655	0	0	0	28	16	44	1310
Total	1546	1215	2761	1421	1688	3109	0	0	0	236	300	536	6406
#170 Sierra College Blvd. & Clover Valley Road													
Base	1158	820	1978	798	1181	1979	343	298	641	0	0	0	4598
Added	332	192	524	224	387	611	55	32	87	0	0	0	1222
Total	1490	1012	2502	1022	1568	2590	398	330	728	0	0	0	5820
#180 Sierra College Blvd. & Del Mar Avenue													
Base	1164	1013	2177	1015	1152	2167	27	25	52	24	40	64	4460
Added	325	188	513	192	332	524	7	4	11	0	0	0	1048
Total	1489	1201	2690	1207	1484	2691	34	29	63	24	40	64	5508
#190 Sierra College Blvd. & King Road													
Base	989	799	1788	1023	1214	2237	159	49	208	190	299	489	4722
Added	290	168	458	188	325	513	7	4	11	28	16	44	1026
Total	1279	967	2246	1211	1539	2750	166	53	219	218	315	533	5748
#200 Sierra College Blvd. & Taylor Road													
Base	1654	1401	3055	872	1174	2046	861	550	1411	867	1129	1996	8508
Added	249	144	393	168	291	459	21	12	33	21	12	33	918
Total	1903	1545	3448	1040	1465	2505	882	562	1444	888	1141	2029	9426
#210 Sierra College Blvd. & Granite Drive													
Base	1612	1566	3178	1608	1869	3477	527	291	818	100	121	221	7694
Added	221	128	349	144	249	393	28	16	44	0	0	0	786
Total	1833	1694	3527	1752	2118	3870	555	307	862	100	121	221	8480
#220 Sierra College Blvd. & I-80 Westbound Ramps													
Base	1497	2337	3834	1572	1631	3203	234	122	356	787	0	787	8180
Added	221	128	349	128	221	349	0	0	0	0	0	0	698
Total	1718	2465	4183	1700	1852	3552	234	122	356	787	0	787	8878
#222													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	221	24	245	128	221	349	0	104	104	0	0	0	698
Total	221	24	245	128	221	349	0	104	104	0	0	0	698
#225													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	221	24	245	24	221	245	0	0	0	0	0	0	490
Total	221	24	245	24	221	245	0	0	0	0	0	0	490

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#230 Sierra College Blvd. & I-80 Eastbound Ramps													
Base	1961	1456	3417	1547	2575	4122	846	323	1169	0	0	0	8708
Added	41	24	65	24	221	245	180	0	180	0	0	0	490
Total	2002	1480	3482	1571	2796	4367	1026	323	1349	0	0	0	9198
#240 Clark Tunnel Road & English Colony Way													
Base	0	0	0	30	53	83	308	286	594	318	317	635	1312
Added	0	0	0	0	0	0	16	28	44	28	16	44	88
Total	0	0	0	30	53	83	324	314	638	346	333	679	1400
#250 Taylor Road & English Colony Way													
Base	818	263	1081	367	889	1256	321	279	600	71	146	217	3154
Added	0	0	0	21	12	33	16	28	44	7	4	11	88
Total	818	263	1081	388	901	1289	337	307	644	78	150	228	3242

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#100 SR 65 & SR 193	F	xxxxx	1.189	F	xxxxx	1.228	+ 0.039 V/C
#110 Sierra College Blvd. & SR 193	C	xxxxx	0.771	D	xxxxx	0.824	+ 0.053 V/C
#120 Clark Tunnel Road & SR 193	C	0.0	0.000	C	0.0	0.000	+ 0.000 V/C
#130 Sierra College Blvd. & Lower R	A	0.0	0.000	E	0.5	0.000	+ 0.000 V/C
#140 Sierra College Blvd. & Twelve	C	xxxxx	0.786	D	xxxxx	0.874	+ 0.088 V/C
#150 Sierra College Blvd. & Bickfor	A	xxxxx	0.471	C	xxxxx	0.729	+ 0.257 V/C
#160 Sierra College Blvd. & English	A	xxxxx	0.591	C	xxxxx	0.738	+ 0.147 V/C
#170 Sierra College Blvd. & Clover	A	xxxxx	0.469	B	xxxxx	0.624	+ 0.155 V/C
#180 Sierra College Blvd. & Del Mar	F	2.8	0.000	F	18.9	0.000	+ 0.000 V/C
#190 Sierra College Blvd. & King Ro	C	xxxxx	0.710	D	xxxxx	0.852	+ 0.143 V/C
#200 Sierra College Blvd. & Taylor	E	xxxxx	0.928	F	xxxxx	1.022	+ 0.094 V/C
#210 Sierra College Blvd. & Granite	D	xxxxx	0.805	D	xxxxx	0.876	+ 0.071 V/C
#220 Sierra College Blvd. & I-80 We	D	xxxxx	0.818	D	xxxxx	0.899	+ 0.080 V/C
#230 Sierra College Blvd. & I-80 Ea	C	xxxxx	0.736	D	xxxxx	0.810	+ 0.074 V/C
#240 Clark Tunnel Road & English Co	B	0.4	0.000	B	0.4	0.000	+ 0.000 V/C
#250 Taylor Road & English Colony W	D	xxxxx	0.801	D	xxxxx	0.812	+ 0.011 V/C

