APPENDIX B

LEVEL OF SERVICE CALCULATIONS

San Miguel Ranch
Existing AM Conditions

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	No Project
Trip Distribution:	No Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

San Miguel Ranch
Existing AM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	9.0	0.000	A	9.0	0.000	+ 0.000 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.1	0.034	A	7.1	0.034	+ 0.000 V/C
# 3 101 SB Ramp / 10th St	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 4 101 NB Ramp / 10th St.	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 5 101 SB Ramps / 24th St.- SR 46	B	17.5	0.595	B	17.5	0.595	+ 0.000 D/V
# 6 101 NB Ramps / 24th St. - SR 4	C	21.1	0.689	C	21.1	0.689	+ 0.000 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	8.2	0.186	A	8.2	0.186	+ 0.000 V/C
# 11 Mission St. / River Rd.	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V
# 12 Mission St. / 10th St.	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 13 Slo Monterey Rd. / Mission St.	A	9.5	0.000	A	9.5	0.000	+ 0.000 D/V

San Miguel Ranch
Existing AM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: A[9.0]

Street Name:	101 SB									San Miguel								
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	0	1	0	0	1	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		1		0	0		1		0	1		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		0		0	0		1		0	0		1		0	1		0		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		1		0	0		1		0	1		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:	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	0		0		0	0		1		0	0		1		0	1		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		1		0	0		1		0	1		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	xxxxx		6.5		xxxxx	xxxxx		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	xxxxx		4.0		xxxxx	xxxxx		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	xxxx		3		xxxxx	xxxx		xxxx		xxxxx	1		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	xxxx		896		xxxxx	xxxx		xxxx		xxxxx	1635		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	xxxx		896		xxxxx	xxxx		xxxx		xxxxx	1635		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	xxxx		0.00		xxxx	xxxx		xxxx		xxxx	0.00		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		0.0		xxxxx	xxxx		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		9.0		xxxxx	xxxxx		xxxx		xxxxx	7.2		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
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:	xxxxxx					9.0					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

San Miguel Ranch
Existing AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.034
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	1	27	0	0	0	0	1	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	27	0	0	0	0	1	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	27	0	0	0	0	1	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	30	0	0	0	0	1	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	30	0	0	0	0	1	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
FinalVolume:	1	30	0	0	0	0	1	0	0	0	0	0
Saturation Flow Module:												
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:	0.04	0.96	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	33	888	0	0	0	0	860	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:		****					****					
Delay/Veh:	7.0	7.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0
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:	7.0	7.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:		7.0		xxxxxx				7.2		xxxxxx		
Delay Adj:		1.00		xxxxx				1.00		xxxxx		
ApprAdjDel:		7.0		xxxxxx				7.2		xxxxxx		
LOS by Appr:		A		*				A		*		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Miguel Ranch
Existing AM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: A[9.9]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	15		0		1	0		14		0	79		29		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	15		0		1	0		14		0	79		29		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	15		0		1	0		14		0	79		29		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	17		0		1	0		16		0	88		32		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	17		0		1	0		16		0	88		32		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4	6.5			6.2	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	4.0			3.3	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		223	223			32	xxxx	xxxx		xxxxx		16	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		769	679			1047	xxxx	xxxx		xxxxx		1615	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		736	640			1047	xxxx	xxxx		xxxxx		1615	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.02	0.00			0.00	xxxx	xxxx		xxxx		0.05	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx			0.0	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx			8.4	xxxxx	xxxx		xxxxx		7.4	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		736	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.2	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		10.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.4	xxxx		xxxxx	
Shared LOS:	*	*		*		B	*			*	*	*		*		A	*		*	
ApproachDel:	xxxxxx						9.9				xxxxxx					xxxxxx				
ApproachLOS:		*					A					*					*			

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

San Miguel Ranch
Existing AM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: A[8.9]

Street Name:	101 NB Ramp									10th St					
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	24		1		34	0		0		0	4		25		0	0		88		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:	24		1		34	0		0		0	4		25		0	0		88		10
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	24		1		34	0		0		0	4		25		0	0		88		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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	27		1		38	0		0		0	4		28		0	0		98		11
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	27		1		38	0		0		0	4		28		0	0		98		11
Critical Gap Module:																				
Critical Gp:	6.4	6.5		6.2		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	140	146		28		xxxx	xxxx		xxxxx		109	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	858	749		1053		xxxx	xxxx		xxxxx		1494	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	856	747		1053		xxxx	xxxx		xxxxx		1494	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	0.03	0.00		0.04		xxxx	xxxx		xxxx		0.00	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	851	xxxx		1041		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	0.1	xxxx		0.1		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	9.4	xxxx		8.6		xxxxx	xxxx		xxxxx		7.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	A	*		A		*	*		*		A	*		*		*	*		*	
ApproachDel:		8.9				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		A				*					*					*				

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

San Miguel Ranch
Existing AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[11.0]

Street Name:	Mission St.									River Rd.								
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:	Ignore					Include					Include					Ignore				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		49		45	27		85		0	1		1		3	114		8		61
Growth Adj:	1.00	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		49		45	27		85		0	1		1		3	114		8		61
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		49		45	27		85		0	1		1		3	114		8		61
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	0.90	0.90		0.00		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.00	
PHF Volume:	0		54		0	30		94		0	1		1		3	127		9		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		54		0	30		94		0	1		1		3	127		9		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		54	xxxx		xxxxx		213		209		94	211		209		54
Potent Cap.:	xxxx	xxxx		xxxxx		1564	xxxx		xxxxx		748		692		968	750		692		1018
Move Cap.:	xxxx	xxxx		xxxxx		1564	xxxx		xxxxx		729		678		968	736		678		1018
Volume/Cap:	xxxx	xxxx		xxxx		0.02	xxxx		xxxx		0.00	0.00		0.00		0.17	0.01		0.00	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		7.3	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		841	xxxxx		xxxx		732	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxxx		0.0	xxxxx		xxxxx		0.7	xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.3	xxxx		xxxxx		xxxxx		9.3	xxxxx		xxxxx		11.0	xxxxx	
Shared LOS:	*	*		*		A	*		*		*		A	*		*		B	*	
ApproachDel:	xxxxxx					xxxxxx					9.3					11.0				
ApproachLOS:	*					*					A					B				

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

San Miguel Ranch
Existing AM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.9]

Street Name:	Mission St.						10th St.					
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!	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	1	69	0	0	175	25	14	1	5	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	69	0	0	175	25	14	1	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	69	0	0	175	25	14	1	5	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	77	0	0	194	28	16	1	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	77	0	0	194	28	16	1	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	222	xxxx	xxxxx	xxxx	xxxx	xxxxx	287	287	111	xxxx	xxxx	xxxxx
Potent Cap.:	1359	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	626	948	xxxx	xxxx	xxxxx
Move Cap.:	1359	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	625	948	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	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	750	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

San Miguel Ranch
Existing AM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Street Name:	Slo Monterey Rd									Mission St								
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	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		0		4	0		87		0	0		210		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		4	0		87		0	0		210		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		4	0		87		0	0		210		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	0		0		4	0		97		0	0		233		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		0		4	0		97		0	0		233		0
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.2	xxxxx	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx		4.0		3.3	xxxxx	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx		330		97	xxxx	xxxx			233	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx		592		965	xxxx	xxxx			811	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx		592		965	xxxx	xxxx			811	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx		0.00		0.00	xxxx	xxxx			0.01	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.0	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			9.5	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			0	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					9.5					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

San Miguel Ranch
Existing AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.186
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 1! 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	68	83	7	8	114	155	10	1	93	5	6	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:	68	83	7	8	114	155	10	1	93	5	6	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	83	7	8	114	155	10	1	93	5	6	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	76	92	8	9	127	172	11	1	103	6	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	92	8	9	127	172	11	1	103	6	7	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	92	8	9	127	172	11	1	103	6	7	1
Saturation Flow Module:												
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	0.06	0.82	1.12	1.00	0.01	0.99	1.00	0.86	0.14
Final Sat.:	632	647	55	48	-146	1747	563	7	686	546	515	86
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.19	-0.86	0.10	0.02	0.15	0.15	0.01	0.01	0.01
Crit Moves:			****	****				****			****	
Delay/Veh:	9.0	8.5	8.5	7.9	7.9	7.9	8.9	8.3	8.3	8.9	8.3	8.3
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:	9.0	8.5	8.5	7.9	7.9	7.9	8.9	8.3	8.3	8.9	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.7			7.9			8.4			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			7.9			8.4			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.2	0.2	0.2	0.0	0.2	0.2	0.0	0.0	0.0

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

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San Miguel Ranch
Existing AM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	56	Level Of Service:	B

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0	0	0 0	0 1	0	0 1	0 0	2	0 1	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	113	0	57	0	530	338	476	653	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	113	0	57	0	530	338	476	653	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	113	0	57	0	530	338	476	653	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	126	0	63	0	589	376	529	726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	0	63	0	589	376	529	726	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	126	0	63	0	589	376	529	726	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.00	0.16	0.23	0.29	0.20	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.39	0.39	0.49	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.34	0.00	0.42	0.59	0.59	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	46.5	0.0	41.7	0.0	22.4	25.7	19.3	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.5	0.0	41.7	0.0	22.4	25.7	19.3	0.9	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	5	0	2	0	7	10	12	2	0

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

San Miguel Ranch
Existing AM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	73	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 0	1! 0 0		1 0	2 0 0		0 0	1 1 0	
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	0	476	0	0	0	71	566	0	0	894	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	0	476	0	0	0	71	566	0	0	894	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	246	0	529	0	0	0	79	629	0	0	993	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	529	0	0	0	79	629	0	0	993	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	0	529	0	0	0	79	629	0	0	993	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	3129	416
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.33	0.00	0.00	0.00	0.04	0.17	0.00	0.00	0.32	0.32
Crit Moves:			****				****				****	
Green/Cycle:	0.48	0.00	0.48	0.00	0.00	0.00	0.06	0.52	0.00	0.00	0.46	0.46
Volume/Cap:	0.29	0.00	0.69	0.00	0.00	0.00	0.69	0.33	0.00	0.00	0.69	0.69
Delay/Veh:	16.1	0.0	23.1	0.0	0.0	0.0	62.1	13.8	0.0	0.0	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	0.0	23.1	0.0	0.0	0.0	62.1	13.8	0.0	0.0	22.5	22.5
LOS by Move:	B	A	C	A	A	A	E	B	A	A	C	C
HCM2kAvgQ:	5	0	14	0	0	0	4	6	0	0	15	15