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.189
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	954	34	491	777	0	0	0	0	250	0	347
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	954	34	491	777	0	0	0	0	250	0	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	954	34	491	777	0	0	0	0	250	0	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	954	34	491	777	0	0	0	0	250	0	347
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.:	0	954	34	491	777	0	0	0	0	250	0	347
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.02	0.34	0.55	0.00	0.00	0.00	0.00	0.18	0.00	0.24
Crit Vol:		954		491				0		250		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #100 SR 65 & SR 193

Cycle (sec): 52 Critical Vol./Cap. (X): 1.228
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	954	34	491	777	0	0	0	0	250	0	347
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	954	34	491	777	0	0	0	0	250	0	347
Added Vol:	0	0	21	55	0	0	0	0	0	12	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	954	55	546	777	0	0	0	0	262	0	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	954	55	546	777	0	0	0	0	262	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	954	55	546	777	0	0	0	0	262	0	379
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.:	0	954	55	546	777	0	0	0	0	262	0	379
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.04	0.38	0.55	0.00	0.00	0.00	0.00	0.18	0.00	0.27
Crit Vol:		954		546				0		250		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	415	0	176	1	0	0	0	757	559	113	323	1
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:	415	0	176	1	0	0	0	757	559	113	323	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	0	176	1	0	0	0	757	559	113	323	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	0	176	1	0	0	0	757	559	113	323	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	457	0	176	1	0	0	0	757	559	113	323	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	2850	0	1425	1425	0	0	1425	1425	1425	1425	1421	4
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.12	0.00	0.00	0.00	0.00	0.53	0.39	0.08	0.23	0.23
Crit Vol:	229				0			757		113		
Crit Moves:	****				****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 Sierra College Blvd. & SR 193

Cycle (sec): 100 Critical Vol./Cap. (X): 0.824
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	415	0	176		1	0	0		0	757	559		113	323	1	
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:	415	0	176		1	0	0		0	757	559		113	323	1	
Added Vol:	88	0	16		0	0	0		0	0	152		28	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0,	
Initial Fut:	503	0	192		1	0	0		0	757	711		141	323	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	503	0	192		1	0	0		0	757	711		141	323	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	503	0	192		1	0	0		0	757	711		141	323	1	
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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	553	0	192		1	0	0		0	757	711		141	323	1	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		1.00	0.00	0.00		1.00	1.00	1.00		1.00	0.99	0.01	
Final Sat.:	2850	0	1425		1425	0	0		1425	1425	1425		1425	1421	4	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.13		0.00	0.00	0.00		0.53	0.50	0.10		0.23	0.23		
Crit Vol:	277					0			757		141					
Crit Moves:	****					****			****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 0	0	0	0	0 0	0	0	1	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	1	0	0		0	0	0		0	563	0		0	318	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:	1	0	0		0	0	0		0	563	0		0	318	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	0	0		0	0	0		0	563	0		0	318	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	1	0	0		0	0	0		0	563	0		0	318	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	1	0	0		0	0	0		0	563	0		0	318	0	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	881	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:		11.0			0.0			0.0			0.0					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #120 Clark Tunnel Road & SR 193

Average Delay (sec/veh): 0.0 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	1	0	0	0	0	0	0	563	0	0	318	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:	1	0	0	0	0	0	0	563	0	0	318	0
Added Vol:	0	0	0	0	0	0	0	16	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	0	0	0	0	0	579	0	0	346	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	579	0	0	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	0	0	0	0	579	0	0	346	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	1	0	0	0	0	0	0	579	0	0	346	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	925	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	308	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	308	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	597	0	0	673	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	597	0	0	673	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	0	0	673	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	597	0	0	673	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	597	0	0	673	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.0			0.0			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #130 Sierra College Blvd. & Lower Ranch Road