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

San Miguel Ranch
Existing PM Conditions

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	No Project
Trip Distribution:	No Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

San Miguel Ranch
Existing PM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	8.6	0.000	A	8.6	0.000	+ 0.000 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.2	0.073	A	7.2	0.073	+ 0.000 V/C
# 3 101 SB Ramp / 10th St	A	9.4	0.000	A	9.4	0.000	+ 0.000 D/V
# 4 101 NB Ramp / 10th St.	A	8.7	0.000	A	8.7	0.000	+ 0.000 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	20.1	0.621	C	20.1	0.621	+ 0.000 D/V
# 6 101 NB Ramps / 24th St. - SR 4	C	25.0	0.820	C	25.0	0.820	+ 0.000 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	9.0	0.211	A	9.0	0.211	+ 0.000 V/C
# 11 Mission St. / River Rd.	B	11.6	0.000	B	11.6	0.000	+ 0.000 D/V
# 12 Mission St. / 10th St.	B	12.2	0.000	B	12.2	0.000	+ 0.000 D/V
# 13 Slo Monterey Rd. / Mission St.	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V

San Miguel Ranch
Existing PM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[8.6]

Street Name:	101 SB									San Miguel								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	2		0		0	0		1		0	5		2		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	2		0		0	0		1		0	5		2		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	2		0		0	0		1		0	5		2		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	2		0		0	0		1		0	6		2		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	2		0		0	0		1		0	6		2		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			14	xxxx	xxxxx			xxxx	xxxx	xxxxx			1	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			1010	xxxx	xxxxx			xxxx	xxxx	xxxxx			1635	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			1007	xxxx	xxxxx			xxxx	xxxx	xxxxx			1635	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			8.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.2	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		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.2	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			A	*	*		
ApproachDel:	xxxxxx					8.6					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

San Miguel Ranch
Existing PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.073
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	6	54	0	0	0	0	4	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:	6	54	0	0	0	0	4	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	54	0	0	0	0	4	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	7	60	0	0	0	0	4	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	60	0	0	0	0	4	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
FinalVolume:	7	60	0	0	0	0	4	0	0	0	0	0
Saturation Flow Module:												
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:	0.10	0.90	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	92	825	0	0	0	0	839	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:		****					****					
Delay/Veh:	7.2	7.2	0.0	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0
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:	7.2	7.2	0.0	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:		7.2		xxxxxx				7.3		xxxxxx		
Delay Adj:		1.00		xxxxx				1.00		xxxxx		
ApprAdjDel:		7.2		xxxxxx				7.3		xxxxxx		
LOS by Appr:		A		*				A		*		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[9.4]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	20	0	1	0	3	13	50	19	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	20	0	1	0	3	13	50	19	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	20	0	1	0	3	13	50	19	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
PHF Volume:	0	0	0	22	0	1	0	3	14	56	21	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	22	0	1	0	3	14	56	21	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	143	150	21	xxxx	xxxx	xxxxx	18	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	855	745	1062	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	831	719	1062	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	7.3	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	831	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx								
Shared LOS:	*	*	*	A	*	*	*	*	*	A	*	*								
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx										
ApproachLOS:	*			A			*			*										

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[8.7]

Street Name:	101 NB Ramp									10th St								
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	16		0		72	0		0		0	1		21		0	0		49		25
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	16		0		72	0		0		0	1		21		0	0		49		25
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	16		0		72	0		0		0	1		21		0	0		49		25
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90
PHF Volume:	18		0		80	0		0		0	1		23		0	0		54		28
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	18		0		80	0		0		0	1		23		0	0		54		28
Critical Gap Module:																				
Critical Gp:	6.4	6.5			6.2	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx	xxxxx	xxxx			xxxxx
FollowUpTim:	3.5	4.0			3.3	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	94	108			23	xxxx	xxxx			xxxxx	82	xxxx			xxxxx	xxxx	xxxx			xxxxx
Potent Cap.:	911	786			1059	xxxx	xxxx			xxxxx	1528	xxxx			xxxxx	xxxx	xxxx			xxxxx
Move Cap.:	910	786			1059	xxxx	xxxx			xxxxx	1528	xxxx			xxxxx	xxxx	xxxx			xxxxx
Volume/Cap:	0.02	0.00			0.08	xxxx	xxxx			xxxx	0.00	xxxx			xxxx	xxxx	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx	xxxx	xxxx			xxxxx
Control Del:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.4	xxxx			xxxxx	xxxxx	xxxx			xxxxx
LOS by Move:	*	*			*	*	*			*	A	*			*	*	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	910	xxxx			1059	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	0.1	xxxx			0.2	xxxxx	xxxx			xxxxx	0.0	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	9.0	xxxx			8.7	xxxxx	xxxx			xxxxx	7.4	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	A	*			A	*	*			*	A	*			*	*	*			*
ApproachDel:		8.7				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		A				*					*					*				

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[11.6]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	88	149	27	71	2	1	4	5	104	14	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	88	149	27	71	2	1	4	5	104	14	42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	6	98	0	30	79	2	1	4	6	116	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	98	0	30	79	2	1	4	6	116	16	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	81	xxxx	xxxxx	98	xxxx	xxxxx	257	249	80	254	250	98
Potent Cap.:	1529	xxxx	xxxxx	1508	xxxx	xxxxx	701	657	986	704	656	964
Move Cap.:	1529	xxxx	xxxxx	1508	xxxx	xxxxx	675	642	986	683	641	964
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.01	0.01	0.17	0.02	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	782	xxxxx	xxxx	678	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	11.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.7			11.6		
ApproachLOS:	*			*			A			B		

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.2]

Street Name:	Mission St.						10th St.					
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! 1 0			0 0 1! 0 0			0 0 0 0 1		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	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:	3	245	0	3	130	29	44	0	6	0	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	245	0	3	130	29	44	0	6	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	272	0	3	144	32	49	0	7	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	272	0	3	144	32	49	0	7	0	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	177	xxxx	xxxxx	272	xxxx	xxxxx	447	446	88	xxxx	xxxx	272
Potent Cap.:	1412	xxxx	xxxxx	1303	xxxx	xxxxx	525	510	975	xxxx	xxxx	771
Move Cap.:	1412	xxxx	xxxxx	1303	xxxx	xxxxx	522	508	975	xxxx	xxxx	771
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.09	0.00	0.01	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	552	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.2			9.7		
ApproachLOS:	*			*			B			A		

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.1]

Street Name:	Slo Monterey Rd									Mission St								
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	1	0	0	0	1!	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	1		0	1				0	247		0		0	141		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:	0	0	0	1		0	1				0	247		0		0	141		4	
Added Vol:	0	0	0	0		0	0				0	0		0		0	0		0	
PasserByVol:	0	0	0	0		0	0				0	0		0		0	0		0	
Initial Fut:	0	0	0	1		0	1				0	247		0		0	141		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:	0.90	0.90	0.90	0.90		0.90	0.90				0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0	0	0	1		0	1				0	274		0		0	157		4	
Reduct Vol:	0	0	0	0		0	0				0	0		0		0	0		0	
FinalVolume:	0	0	0	1		0	1				0	274		0		0	157		4	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		6.4	6.5			6.2	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0			3.3	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	436		274		433	433			159	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	517		769		583	519			892	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	517		769		583	519			892	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.00		0.00		0.00	0.00			0.00	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx			xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control 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		0		xxxx	705			xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	0.0			xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	10.1			xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	B			*	*	*		*		*	*		*	
ApproachDel:	xxxxxx					10.1					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
Existing PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	1! 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	53	125	10	11	263	28	1	4	72	7	3	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:	53	125	10	11	263	28	1	4	72	7	3	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	125	10	11	263	28	1	4	72	7	3	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	139	11	12	292	31	1	4	80	8	3	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	139	11	12	292	31	1	4	80	8	3	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
FinalVolume:	59	139	11	12	292	31	1	4	80	8	3	10
Saturation Flow Module:												
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	0.93	0.07	0.07	0.93	1.00	1.00	0.05	0.95	1.00	0.25	0.75
Final Sat.:	639	657	53	60	-59	1648	543	35	624	531	156	469
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.20	-4.87	0.02	0.00	0.13	0.13	0.01	0.02	0.02
Crit Moves:			****	****					****			****
Delay/Veh:	8.8	9.0	9.0	9.4	9.4	9.2	8.9	8.4	8.4	9.1	8.1	8.1
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:	8.8	9.0	9.0	9.4	9.4	9.2	8.9	8.4	8.4	9.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.9			9.2			8.4			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			9.2			8.4			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.3	0.3	0.6	0.6	0.6	0.0	0.1	0.1	0.0	0.0	0.0

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	60	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			0 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	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	200	0	110	0	524	236	548	861	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	110	0	524	236	548	861	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	222	0	122	0	582	262	609	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	122	0	582	262	609	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	222	0	122	0	582	262	609	957	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.08	0.00	0.16	0.16	0.34	0.27	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.26	0.26	0.54	0.80	0.00
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.38	0.00	0.62	0.63	0.62	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	40.1	0.0	35.6	0.0	34.0	35.7	17.0	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.1	0.0	35.6	0.0	34.0	35.7	17.0	2.7	0.0
LOS by Move:	A	A	A	D	A	D	A	C	D	B	A	A
HCM2kAvgQ:	0	0	0	7	0	4	0	9	8	13	4	0

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

San Miguel Ranch
Existing PM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 127 Level Of Service: C

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	0	545	0	0	0	95	629	0	0	1074	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	0	545	0	0	0	95	629	0	0	1074	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	371	0	606	0	0	0	106	699	0	0	1193	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	606	0	0	0	106	699	0	0	1193	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	0	606	0	0	0	106	699	0	0	1193	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	3085	457
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.37	0.00	0.00	0.00	0.06	0.19	0.00	0.00	0.39	0.39
Crit Moves:			****				****				****	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.07	0.54	0.00	0.00	0.47	0.47
Volume/Cap:	0.45	0.00	0.82	0.00	0.00	0.00	0.82	0.36	0.00	0.00	0.82	0.82
Delay/Veh:	18.9	0.0	30.9	0.0	0.0	0.0	78.3	13.1	0.0	0.0	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	0.0	30.9	0.0	0.0	0.0	78.3	13.1	0.0	0.0	26.1	26.1
LOS by Move:	B	A	C	A	A	A	E	B	A	A	C	C
HCM2kAvgQ:	8	0	18	0	0	0	5	6	0	0	21	21

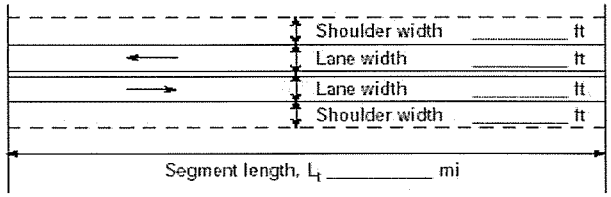
Note: Queue reported is the number of cars per lane.