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	597	0	0	673	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	597	0	0	673	0	0	0	0	0	0	0
Added Vol:	0	74	22	53	126	0	0	0	0	10	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	671	22	53	799	0	0	0	0	10	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	671	22	53	799	0	0	0	0	10	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	671	22	53	799	0	0	0	0	10	0	30
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	671	22	58	799	0	0	0	0	11	0	33
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	693	xxxx	xxxxx	xxxx	xxxx	xxxxx	1523	xxxx	336
Potent Cap.:	xxxx	xxxx	xxxxx	728	xxxx	xxxxx	xxxx	xxxx	xxxxx	112	xxxx	936
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.92	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	728	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	xxxx	936
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.5	xxxx	4.0
LOS by Move:	*	*	*	B	*	*	*	*	*	E	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			0.4			0.0			12.6		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	765	547	0	0	606	63	52	0	560	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	765	547	0	0	606	63	52	0	560	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	765	547	0	0	606	63	52	0	560	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	765	547	0	0	606	63	52	0	560	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	765	547	0	0	606	63	52	0	560	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.54	0.19	0.00	0.00	0.21	0.04	0.04	0.00	0.39	0.00	0.00	0.00
Crit Vol:	765				303		52				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #140 Sierra College Blvd. & Twelve Bridges Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	765	547	0	0	606	63	52	0	560	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	765	547	0	0	606	63	52	0	560	0	0	0
Added Vol:	54	91	0	0	134	2	5	0	92	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	819	638	0	0	740	65	57	0	652	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	819	638	0	0	740	65	57	0	652	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	819	638	0	0	740	65	57	0	652	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	819	638	0	0	740	65	57	0	652	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.57	0.22	0.00	0.00	0.26	0.05	0.04	0.00	0.46	0.00	0.00	0.00
Crit Vol:	819				370		57				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1296	0	0	1175	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1296	0	0	1175	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1296	0	0	1175	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1296	0	0	1175	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1296	0	0	1175	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	0	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		648			0			0			0	
Crit Moves:		****			****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #150 Sierra College Blvd. & Bickford Ranch Road

Cycle (sec): 33 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		1 1	0 0	1	
Volume Module:																
Base Vol:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1296	0		0	1175	0		0	0	0		0	0	0	
Added Vol:	0	17	398		218	8	0		0	0	0		232	0	128	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1313	398		218	1183	0		0	0	0		232	0	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1313	398		218	1183	0		0	0	0		232	0	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1313	398		218	1183	0		0	0	0		232	0	128	
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		1.10	1.00	1.00	
Final Vol.:	0	1313	398		218	1183	0		0	0	0		255	0	128	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	0.00		2.00	0.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	0		2750	0	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.29		0.16	0.43	0.00		0.00	0.00	0.00		0.09	0.00	0.09	
Crit Vol:		657			218					0			128			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 0	0 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	1113	46		238	943	0		0	0	0		48	0	160	
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	1113	46		238	943	0		0	0	0		48	0	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1113	46		238	943	0		0	0	0		48	0	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1113	46		238	943	0		0	0	0		48	0	160	
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.:	0	1113	46		238	943	0		0	0	0		48	0	160	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		0.23	0.00	0.77	
Final Sat.:	0	2850	1425		1425	2850	0		0	0	0		329	0	1096	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.03		0.17	0.33	0.00		0.00	0.00	0.00		0.15	0.00	0.15	
Crit Vol:		557			238					0			48			
Crit Moves:		****			****								****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #160 Sierra College Blvd. & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1113	46	238	943	0	0	0	0	48	0	160
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	1113	46	238	943	0	0	0	0	48	0	160
Added Vol:	0	387	0	16	224	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1500	46	254	1167	0	0	0	0	48	0	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1500	46	254	1167	0	0	0	0	48	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1500	46	254	1167	0	0	0	0	48	0	188
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.:	0	1500	46	254	1167	0	0	0	0	48	0	188
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	290	0	1135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.03	0.18	0.41	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Vol:		750		254				0		48		
Crit Moves:		****		****						****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	133	1025	0	0	633	165	156	0	187	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1025	0	0	633	165	156	0	187	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1025	0	0	633	165	156	0	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1025	0	0	633	165	156	0	187	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1025	0	0	633	165	156	0	187	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.00	0.00	0.22	0.12	0.11	0.00	0.13	0.00	0.00	0.00
Crit Vol:		513		0			156				0	
Crit Moves:		****		****			****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #170 Sierra College Blvd. & Clover Valley Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	133	1025		0	0	633		165	156		0	187	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	133	1025		0	0	633		165	156		0	187	0		0	0
Added Vol:	0	332		0	0	192		32	55		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	133	1357		0	0	825		197	211		0	187	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	133	1357		0	0	825		197	211		0	187	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	133	1357		0	0	825		197	211		0	187	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	133	1357		0	0	825		197	211		0	187	0		0	0
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1425	2850		0	0	2850		1425	1425		0	1425	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.09	0.48		0.00	0.00	0.29		0.14	0.15		0.00	0.13	0.00		0.00	0.00
Crit Vol:		679			0				211				0			
Crit Moves:		****			****				****							