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*SLO Monterey/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*398* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*31*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*410*
v_p * highest directional split proportion[2] (pc/h)	*205*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*31.9*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*399*
v_p * highest directional split proportion[2] (pc/h)	*200*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*29.6*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*24.8*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*54.4*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.13*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*40*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*159*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.3*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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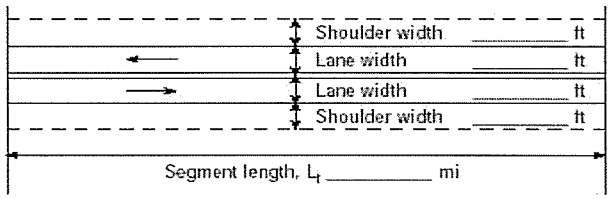
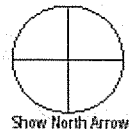
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*10th Street/14th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing*

Project Description:

Input Data





☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*447* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*36*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*461*
v_p * highest directional split proportion[2] (pc/h)	*231*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*31.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*448*
v_p * highest directional split proportion[2] (pc/h)	*224*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*32.6*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*23.8*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*56.3*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.14*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*34*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*134*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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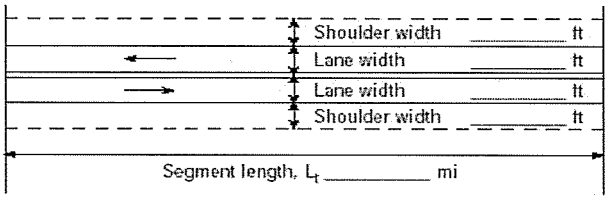
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*14th Street/20th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*189* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*39*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*195*
v_p * highest directional split proportion[2] (pc/h)	*98*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*33.6*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*189*
v_p * highest directional split proportion[2] (pc/h)	*95*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*15.3*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*21.6*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*36.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.06*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*28*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*113*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.8*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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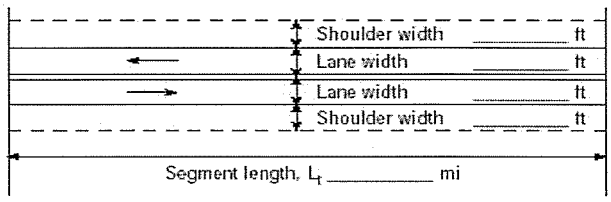
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	20th Street/US 101
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	Existing

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	111 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ mi	6

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	114
v_p * highest directional split proportion[2] (pc/h)	57

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	45.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	mi/h	Adj. for access points, f_A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.6
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v_p-f_{np}	34.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	111
v_p * highest directional split proportion[2] (pc/h)	56
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	9.3
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	20.5
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	29.8

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	A
Volume to capacity ratio, v/c=V_p/ 3,200	0.04
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi)= 0.25L_t(V/PHF)	25
Peak-hour vehicle-miles of travel, VMT_{60}(veh- mi)=V*L_t	100
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	0.7

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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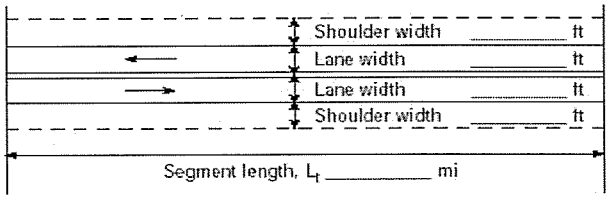
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*US 101/Mission Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*88* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*40*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*91*
v_p * highest directional split proportion[2] (pc/h)	*46*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*
Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)		*3.6*	
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}		*34.4*	

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*88*
v_p * highest directional split proportion[2] (pc/h)	*44*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*7.4*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*20.1*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*27.6*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.03*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*4*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*18*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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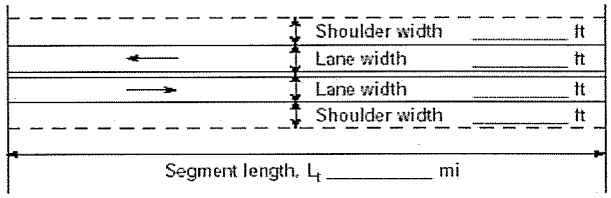
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	10th Street
Agency or Company	LSA Associates	From/To	West of US 101
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	Existing

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	54 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ mi	11

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	56
v_p * highest directional split proportion[2] (pc/h)	28

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	45.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	mi/h	Adj. for access points, f_A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.6
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v_p-f_{np}	34.7

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	54
v_p * highest directional split proportion[2] (pc/h)	27
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	4.6
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	19.6
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	24.2

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	A
Volume to capacity ratio, v/c=V_p/ 3,200	0.02
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi)= 0.25L_t(V/PHF)	3
Peak-hour vehicle-miles of travel, VMT_{60}(veh- mi)=V*L_t	11
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	0.1

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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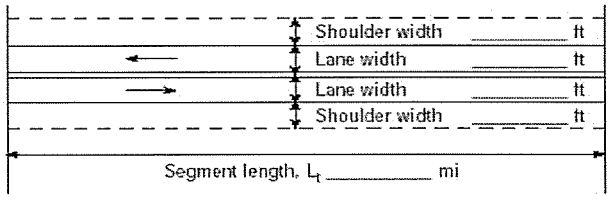
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Cemetery Road*
Agency or Company	*LSA Associates*	From/To	*Nygren Road/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain	☑ Level ☐ Rolling
Two-way hourly volume	*82* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*7*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*85*
v_p * highest directional split proportion[2] (pc/h)	*43*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*34.4*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*82*
v_p * highest directional split proportion[2] (pc/h)	*41*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*7.0*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*20.0*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*27.0*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.03*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*21*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*82*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.6*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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San Miguel Ranch
2017 AM Conditions

Scenario Report

Scenario:	Opening Year AM
Command:	OPYR AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cummulative AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

San Miguel Ranch
2017 AM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	9.0	0.000	A	9.1	0.000	+ 0.082 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.1	0.041	A	7.2	0.069	+ 0.029 V/C
# 3 101 SB Ramp / 10th St	B	10.3	0.000	B	10.7	0.000	+ 0.425 D/V
# 4 101 NB Ramp / 10th St.	A	9.0	0.000	A	9.1	0.000	+ 0.042 D/V
# 5 101 SB Ramps / 24th St.- SR 46	B	19.5	0.714	C	21.5	0.746	+ 2.034 D/V
# 6 101 NB Ramps / 24th St. - SR 4	C	25.3	0.826	C	26.6	0.853	+ 1.217 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	8.7	0.230	A	8.8	0.248	+ 0.018 V/C
# 11 Mission St. / River Rd.	B	11.9	0.000	C	17.0	0.000	+ 5.117 D/V
# 12 Mission St. / 10th St.	B	10.3	0.000	B	12.7	0.000	+ 2.402 D/V
# 13 Slo Monterey Rd. / Mission St.	A	9.7	0.000	B	11.5	0.000	+ 1.722 D/V

San Miguel Ranch
2017 AM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: A[9.1]

Street Name:	101 SB									San Miguel								
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	0	1	0	0	1	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		1		0	0		1		0	1		0		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	0		1		0	0		1		0	1		0		0
Added Vol:	0		0		0	0		16		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		17		0	0		1		0	1		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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	0		19		0	0		1		0	1		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		19		0	0		1		0	1		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	6.5		xxxxx		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	4.0		xxxxx		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	4		xxxxx		xxxx	xxxx		xxxxx		1	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	896		xxxxx		xxxx	xxxx		xxxxx		1635	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	895		xxxxx		xxxx	xxxx		xxxxx		1635	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	0.02		xxxx		xxxx	xxxx		xxxx		0.00	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	0.1		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	9.1		xxxxx		xxxxx	xxxx		xxxxx		7.2	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	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx						9.1				xxxxxx					xxxxxx				
ApproachLOS:		*					A					*					*			

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

San Miguel Ranch
2017 AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.069
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	101 NB									San Miguel								
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				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	1		27		0	0		0		0	1		0		0	0		0		0
Growth Adj:	1.20	1.20			1.20	1.20	1.20			1.20	1.20	1.20			1.20	1.20	1.20			1.20
Initial Bse:	1		32		0	0		0		0	1		0		0	0		0		0
Added Vol:	0		24		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	1		56		0	0		0		0	1		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:	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90
PHF Volume:	1		63		0	0		0		0	1		0		0	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	1		63		0	0		0		0	1		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
FinalVolume:	1		63		0	0		0		0	1		0		0	0		0		0
Saturation Flow Module:																				
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:	0.02	0.98			0.00	0.00	0.00			0.00	1.00	0.00			0.00	0.00	0.00			0.00
Final Sat.:	19		902		0	0		0		0	840		0		0	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.07			xxxx	xxxx	xxxx			xxxx	0.00	xxxx			xxxx	xxxx	xxxx			xxxx
Crit Moves:		****									****									
Delay/Veh:	7.2	7.2			0.0	0.0	0.0			0.0	7.2	0.0			0.0	0.0	0.0			0.0
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:	7.2	7.2			0.0	0.0	0.0			0.0	7.2	0.0			0.0	0.0	0.0			0.0
LOS by Move:	A	A			*	*	*			*	A	*			*	*	*			*
ApproachDel:		7.2				xxxxxx						7.2				xxxxxx				
Delay Adj:		1.00				xxxxx						1.00				xxxxx				
ApprAdjDel:		7.2				xxxxxx						7.2				xxxxxx				
LOS by Appr:		A				*						A				*				
AllWayAvgQ:	0.1	0.1			0.1	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0