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	1134		30	1	997		17	16		9	2	14		8	2
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	1134		30	1	997		17	16		9	2	14		8	2
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1134		30	1	997		17	16		9	2	14		8	2
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1134		30	1	997		17	16		9	2	14		8	2
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.10		1.10	1.10	1.10		1.10
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	0	1134		30	1	997		17	18		10	2	15		9	2
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx		3.4	3.3		2.6	3.4	3.3		2.6
Critical Gp:	xxxxx	xxxx	xxxxx		5.5	xxxx	xxxxx		7.0	6.5		5.5	7.0	6.5		5.5
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1164	xxxx	xxxxx		2145	2171		507	2152	2164		582
Potent Cap.:	xxxx	xxxx	xxxxx		407	xxxx	xxxxx		45	59		766	45	59		702
Adj Cap:	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		0.88	1.00		1.00	0.87	1.00		1.00
Move Cap.:	xxxx	xxxx	xxxxx		407	xxxx	xxxxx		40	58		766	39	59		702
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		148.9	72.7		4.7	144.1	70.6		5.1
LOS by Move:	*	*	*		B	*	*		*	*		*	*	*		*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	48	xxxxx		xxxx	48	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	113	xxxxx		xxxxx	108	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	F	*		*	F	*	
ApproachDel:		0.0				0.0				112.8				108.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #180 Sierra College Blvd. & Del Mar Avenue

Average Delay (sec/veh): 18.9 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1134	30	1	997	17	16	9	2	14	8	2
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	1134	30	1	997	17	16	9	2	14	8	2
Added Vol:	0	325	0	0	188	4	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1459	30	1	1185	21	23	9	2	14	8	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1459	30	1	1185	21	23	9	2	14	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1459	30	1	1185	21	23	9	2	14	8	2
Adjusted Volume Module:												
Grade:		0%			0%			0%			0%	
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	1459	30	1	1185	21	25	10	2	15	9	2
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	2660	2686	603	2665	2681	745
Potent Cap.:	xxxx	xxxx	xxxxx	272	xxxx	xxxxx	21	29	685	21	29	581
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	0.76	1.00	1.00	0.73	1.00	1.00
Move Cap.:	xxxx	xxxx	xxxxx	272	xxxx	xxxxx	16	29	685	15	29	581
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx	1461	176	5.3	782.3	167	6.2
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	20	xxxxx	xxxx	20	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1035	xxxxx	xxxxx	513	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:		0.0			0.0			1035.0			512.6	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 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:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	0	1	1 0	2	0	1	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	7	958	24		220	782	21		99	55	5		12	21	157	
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:	7	958	24		220	782	21		99	55	5		12	21	157	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	958	24		220	782	21		99	55	5		12	21	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	958	24		220	782	21		99	55	5		12	21	157	
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.:	7	958	24		220	782	21		99	55	5		12	21	157	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.92	0.08		1.00	0.12	0.88	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1260	115		1375	162	1213	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.02		0.16	0.28	0.02		0.07	0.04	0.04		0.01	0.13	0.13	
Crit Vol:		479			220				99					178		
Crit Moves:		****			****				****					****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #190 Sierra College Blvd. & King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 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:		Ovl				Ovl				Include				Include		
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	7	958	24		220	782	21		99	55	5		12	21	157	
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:	7	958	24		220	782	21		99	55	5		12	21	157	
Added Vol:	0	290	0		16	168	4		7	0	0		0	0	28	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	7	1248	24		236	950	25		106	55	5		12	21	185	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	1248	24		236	950	25		106	55	5		12	21	185	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	1248	24		236	950	25		106	55	5		12	21	185	
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.:	7	1248	24		236	950	25		106	55	5		12	21	185	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.92	0.08		1.00	0.10	0.90	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1260	115		1375	140	1235	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.45	0.02		0.17	0.35	0.02		0.08	0.04	0.04		0.01	0.15	0.15	
Crit Vol:		624			236				106					206		
Crit Moves:		****			****				****					****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:		Ovl				Ovl				Ovl				Ovl		
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	161	951	542		53	749	70		148	534	179		473	319	75	
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:	161	951	542		53	749	70		148	534	179		473	319	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	161	951	542		53	749	70		148	534	179		473	319	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	161	951	542		53	749	70		148	534	179		473	319	75	
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.:	161	951	542		53	749	70		148	534	179		473	319	75	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.35	0.39		0.04	0.27	0.05		0.11	0.19	0.13		0.34	0.12	0.05	
Crit Vol:	161					375				267			473			
Crit Moves:	****					****				****			****			