****

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

San Miguel Ranch
2017 AM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[10.7]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	15		0		1	0		14		0	79		29		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	18		0		1	0		17		0	95		35		0
Added Vol:	0		0		0	5		0		0	0		0		0	18		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	23		0		1	0		17		0	113		35		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	26		0		1	0		19		0	125		39		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	26		0		1	0		19		0	125		39		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4	6.5		6.2		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	4.0		3.3		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		308	308		39		xxxx	xxxx		xxxxx		19	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		688	609		1039		xxxx	xxxx		xxxxx		1611	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		644	558		1039		xxxx	xxxx		xxxxx		1611	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.04	0.00		0.00		xxxx	xxxx		xxxx		0.08	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		0.0		xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		8.5		xxxxx	xxxx		xxxxx		7.4	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		644	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		10.8	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.4	xxxx		xxxxx	
Shared LOS:	*	*		*		B	*		*		*	*		*		A	*		*	
ApproachDel:	xxxxxx					10.7					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
2017 AM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.1]

Street Name:	101 NB Ramp									10th St							
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	24		1		34	0		0		0	4		25		0	0		88		10
Growth Adj:	1.20	1.20			1.20	1.20	1.20			1.20	1.20	1.20			1.20	1.20	1.20			1.20
Initial Bse:	29		1		41	0		0		0	5		30		0	0		106		12
Added Vol:	0		0		18	0		0		0	0		5		0	0		18		3
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	29		1		59	0		0		0	5		35		0	0		124		15
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90
PHF Volume:	32		1		65	0		0		0	5		39		0	0		137		17
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	32		1		65	0		0		0	5		39		0	0		137		17
Critical Gap Module:																				
Critical Gp:	6.4	6.5			6.2	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx	xxxxx	xxxx			xxxxx
FollowUpTim:	3.5	4.0			3.3	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	195	204			39	xxxx	xxxx			xxxxx	154	xxxx			xxxxx	xxxx	xxxx			xxxxx
Potent Cap.:	798	696			1039	xxxx	xxxx			xxxxx	1439	xxxx			xxxxx	xxxx	xxxx			xxxxx
Move Cap.:	796	694			1039	xxxx	xxxx			xxxxx	1439	xxxx			xxxxx	xxxx	xxxx			xxxxx
Volume/Cap:	0.04	0.00			0.06	xxxx	xxxx			xxxx	0.00	xxxx			xxxx	xxxx	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx	xxxx	xxxx			xxxxx
Control Del:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.5	xxxx			xxxxx	xxxxx	xxxx			xxxxx
LOS by Move:	*	*			*	*	*			*	A	*			*	*	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	791	xxxx			1028	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	0.1	xxxx			0.2	xxxxx	xxxx			xxxxx	0.0	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	9.8	xxxx			8.7	xxxxx	xxxx			xxxxx	7.5	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	A	*			A	*	*			*	A	*			*	*	*			*
ApproachDel:		9.1				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		A				*					*					*				

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

San Miguel Ranch
2017 AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 10.6 Worst Case Level Of Service: C[17.0]

Street Name:	Mission St.									River Rd.							
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:	Ignore					Include					Include					Ignore				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		49		45	27		85		0	1		1		3	114		8		61
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		59		54	32		102		0	1		1		4	137		10		73
Added Vol:	2		3		89	9		5		2	5		5		7	154		2		17
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	2		62		143	41		107		2	6		6		11	291		12		90
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	0.90	0.90		0.00		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.00	
PHF Volume:	2		69		0	46		119		2	7		7		12	323		13		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	2		69		0	46		119		2	7		7		12	323		13		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	121	xxxx		xxxxx		69	xxxx		xxxxx		292		285		120	294		286		69
Potent Cap.:	1479	xxxx		xxxxx		1545	xxxx		xxxxx		665		628		937	662		627		1000
Move Cap.:	1479	xxxx		xxxxx		1545	xxxx		xxxxx		638		607		937	632		607		1000
Volume/Cap:	0.00	xxxx		xxxx		0.03	xxxx		xxxx		0.01		0.01		0.01	0.51		0.02		0.00
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	7.4	xxxx		xxxxx		7.4	xxxx		xxxxx		xxxxx		xxxx		xxxxx	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		736		xxxxx	xxxx		631		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		0.1		xxxxx	xxxxx		3.1		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		10.1		xxxxx	xxxxx		17.0		xxxxx
Shared LOS:	*	*		*		*	*		*		*		B		*	*		C		*
ApproachDel:	xxxxxx					xxxxxx					10.1					17.0				
ApproachLOS:	*					*					B					C				

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

San Miguel Ranch
2017 AM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[12.7]

Street Name:	Mission St.									10th St.								
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!	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	1	69		0	0	175		25			14		1		5	0		0		0
Growth Adj:	1.20	1.20		1.20	1.20	1.20		1.20			1.20		1.20		1.20	1.20		1.20		1.20
Initial Bse:	1	83		0	0	210		30			17		1		6	0		0		0
Added Vol:	6	74		0	0	142		23			20		0		10	0		0		0
PasserByVol:	0	0		0	0	0		0			0		0		0	0		0		0
Initial Fut:	7	157		0	0	352		53			37		1		16	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:	0.90	0.90		0.90	0.90	0.90		0.90			0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	8	174		0	0	391		59			41		1		18	0		0		0
Reduct Vol:	0	0		0	0	0		0			0		0		0	0		0		0
FinalVolume:	8	174		0	0	391		59			41		1		18	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx			6.4		6.5		6.2	xxxxx		xxxx		xxxxx
FollowUpTim:	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx			3.5		4.0		3.3	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	450	xxxx		xxxxx	xxxx	xxxx		xxxxx			611		611		225	xxxx		xxxx		xxxxx
Potent Cap.:	1121	xxxx		xxxxx	xxxx	xxxx		xxxxx			461		411		819	xxxx		xxxx		xxxxx
Move Cap.:	1121	xxxx		xxxxx	xxxx	xxxx		xxxxx			458		409		819	xxxx		xxxx		xxxxx
Volume/Cap:	0.01	xxxx		xxxx	xxxx	xxxx		xxxx			0.09		0.00		0.02	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx		xxxxx	xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	8.2	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		525		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	0.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx			xxxxx		0.4		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	8.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx			xxxxx		12.7		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	A	*		*	*	*		*			*		B		*	*		*		*
ApproachDel:	xxxxxx				xxxxxx								12.7					xxxxxx		
ApproachLOS:		*				*							B					*		

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

San Miguel Ranch
2017 AM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.5]

Street Name:	Slo Monterey Rd									Mission St									
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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		0		4	0		87		0	0		210		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	0		0		5	0		104		0	0		252		0
Added Vol:	0		0		0	0		0		30	10		138		0	0		174		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		35	10		242		0	0		426		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	0		0		39	11		269		0	0		473		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		0		39	11		269		0	0		473		0
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.2	xxxxx	xxxx			6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx		4.0		3.3	xxxxx	xxxx			3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx		765		269	xxxx	xxxx			473		473	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx		336		774	xxxx	xxxx			595		1099	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx		332		774	xxxx	xxxx			595		1099	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx		0.00		0.00	xxxx	xxxx			0.06		0.01	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.2		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			11.5		8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*			*	*			B		A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT		LT	-	LTR	-	RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx			0	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				8.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*			*	*	*				A	*	*			*	*	*	
ApproachDel:	xxxxxx					11.5						xxxxxx					xxxxxx			
ApproachLOS:	*					B						*					*			

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

San Miguel Ranch
2017 AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.248
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	1! 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	68	83	7	8	114	155	10	1	93	5	6	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	82	100	8	10	137	186	12	1	112	6	7	1
Added Vol:	0	17	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	117	8	10	157	186	12	1	112	6	7	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	91	130	9	11	174	207	13	1	124	7	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	130	9	11	174	207	13	1	124	7	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	130	9	11	174	207	13	1	124	7	8	1
Saturation Flow Module:												
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	0.93	0.07	0.05	0.89	1.06	1.00	0.01	0.99	1.00	0.86	0.14
Final Sat.:	611	629	45	43	-87	1624	533	7	643	511	480	80
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.25	-2.00	0.13	0.03	0.19	0.19	0.01	0.02	0.02
Crit Moves:		****		****					****		****	
Delay/Veh:	9.4	9.2	9.2	8.5	8.5	8.5	9.2	9.0	9.0	9.3	8.7	8.7
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:	9.4	9.2	9.2	8.5	8.5	8.5	9.2	9.0	9.0	9.3	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.3			8.5			9.0			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			8.5			9.0			8.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.0	0.2	0.2	0.0	0.0	0.0

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

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San Miguel Ranch
2017 AM Conditions

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

****

Intersection #5 101 SB Ramps / 24th St.- SR 46

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			0 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	113	0	57	0	530	338	476	653	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	0	0	136	0	68	0	636	406	571	784	0
Added Vol:	0	0	0	52	0	15	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	188	0	83	0	651	406	571	784	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	208	0	93	0	723	451	635	871	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	93	0	723	451	635	871	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	208	0	93	0	723	451	635	871	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.06	0.00	0.20	0.28	0.35	0.24	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.37	0.37	0.47	0.85	0.00
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.37	0.00	0.54	0.75	0.75	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	50.9	0.0	38.9	0.0	24.9	32.2	25.2	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.9	0.0	38.9	0.0	24.9	32.2	25.2	1.6	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	8	0	3	0	9	13	17	3	0

****

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

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San Miguel Ranch
2017 AM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	155	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 0	1! 0 0		1 0	2 0 0		0 0	1 1 0	
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	265	0	571	0	0	0	85	679	0	0	1073	143
Added Vol:	0	0	0	0	0	0	15	52	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	0	571	0	0	0	100	731	0	0	1073	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	295	0	635	0	0	0	111	812	0	0	1192	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	0	635	0	0	0	111	812	0	0	1192	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	0	635	0	0	0	111	812	0	0	1192	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2994	533
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.39	0.00	0.00	0.00	0.06	0.23	0.00	0.00	0.40	0.40
Crit Moves:			****				****				****	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.07	0.54	0.00	0.00	0.47	0.47
Volume/Cap:	0.35	0.00	0.85	0.00	0.00	0.00	0.85	0.42	0.00	0.00	0.85	0.85
Delay/Veh:	17.6	0.0	33.3	0.0	0.0	0.0	84.4	13.8	0.0	0.0	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	33.3	0.0	0.0	0.0	84.4	13.8	0.0	0.0	28.1	28.1
LOS by Move:	B	A	C	A	A	A	F	B	A	A	C	C
HCM2kAvgQ:	6	0	20	0	0	0	6	8	0	0	23	23

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

San Miguel Ranch
2017 PM Conditions

Scenario Report

Scenario:	Opening Year PM
Command:	OPYR PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cummulative PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

San Miguel Ranch
2017 PM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	8.6	0.000	A	9.3	0.000	+ 0.685 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.3	0.088	A	7.5	0.126	+ 0.039 V/C
# 3 101 SB Ramp / 10th St	A	9.6	0.000	B	10.5	0.000	+ 0.931 D/V
# 4 101 NB Ramp / 10th St.	A	8.8	0.000	A	9.1	0.000	+ 0.271 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	22.8	0.746	C	27.6	0.832	+ 4.866 D/V
# 6 101 NB Ramps / 24th St. - SR 4	D	39.5	0.984	D	51.8	1.052	+12.321 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	9.8	0.261	B	10.6	0.336	+ 0.075 V/C
# 11 Mission St. / River Rd.	B	12.7	0.000	C	24.8	0.000	+12.155 D/V
# 12 Mission St. / 10th St.	B	13.6	0.000	D	31.4	0.000	+17.761 D/V
# 13 Slo Monterey Rd. / Mission St.	B	10.6	0.000	B	13.0	0.000	+ 2.444 D/V

San Miguel Ranch
2017 PM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: A[9.3]

Street Name:	101 SB									San Miguel								
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	0	0	1	0	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	2		0		0	0		1		0	5		2		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	2		0		0	0		1		0	6		2		0
Added Vol:	0		0		0	0		37		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	2		37		0	0		1		0	6		2		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	3		41		0	0		1		0	7		3		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	3		41		0	0		1		0	7		3		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4		6.5		xxxxx	xxxxx		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5		4.0		xxxxx	xxxxx		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		17		17		xxxxx	xxxx		xxxx		xxxxx	1		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		1006		881		xxxxx	xxxx		xxxx		xxxxx	1635		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		1003		877		xxxxx	xxxx		xxxx		xxxxx	1635		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.00		0.05		xxxx	xxxx		xxxx		xxxx	0.00		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	7.2		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		884		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.0		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		9.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx	7.2		xxxx		xxxxx
Shared LOS:	*	*		*		A		*		*	*		*		*	A		*		*
ApproachDel:	xxxxxx					9.3					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

San Miguel Ranch
2017 PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.126
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	6	54	0	0	0	0	4	0	0	0	0	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	7	65	0	0	0	0	5	0	0	0	0	0
Added Vol:	0	32	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	97	0	0	0	0	5	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	108	0	0	0	0	5	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	108	0	0	0	0	5	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
FinalVolume:	8	108	0	0	0	0	5	0	0	0	0	0
Saturation Flow Module:												
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:	0.07	0.93	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	63	852	0	0	0	0	813	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:		****					****					
Delay/Veh:	7.5	7.5	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0
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:	7.5	7.5	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	7.5			xxxxxx			7.4			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.5			xxxxxx			7.4			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

San Miguel Ranch
2017 PM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.5]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	20		0		1	0		3		13	50		19		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	24		0		1	0		4		16	60		23		0
Added Vol:	0		0		0	13		0		0	0		0		0	44		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	37		0		1	0		4		16	104		23		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	41		0		1	0		4		17	116		25		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	41		0		1	0		4		17	116		25		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4	6.5			6.2	xxxxx	xxxx		xxxxx		4.1	xxxx			xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	4.0			3.3	xxxxx	xxxx		xxxxx		2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		269	278			25	xxxx	xxxx		xxxxx		21	xxxx			xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		724	633			1057	xxxx	xxxx		xxxxx		1608	xxxx			xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		682	585			1057	xxxx	xxxx		xxxxx		1608	xxxx			xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.06	0.00			0.00	xxxx	xxxx		xxxx		0.07	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx			0.0	xxxx	xxxx		xxxxx		0.2	xxxx			xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx			8.4	xxxxx	xxxx		xxxxx		7.4	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		682	xxxx			xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.2	xxxx			xxxxx	xxxxx	xxxx		xxxxx		0.2	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		10.6	xxxx			xxxxx	xxxxx	xxxx		xxxxx		7.4	xxxx			xxxxx
Shared LOS:	*	*		*		B	*			*	*	*		*		A	*			*
ApproachDel:	xxxxxx						10.5				xxxxxx					xxxxxx				
ApproachLOS:		*					B					*					*			

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

San Miguel Ranch
2017 PM Conditions

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

****

Intersection #4 101 NB Ramp / 10th St.

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[9.1]

****

Street Name:	101 NB Ramp									10th St								
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	16		0		72	0		0		0	1		21		0	0		49		25
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	19		0		86	0		0		0	1		25		0	0		59		30
Added Vol:	0		0		41	0		0		0	0		13		0	0		44		15
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	19		0		127	0		0		0	1		38		0	0		103		45
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	21		0		142	0		0		0	1		42		0	0		114		50
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	21		0		142	0		0		0	1		42		0	0		114		50
Critical Gap Module:																				
Critical Gp:	6.4	6.5		6.2		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	184	209		42		xxxx	xxxx		xxxxx		164	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	810	691		1034		xxxx	xxxx		xxxxx		1426	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	809	691		1034		xxxx	xxxx		xxxxx		1426	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	0.03	0.00		0.14		xxxx	xxxx		xxxx		0.00	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	809	xxxx		1034		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	0.1	xxxx		0.5		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	9.6	xxxx		9.0		xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	A	*		A		*	*		*		A	*		*		*	*		*	
ApproachDel:		9.1				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		A					*						*					*		

****

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

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San Miguel Ranch
2017 PM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 13.7 Worst Case Level Of Service: C[24.8]

Street Name:	Mission St.									River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	6	106	179	32	85	2	1	5	6	125	17	50
Added Vol:	8	15	210	18	13	5	3	3	5	174	5	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	121	389	50	98	7	4	8	11	299	22	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	16	134	0	56	109	8	5	9	12	332	24	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	134	0	56	109	8	5	9	12	332	24	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	117	xxxx	xxxxx	134	xxxx	xxxxx	402	390	113	401	394	134
Potent Cap.:	1484	xxxx	xxxxx	1463	xxxx	xxxxx	562	548	945	563	545	920
Move Cap.:	1484	xxxx	xxxxx	1463	xxxx	xxxxx	522	521	945	528	518	920
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.02	0.01	0.63	0.05	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	663	xxxxx	xxxx	528	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	5.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	24.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.6			24.8		
ApproachLOS:	*			*			B			C		

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

San Miguel Ranch
2017 PM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: D[31.4]

Street Name:	Mission St.									10th St.								
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!	1	0		0	0	1!	0	0		0	0	0	0	1	
Volume Module: >> Count Date: 1 May 2007 <<																								
Base Vol:	3	245		0			3	130		29			44		0		6		0		0		2	
Growth Adj:	1.20	1.20		1.20			1.20	1.20		1.20			1.20		1.20		1.20		1.20		1.20		1.20	
Initial Bse:	4	294		0			4	156		35			53		0		7		0		0		2	
Added Vol:	29	197		0			0	155		37			35		0		27		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	33	491		0			4	311		72			88		0		34		0		0		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:	0.90	0.90		0.90			0.90	0.90		0.90			0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	36	546		0			4	346		80			98		0		38		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	36	546		0			4	346		80			98		0		38		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx		xxxxx			4.1	xxxx		xxxxx			7.1		6.5		6.2		xxxxx		xxxx		6.2	
FollowUpTim:	2.2	xxxx		xxxxx			2.2	xxxx		xxxxx			3.5		4.0		3.3		xxxxx		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	425	xxxx		xxxxx			546	xxxx		xxxxx			1013		1011		213		xxxx		xxxx		546	
Potent Cap.:	1145	xxxx		xxxxx			1034	xxxx		xxxxx			219		241		832		xxxx		xxxx		542	
Move Cap.:	1145	xxxx		xxxxx			1034	xxxx		xxxxx			212		233		832		xxxx		xxxx		542	
Volume/Cap:	0.03	xxxx		xxxx			0.00	xxxx		xxxx			0.46		0.00		0.05		xxxx		xxxx		0.00	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx		xxxxx			0.0	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		0.0	
Control Del:	8.2	xxxx		xxxxx			8.5	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		11.7	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		268		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	0.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		2.6		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	8.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		31.4		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	A	*		*			*	*		*			*		D		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						31.4						11.7					
ApproachLOS:	*						*						D						B					

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

San Miguel Ranch
2017 PM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.0]

Street Name:	Slo Monterey Rd									Mission St									
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	1	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	1	0	1	0	247	0	0	141	4								
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20								
Initial Bse:	0	0	0	1	0	1	0	296	0	0	169	5								
Added Vol:	0	0	0	0	0	20	33	354	0	0	333	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	21	33	650	0	0	502	5								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
PHF Volume:	0	0	0	1	0	24	37	723	0	0	558	5								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	24	37	723	0	0	558	5								
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	1359	723	1357	1357	561	563	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	150	430	166	150	531	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	144	430	161	145	531	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	0.00	0.00	0.01	0.00	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	473	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx									
ApproachLOS:	*			B			*			*									