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #200 Sierra College Blvd. & Taylor Road

Cycle (sec): 180 Critical Vol./Cap. (X): 1.022
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	161	951	542	53	749	70	148	534	179	473	319	75
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:	161	951	542	53	749	70	148	534	179	473	319	75
Added Vol:	0	249	0	12	144	12	21	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1200	542	65	893	82	169	534	179	473	319	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1200	542	65	893	82	169	534	179	473	319	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1200	542	65	893	82	169	534	179	473	319	96
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.:	161	1200	542	65	893	82	169	534	179	473	319	96
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.44	0.39	0.05	0.32	0.06	0.12	0.19	0.13	0.34	0.12	0.07
Crit Vol:		600			65			267		473		
Crit Moves:		****			****			****		****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	105	1443	64	48	1386	174	417	9	101	79	12	9
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:	105	1443	64	48	1386	174	417	9	101	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1443	64	48	1386	174	417	9	101	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1443	64	48	1386	174	417	9	101	79	12	9
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1443	64	48	1386	174	459	9	101	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.52	0.05	0.03	0.50	0.13	0.17	0.01	0.07	0.06	0.01	0.01
Crit Vol:	105				693		229			79		
Crit Moves:	****				****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #210 Sierra College Blvd. & Granite Drive

Cycle (sec): 40 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	105	1443	64	48	1386	174	417	9	101	79	12	9
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:	105	1443	64	48	1386	174	417	9	101	79	12	9
Added Vol:	0	221	0	0	128	16	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1664	64	48	1514	190	445	9	101	79	12	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1664	64	48	1514	190	445	9	101	79	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1664	64	48	1514	190	445	9	101	79	12	9
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1664	64	48	1514	190	490	9	101	79	12	9
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.61	0.05	0.03	0.55	0.14	0.18	0.01	0.07	0.06	0.01	0.01
Crit Vol:		832			48		245			79		
Crit Moves:		****			****		****			****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	97	1400	0	0	1561	11	22	0	212	564	14	209
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	1400	0	0	1561	11	22	0	212	564	14	209
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1400	0	0	1561	11	22	0	212	564	14	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1400	0	0	1561	11	22	0	212	564	14	209
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	97	1400	0	0	1561	11	22	0	212	620	14	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	1.00	0.00	1.00	2.00	0.06	0.94
Final Sat.:	1375	2750	0	0	4096	29	1375	0	1375	2750	86	1289
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.00	0.00	0.38	0.38	0.02	0.00	0.15	0.23	0.16	0.16
Crit Vol:		700			0				212	310		
Crit Moves:		****			****				****	****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #220 Sierra College Blvd. & I-80 Westbound Ramps