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

San Miguel Ranch
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 1!	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	53	125	10	11	263	28	1	4	72	7	3	9
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	64	150	12	13	316	34	1	5	86	8	4	11
Added Vol:	0	44	0	0	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	194	12	13	358	34	1	5	86	8	4	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	216	13	15	397	37	1	5	96	9	4	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	216	13	15	397	37	1	5	96	9	4	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	216	13	15	397	37	1	5	96	9	4	12
Saturation Flow Module:												
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	0.07	0.93	1.00	1.00	0.05	0.95	1.00	0.25	0.75
Final Sat.:	615	641	40	52	-51	1577	499	31	565	482	140	419
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.28	-7.71	0.02	0.00	0.17	0.17	0.02	0.03	0.03
Crit Moves:			****	****					****		****	
Delay/Veh:	9.1	10.4	10.4	11.8	11.8	11.4	9.4	9.2	9.2	9.6	8.6	8.6
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:	9.1	10.4	10.4	11.8	11.8	11.4	9.4	9.2	9.2	9.6	8.6	8.6
LOS by Move:	A	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	10.1			11.4			9.2			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			11.4			9.2			9.0		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.1	0.5	0.5	1.0	1.0	1.0	0.0	0.2	0.2	0.0	0.0	0.0

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

San Miguel Ranch
2017 PM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	136	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			0 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	0	0	240	0	132	0	629	283	658	1033	0
Added Vol:	0	0	0	121	0	39	0	38	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	361	0	171	0	667	283	658	1033	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	401	0	190	0	741	315	731	1148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	401	0	190	0	741	315	731	1148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	401	0	190	0	741	315	731	1148	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.12	0.00	0.21	0.19	0.40	0.32	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.25	0.25	0.49	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.00	0.44	0.00	0.83	0.79	0.83	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	46.2	0.0	31.2	0.0	42.4	45.4	28.9	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.2	0.0	31.2	0.0	42.4	45.4	28.9	5.3	0.0
LOS by Move:	A	A	A	D	A	C	A	D	D	C	A	A
HCM2kAvgQ:	0	0	0	14	0	5	0	14	11	22	7	0

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

San Miguel Ranch
2017 PM Conditions

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

****

Intersection #6 101 NB Ramps / 24th St. - SR 46

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.052
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.8
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	401	0	654	0	0	0	114	755	0	0	1289	191
Added Vol:	0	0	0	0	0	0	38	121	0	0	0	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	0	654	0	0	0	152	876	0	0	1289	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	445	0	727	0	0	0	169	973	0	0	1432	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	0	727	0	0	0	169	973	0	0	1432	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	0	727	0	0	0	169	973	0	0	1432	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2819	686
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.45	0.00	0.00	0.00	0.09	0.27	0.00	0.00	0.51	0.51
Crit Moves:			****				****				****	
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.09	0.57	0.00	0.00	0.48	0.48
Volume/Cap:	0.58	0.00	1.05	0.00	0.00	0.00	1.05	0.47	0.00	0.00	1.05	1.05
Delay/Veh:	22.8	0.0	77.2	0.0	0.0	0.0	130.9	12.7	0.0	0.0	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	0.0	77.2	0.0	0.0	0.0	130.9	12.7	0.0	0.0	62.7	62.7
LOS by Move:	C	A	E	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	11	0	32	0	0	0	10	9	0	0	40	40

****

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

****

San Miguel Ranch
General Plan Buildout AM Conditions

Scenario Report

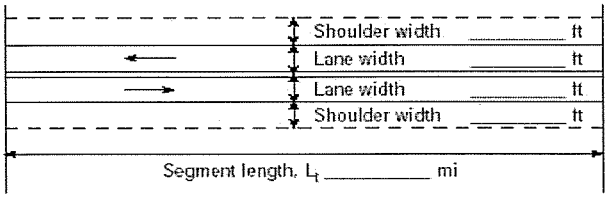
Scenario:	General Plan Buildout AM
Command:	GPB AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cummulative AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	General Plan Buildout

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	SLO Monterey/10th Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	Opening Year

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	708 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ mi	31

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	730
v_p * highest directional split proportion[2] (pc/h)	365

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	45.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	mi/h	Adj. for access points, f_A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.6
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v_p-f_{np}	29.4

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	709
v_p * highest directional split proportion[2] (pc/h)	355
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	46.4
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	17.7
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	64.1

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, v/c=V_p/ 3,200	0.23
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi)= 0.25L_t(V/PHF)	71
Peak-hour vehicle-miles of travel, VMT_{60}(veh- mi)=V*L_t	283
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	2.4

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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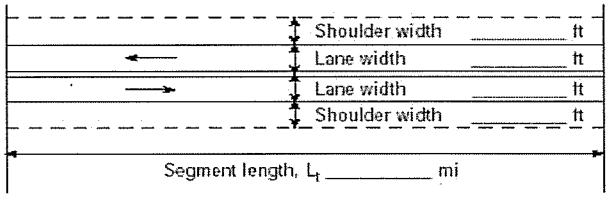
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	10th Street/14th Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	Opening Year

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	961 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ mi	36

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	991
v_p * highest directional split proportion[2] (pc/h)	496

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	45.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	mi/h	Adj. for access points, f_A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.6
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v_p-f_{np}	27.4

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	963
v_p * highest directional split proportion[2] (pc/h)	482
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	57.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	13.4
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	70.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio, v/c=V_p/ 3,200	0.31
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi)= 0.25L_t(V/PHF)	72
Peak-hour vehicle-miles of travel, VMT_{60}(veh- mi)=V*L_t	288
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	2.6

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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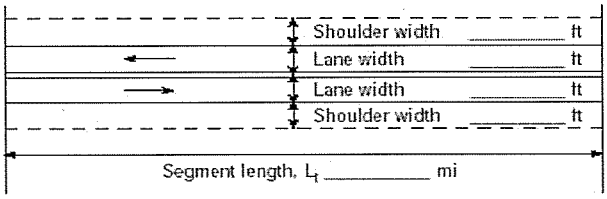
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*14th Street/20th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*295* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*39*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, f_{HV}=1/ (1+ $P_T(E_T-1)+P_R(E_R-1)$)	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*304*
v_p * highest directional split proportion[2] (pc/h)	*152*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*32.7*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, f_{HV}=1/ (1+ $P_T(E_T-1)+P_R(E_R-1)$)	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*296*
v_p * highest directional split proportion[2] (pc/h)	*148*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*22.9*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*23.2*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*46.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.09*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*44*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*177*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.3*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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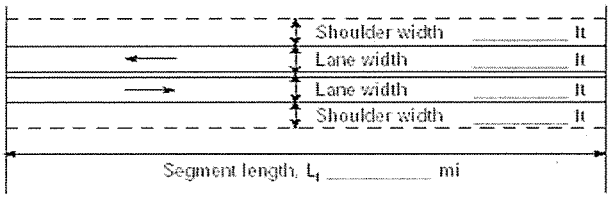
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*20th Street/US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*184* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*6*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*190*
v_p * highest directional split proportion[2] (pc/h)	*95*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*33.6*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*184*
v_p * highest directional split proportion[2] (pc/h)	*92*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*14.9*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*21.6*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*36.5*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.06*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*41*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*166*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.2*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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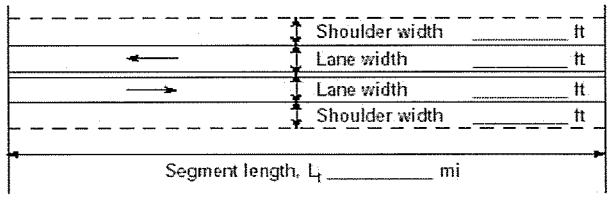
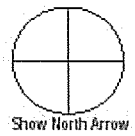
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*US 101/Mission Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year*

Project Description:

Input Data





☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*226* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*40*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*233*
v_p * highest directional split proportion[2] (pc/h)	*117*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*33.3*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*226*
v_p * highest directional split proportion[2] (pc/h)	*113*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*18.0*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.2*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*40.2*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.07*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*11*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*45*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.3*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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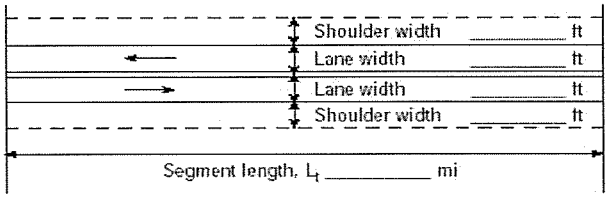
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*West of US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*65* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*11*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*67*
v_p * highest directional split proportion[2] (pc/h)	*34*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*34.6*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*65*
v_p * highest directional split proportion[2] (pc/h)	*33*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*5.6*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*19.8*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*25.3*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.02*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*3*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*13*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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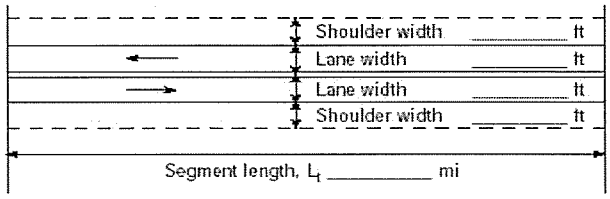
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Cemetery Road*
Agency or Company	*LSA Associates*	From/To	*Nygren Road/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*142* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*7*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*146*
v_p * highest directional split proportion[2] (pc/h)	*73*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*34.0*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*142*
v_p * highest directional split proportion[2] (pc/h)	*71*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*11.7*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*20.9*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*32.7*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.05*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*36*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*142*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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San Miguel Ranch
General Plan Buildout AM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	9.0	0.000	A	9.1	0.000	+ 0.082 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.1	0.049	A	7.2	0.078	+ 0.029 V/C
# 3 101 SB Ramp / 10th St	B	10.8	0.000	B	11.3	0.000	+ 0.482 D/V
# 4 101 NB Ramp / 10th St.	A	9.2	0.000	A	9.2	0.000	+ 0.048 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	24.7	0.869	C	27.8	0.901	+ 3.156 D/V
# 6 101 NB Ramps / 24th St. - SR 4	D	43.4	1.005	D	48.0	1.032	+ 4.698 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	9.4	0.292	A	9.6	0.310	+ 0.019 V/C
# 11 Mission St. / River Rd.	B	13.4	0.000	C	21.8	0.000	+ 8.425 D/V
# 12 Mission St. / 10th St.	B	10.9	0.000	B	13.7	0.000	+ 2.805 D/V
# 13 Slo Monterey Rd. / Mission St.	B	10.1	0.000	B	12.1	0.000	+ 1.912 D/V

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: A[9.1]

Street Name:	101 SB									San Miguel		
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 0 1 0 0			1 0 0 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	0	1	0	0	1	0	1	0	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	0	1	0	0	1	0	1	0	0
Added Vol:	0	0	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	17	0	0	1	0	1	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	19	0	0	2	0	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	19	0	0	2	0	2	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	5	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	895	xxxxx	xxxx	xxxx	xxxxx	1634	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	894	xxxxx	xxxx	xxxx	xxxxx	1634	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	7.2	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
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

San Miguel Ranch
General Plan Buildout AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.078
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	101 NB									San Miguel								
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				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	1	27	0			0	0	0			1	0	0			0	0	0		
Growth Adj:	1.46	1.46	1.46			1.46	1.46	1.46			1.46	1.46	1.46			1.46	1.46	1.46		
Initial Bse:	1	39	0			0	0	0			1	0	0			0	0	0		
Added Vol:	0	24	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	63	0			0	0	0			1	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:	0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90		
PHF Volume:	2	70	0			0	0	0			2	0	0			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	2	70	0			0	0	0			2	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		
FinalVolume:	2	70	0			0	0	0			2	0	0			0	0	0		
Saturation Flow Module:																				
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:	0.02	0.98	0.00			0.00	0.00	0.00			1.00	0.00	0.00			0.00	0.00	0.00		
Final Sat.:	21	900	0			0	0	0			836	0	0			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.08	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx		
Crit Moves:		****									****									
Delay/Veh:	7.2	7.2	0.0			0.0	0.0	0.0			7.2	0.0	0.0			0.0	0.0	0.0		
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:	7.2	7.2	0.0			0.0	0.0	0.0			7.2	0.0	0.0			0.0	0.0	0.0		
LOS by Move:	A	A	*			*	*	*			A	*	*			*	*	*		
ApproachDel:		7.2				xxxxxx						7.2				xxxxxx				
Delay Adj:		1.00				xxxxx						1.00				xxxxx				
ApprAdjDel:		7.2				xxxxxx						7.2				xxxxxx				
LOS by Appr:		A				*						A				*				
AllWayAvgQ:	0.1	0.1	0.1			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: B[11.3]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	15		0		1	0		14		0	79		29		0
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	0		0		0	22		0		1	0		20		0	115		42		0
Added Vol:	0		0		0	5		0		0	0		0		0	18		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	27		0		1	0		20		0	133		42		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	30		0		2	0		23		0	148		47		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	30		0		2	0		23		0	148		47		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4		6.5		6.2	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5		4.0		3.3	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		366		366		47	xxxx	xxxx		xxxxx		23	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		638		566		1028	xxxx	xxxx		xxxxx		1606	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		589		509		1028	xxxx	xxxx		xxxxx		1606	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.05		0.00		0.00	xxxx	xxxx		xxxx		0.09	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		0.0	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		8.5	xxxxx	xxxx		xxxxx		7.5	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		589		xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.2		xxxx		xxxxx	xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		11.4		xxxx		xxxxx	xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx	
Shared LOS:	*	*		*		B		*		*	*	*		*		A	*		*	
ApproachDel:	xxxxxx					11.3					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Street Name:	101 NB Ramp									10th St								
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	24		1		34	0		0		0	4		25		0	0		88		10
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	35		1		50	0		0		0	6		37		0	0		128		15
Added Vol:	0		0		18	0		0		0	0		5		0	0		18		3
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	35		1		68	0		0		0	6		42		0	0		146		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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	39		2		75	0		0		0	6		46		0	0		163		20
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	39		2		75	0		0		0	6		46		0	0		163		20
Critical Gap Module:																				
Critical Gp:	6.4		6.5		6.2	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	3.5		4.0		3.3	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	232		241		46	xxxx	xxxx		xxxxx		182	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	761		664		1029	xxxx	xxxx		xxxxx		1405	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	758		661		1029	xxxx	xxxx		xxxxx		1405	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	0.05	0.00		0.07		xxxx	xxxx		xxxx		0.00	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	754	xxxx		1017		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	0.2	xxxx		0.2		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	10.0	xxxx		8.8		xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	B	*		A		*	*		*		A	*		*		*	*		*	
ApproachDel:		9.2				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		A				*					*					*				

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 12.9 Worst Case Level Of Service: C[21.8]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	49	45	27	85	0	1	1	3	114	8	61
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	72	66	39	124	0	1	1	4	166	12	89
Added Vol:	2	3	89	9	5	2	5	5	7	154	2	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	75	155	48	129	2	6	6	11	320	14	106
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	2	83	0	54	143	2	7	7	13	356	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	83	0	54	143	2	7	7	13	356	15	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	146	xxxx	xxxxx	83	xxxx	xxxxx	347	339	145	349	341	83
Potent Cap.:	1449	xxxx	xxxxx	1527	xxxx	xxxxx	611	585	908	609	585	982
Move Cap.:	1449	xxxx	xxxxx	1527	xxxx	xxxxx	581	563	908	578	562	982
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.01	0.01	0.62	0.03	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	692	xxxxx	xxxx	577	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	4.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	21.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.4			21.8		
ApproachLOS:	*			*			B			C		

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.7]

Street Name:	Mission St.						10th St.					
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! 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	1	69	0	0	175	25	14	1	5	0	0	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	1	101	0	0	256	37	20	1	7	0	0	0
Added Vol:	6	74	0	0	142	23	20	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	175	0	0	398	60	40	1	17	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	194	0	0	442	66	45	2	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	194	0	0	442	66	45	2	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	685	685	254	xxxx	xxxx	xxxxx
Potent Cap.:	1067	xxxx	xxxxx	xxxx	xxxx	xxxxx	417	373	790	xxxx	xxxx	xxxxx
Move Cap.:	1067	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	370	790	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	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	479	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.1]

Street Name:	Slo Monterey Rd									Mission St					
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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		0		4	0		87		0	0		210		0
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	0		0		0	0		0		6	0		127		0	0		307		0
Added Vol:	0		0		0	0		0		30	10		138		0	0		174		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		36	10		265		0	0		481		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	0		0		40	11		294		0	0		534		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		0		40	11		294		0	0		534		0
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.2	xxxxx	xxxx			6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx		4.0		3.3	xxxxx	xxxx			3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx		851		294	xxxx	xxxx			534	534	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx		299		750	xxxx	xxxx			550	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx		296		750	xxxx	xxxx			550	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx		0.00		0.00	xxxx	xxxx			0.07	0.01	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			12.1	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			*	*			B	A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			0	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*			*	*			*	A	*	*	*	*	*				
ApproachDel:	xxxxxx					12.1					xxxxxx				xxxxxx					
ApproachLOS:	*					B					*				*					

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

San Miguel Ranch
General Plan Buildout AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1	1! 0	1	1 0 0	1 0		1 0 0	1 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	68	83	7	8	114	155	10	1	93	5	6	1
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	99	121	10	12	166	226	15	1	136	7	9	1
Added Vol:	0	17	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	138	10	12	186	226	15	1	136	7	9	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	110	154	11	13	207	251	16	2	151	8	10	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	154	11	13	207	251	16	2	151	8	10	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	154	11	13	207	251	16	2	151	8	10	2
Saturation Flow Module:												
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	0.93	0.07	0.05	0.88	1.07	1.00	0.01	0.99	1.00	0.86	0.14
Final Sat.:	586	601	44	42	-92	1568	510	7	610	483	450	75
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.26	0.31	-2.24	0.16	0.03	0.25	0.25	0.02	0.02	0.02
Crit Moves:		****		****				****			****	
Delay/Veh:	10.0	9.9	9.9	9.3	9.3	9.3	9.5	9.7	9.7	9.6	9.1	9.1
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:	10.0	9.9	9.9	9.3	9.3	9.3	9.5	9.7	9.7	9.6	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.9			9.3			9.7			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.3			9.7			9.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.3	0.3	0.4	0.4	0.4	0.0	0.3	0.3	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.8
Optimal Cycle:	180	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0	0 0	0	0 1	0 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	113	0	57	0	530	338	476	653	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	165	0	83	0	774	493	695	953	0
Added Vol:	0	0	0	52	0	15	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	217	0	98	0	789	493	695	953	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	241	0	109	0	876	548	772	1059	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	109	0	876	548	772	1059	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	109	0	876	548	772	1059	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.07	0.00	0.24	0.34	0.43	0.29	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.38	0.38	0.48	0.85	0.00
Volume/Cap:	0.00	0.00	0.00	0.90	0.00	0.46	0.00	0.64	0.90	0.90	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	72.3	0.0	40.3	0.0	26.7	45.8	36.6	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.3	0.0	40.3	0.0	26.7	45.8	36.6	1.6	0.0
LOS by Move:	A	A	A	E	A	D	A	C	D	D	A	A
HCM2kAvgQ:	0	0	0	11	0	4	0	12	20	26	4	0

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

San Miguel Ranch
General Plan Buildout AM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	323	0	695	0	0	0	104	826	0	0	1305	174
Added Vol:	0	0	0	0	0	0	15	52	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	0	695	0	0	0	119	878	0	0	1305	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	359	0	772	0	0	0	132	976	0	0	1450	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	0	772	0	0	0	132	976	0	0	1450	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	0	772	0	0	0	132	976	0	0	1450	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	3018	513
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.48	0.00	0.00	0.00	0.07	0.27	0.00	0.00	0.48	0.48
Crit Moves:			****				****				****	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.07	0.54	0.00	0.00	0.47	0.47
Volume/Cap:	0.43	0.00	1.03	0.00	0.00	0.00	1.03	0.50	0.00	0.00	1.03	1.03
Delay/Veh:	18.3	0.0	68.1	0.0	0.0	0.0	134.8	14.9	0.0	0.0	57.5	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	0.0	68.1	0.0	0.0	0.0	134.8	14.9	0.0	0.0	57.5	57.5
LOS by Move:	B	A	E	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	7	0	33	0	0	0	8	10	0	0	37	37