Cycle (sec): 180 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 1	0	1 0	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	97	1400	0	0	1561	11	22	0	212	564	14	209
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	1400	0	0	1561	11	22	0	212	564	14	209
Added Vol:	0	221	0	0	128	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1621	0	0	1689	11	22	0	212	564	14	209
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1621	0	0	1689	11	22	0	212	564	14	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1621	0	0	1689	11	22	0	212	564	14	209
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	97	1621	0	0	1689	11	22	0	212	620	14	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	1.00	0.00	1.00	2.00	0.06	0.94
Final Sat.:	1375	2750	0	0	4098	27	1375	0	1375	2750	86	1289
Capacity Analysis Module:												
Vol/Sat:	0.07	0.59	0.00	0.00	0.41	0.41	0.02	0.00	0.15	0.23	0.16	0.16
Crit Vol:		811		0					212	310		
Crit Moves:		****		****					****	****		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	75	1886	0	0	1299	248	689	0	157	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1886	0	0	1299	0	689	0	157	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1886	0	0	1299	0	689	0	157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1886	0	0	1299	0	689	0	157	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	450	1886	0	0	1299	0	758	0	173	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.11	1.89	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1672	2828	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.67	0.00	0.00	0.43	0.00	0.25	0.00	0.06	0.00	0.00	0.00
Crit Vol:	75				650		379				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #230 Sierra College Blvd. & I-80 Eastbound Ramps

Cycle (sec): 15 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0 0	1 1	0	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	75	1886	0	0	1299	248	689	0	157	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1886	0	0	1299	0	689	0	157	0	0	0
Added Vol:	0	41	0	0	24	0	180	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1927	0	0	1323	0	869	0	157	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1927	0	0	1323	0	869	0	157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1927	0	0	1323	0	869	0	157	0	0	0
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	450	1927	0	0	1323	0	956	0	173	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.08	1.92	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1617	2883	0	0	3000	0	3000	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.67	0.00	0.00	0.44	0.00	0.32	0.00	0.06	0.00	0.00	0.00
Crit Vol:	75				662		478				0	
Crit Moves:	****				****		****					

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	6	15	293	0	0	280	38
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	24	0	6	15	293	0	0	280	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	6	15	293	0	0	280	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	6	15	293	0	0	280	38
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	26	0	7	17	293	0	0	280	38
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	607	xxxx	299	318	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	471	xxxx	977	1209	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.98	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	464	xxxx	977	1209	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	3.7	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	518	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	7.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:		0.0			7.3			0.2			0.0	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #240 Clark Tunnel Road & English Colony Way

Average Delay (sec/veh): 0.4 Worst Case 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	24	0	6	15	293	0	0	280	38
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	24	0	6	15	293	0	0	280	38
Added Vol:	0	0	0	0	0	0	0	16	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	6	15	309	0	0	308	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	6	15	309	0	0	308	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	6	15	309	0	0	308	38
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	26	0	7	17	309	0	0	308	38
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	651	xxxx	327	346	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	444	xxxx	945	1173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.98	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	437	xxxx	945	1173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	3.8	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	490	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	0.0			7.7			0.2			0.0		

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #250 Taylor Road & English Colony Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	50	686	82	16	154	197	200	48	73	36	32	3
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:	50	686	82	16	154	197	200	48	73	36	32	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	686	82	16	154	197	200	48	73	36	32	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.	50	686	82	16	154	197	200	48	73	36	32	3
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.:	50	686	82	16	154	197	200	48	73	36	32	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.44	0.56	0.62	0.15	0.23	0.51	0.45	0.04
Final Sat.:	1425	1273	152	1425	625	800	888	213	324	723	642	60
Capacity Analysis Module:												
Vol/Sat:	0.04	0.54	0.54	0.01	0.25	0.25	0.23	0.23	0.23	0.05	0.05	0.05
Crit Vol:		768			16			321			36	
Crit Moves:		****			****			****			****	

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Bickford Ranch Traffic Study
2010 Cumulative Conditions With 12 Bridges/Clover Valley
Alternative 6: PM Peak Hour Volumes

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #250 Taylor Road & English Colony Way

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	50	686	82		16	154	197		200	48	73		36	32	3	
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:	50	686	82		16	154	197		200	48	73		36	32	3	
Added Vol:	0	0	0		0	0	21		12	4	0		0	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	686	82		16	154	218		212	52	73		36	39	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	686	82		16	154	218		212	52	73		36	39	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	686	82		16	154	218		212	52	73		36	39	3	
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.:	50	686	82		16	154	218		212	52	73		36	39	3	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.89	0.11		1.00	0.41	0.59		0.63	0.15	0.22		0.46	0.50	0.04	
Final Sat.:	1425	1273	152		1425	590	835		896	220	309		658	713	55	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.54	0.54		0.01	0.26	0.26		0.24	0.24	0.24		0.05	0.05	0.05	
Crit Vol:		768			16					337			36			
Crit Moves:		****			****					****			****			

****