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

San Miguel Ranch
General Plan Buildout PM Conditions

Scenario Report

Scenario:	General Plan Buildout PM
Command:	GPB PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cummulative PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	General Plan Buildout

San Miguel Ranch
General Plan Buildout PM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	8.6	0.000	A	9.3	0.000	+ 0.684 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.4	0.107	A	7.6	0.145	+ 0.039 V/C
# 3 101 SB Ramp / 10th St	A	9.9	0.000	B	10.9	0.000	+ 1.020 D/V
# 4 101 NB Ramp / 10th St.	A	9.0	0.000	A	9.2	0.000	+ 0.290 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	31.2	0.907	D	43.3	0.993	+12.049 D/V
# 6 101 NB Ramps / 24th St. - SR 4	F	89.9	1.198	F	108.3	1.265	+18.383 D/V
# 7 101 SB Ramp- Spring St. / 36th	B	11.4	0.332	B	12.7	0.410	+ 0.078 V/C
# 11 Mission St. / River Rd.	B	14.7	0.000	E	39.5	0.000	+24.836 D/V
# 12 Mission St. / 10th St.	C	16.0	0.000	E	49.5	0.000	+33.451 D/V
# 13 Slo Monterey Rd. / Mission St.	B	11.3	0.000	B	13.9	0.000	+ 2.611 D/V

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: A[9.3]

Street Name:	101 SB									San Miguel		
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			0 0 1 0 0			0 1 0 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	2	0	0	0	1	0	5	2	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	3	0	0	0	1	0	7	3	0
Added Vol:	0	0	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	37	0	0	1	0	7	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	3	41	0	0	2	0	8	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	41	0	0	2	0	8	3	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	21	21	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1001	877	xxxxx	xxxx	xxxx	xxxxx	1634	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	997	872	xxxxx	xxxx	xxxx	xxxxx	1634	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.05	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	880	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

San Miguel Ranch
General Plan Buildout PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #2 101 NB Ramp / San Miguel Ave- Mission

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.145
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	101 NB									San Miguel								
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					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	0		0	0	0	0	0		1	0	0	0	0		0	0	0	0	0	
Volume Module: >> Count Date: 1 May 2007 <<																								
Base Vol:	6		54		0		0		0		0		4		0		0		0		0		0	
Growth Adj:	1.46		1.46		1.46		1.46		1.46		1.46		1.46		1.46		1.46		1.46		1.46		1.46	
Initial Bse:	9		79		0		0		0		0		6		0		0		0		0		0	
Added Vol:	0		32		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	9		111		0		0		0		0		6		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:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	10		123		0		0		0		0		6		0		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	10		123		0		0		0		0		6		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	
FinalVolume:	10		123		0		0		0		0		6		0		0		0		0		0	
Saturation Flow Module:																								
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:	0.07		0.93		0.00		0.00		0.00		0.00		1.00		0.00		0.00		0.00		0.00		0.00	
Final Sat.:	67		848		0		0		0		0		803		0		0		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.15		xxxx		xxxx		xxxx		xxxx		0.01		xxxx		xxxx		xxxx		xxxx		xxxx	
Crit Moves:			****										****											
Delay/Veh:	7.6		7.6		0.0		0.0		0.0		0.0		7.4		0.0		0.0		0.0		0.0		0.0	
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:	7.6		7.6		0.0		0.0		0.0		0.0		7.4		0.0		0.0		0.0		0.0		0.0	
LOS by Move:	A		A		*		*		*		*		A		*		*		*		*		*	
ApproachDel:			7.6				xxxxxx								7.4				xxxxxx					
Delay Adj:			1.00				xxxxx								1.00				xxxxx					
ApprAdjDel:			7.6				xxxxxx								7.4				xxxxxx					
LOS by Appr:			A						*						A						*			
AllWayAvgQ:	0.2		0.2		0.2		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	

****

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.9]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0			20	0		1		0		3		13	50		19		0
Growth Adj:	1.46	1.46	1.46			1.46	1.46		1.46		1.46		1.46		1.46	1.46		1.46		1.46
Initial Bse:	0	0	0			29	0		1		0		4		19	73		28		0
Added Vol:	0	0	0			13	0		0		0		0		0	44		0		0
PasserByVol:	0	0	0			0	0		0		0		0		0	0		0		0
Initial Fut:	0	0	0			42	0		1		0		4		19	117		28		0
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.90	0.90	0.90			0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	0	0	0			47	0		2		0		5		21	130		31		0
Reduct Vol:	0	0	0			0	0		0		0		0		0	0		0		0
FinalVolume:	0	0	0			47	0		2		0		5		21	130		31		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	6.5		6.2		xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0		3.3		xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			306	317		31		xxxx	xxxx	xxxxx			26	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			690	603		1049		xxxx	xxxx	xxxxx			1601	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			644	550		1049		xxxx	xxxx	xxxxx			1601	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.07	0.00		0.00		xxxx	xxxx	xxxx			0.08	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx		0.0		xxxx	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx		8.4		xxxxx	xxxx	xxxxx			7.4	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			644	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			11.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx		
Shared LOS:	*	*	*			B	*		*		*	*	*			A	*	*		
ApproachDel:	xxxxxx					10.9					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.2]

Street Name:	101 NB Ramp									10th St								
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	1 0		0 0 0	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	16	0	72	0	0	0	1	21	0	0	49	25
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	23	0	105	0	0	0	1	31	0	0	72	37
Added Vol:	0	0	41	0	0	0	0	13	0	0	44	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	146	0	0	0	1	44	0	0	116	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	26	0	162	0	0	0	2	49	0	0	128	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	162	0	0	0	2	49	0	0	128	57
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	209	237	49	xxxx	xxxx	xxxxx	186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	784	667	1026	xxxx	xxxx	xxxxx	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	783	666	1026	xxxx	xxxx	xxxxx	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.16	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	783	xxxx	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	0.6	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.8	xxxx	9.2	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	A	*	*	*	A	*	*	*	*	*
ApproachDel:	9.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 20.5 Worst Case Level Of Service: E[39.5]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	7	128	218	39	104	3	1	6	7	152	20	61
Added Vol:	8	15	210	18	13	5	3	3	5	174	5	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	143	428	57	117	8	4	9	12	326	25	75
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	17	159	0	64	130	9	5	10	14	362	28	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	159	0	64	130	9	5	10	14	362	28	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	138	xxxx	xxxxx	159	xxxx	xxxxx	469	455	134	467	459	159
Potent Cap.:	1458	xxxx	xxxxx	1432	xxxx	xxxxx	508	504	920	510	501	891
Move Cap.:	1458	xxxx	xxxxx	1432	xxxx	xxxxx	464	475	920	473	473	891
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.02	0.01	0.77	0.06	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	616	xxxxx	xxxx	473	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	8.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	39.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			11.1			39.5		
ApproachLOS:	*			*			B			E		

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: E[49.5]

Street Name:	Mission St.						10th St.					
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!	1 0		0 0 1!	0 0		0 0 0	0 1	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	4	358	0	4	190	42	64	0	9	0	0	3
Added Vol:	29	197	0	0	155	37	35	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	555	0	4	345	79	99	0	36	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	37	616	0	5	383	88	110	0	40	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	616	0	5	383	88	110	0	40	0	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	471	xxxx	xxxxx	616	xxxx	xxxxx	1129	1127	236	xxxx	xxxx	616
Potent Cap.:	1101	xxxx	xxxxx	973	xxxx	xxxxx	183	206	808	xxxx	xxxx	494
Move Cap.:	1101	xxxx	xxxxx	973	xxxx	xxxxx	176	198	808	xxxx	xxxx	494
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.63	0.00	0.05	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.4	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	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	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	49.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			49.5			12.3		
ApproachLOS:	*			*			E			B		

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.9]

Street Name:	Slo Monterey Rd						Mission St					
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 1 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	1	0	1	0	247	0	0	141	4
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	1	0	1	0	361	0	0	206	6
Added Vol:	0	0	0	0	0	20	33	354	0	0	333	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	21	33	715	0	0	539	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	2	0	24	37	794	0	0	599	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	24	37	794	0	0	599	6
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1473	794	1469	1469	602	605	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	128	391	142	129	503	983	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	123	391	138	124	503	983	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	0.00	0.01	0.00	0.05	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	431	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

San Miguel Ranch
General Plan Buildout PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 1!	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	53	125	10	11	263	28	1	4	72	7	3	9
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	77	183	15	16	384	41	1	6	105	10	4	13
Added Vol:	0	44	0	0	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	227	15	16	426	41	1	6	105	10	4	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	86	252	16	18	473	45	2	6	117	11	5	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	252	16	18	473	45	2	6	117	11	5	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	252	16	18	473	45	2	6	117	11	5	15
Saturation Flow Module:												
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	0.07	0.93	1.00	1.00	0.05	0.95	1.00	0.25	0.75
Final Sat.:	590	614	40	51	-50	1515	474	30	532	451	130	389
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.41	0.35	-9.36	0.03	0.00	0.22	0.22	0.03	0.04	0.04
Crit Moves:			****	****					****			****
Delay/Veh:	9.6	11.6	11.6	15.2	15.2	14.5	9.7	10.0	10.0	10.0	9.0	9.0
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:	9.6	11.6	11.6	15.2	15.2	14.5	9.7	10.0	10.0	10.0	9.0	9.0
LOS by Move:	A	B	B	C	C	B	A	A	A	B	A	A
ApproachDel:		11.1			14.5			10.0			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			14.5			10.0			9.4	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.2	0.6	0.6	1.6	1.6	1.6	0.0	0.2	0.2	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			0 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	292	0	161	0	765	345	800	1257	0
Added Vol:	0	0	0	121	0	39	0	38	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	0	200	0	803	345	800	1257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	459	0	222	0	892	383	889	1397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	459	0	222	0	892	383	889	1397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	459	0	222	0	892	383	889	1397	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.14	0.00	0.25	0.24	0.49	0.39	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.25	0.25	0.50	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.99	0.00	0.54	0.00	0.99	0.95	0.99	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	77.2	0.0	33.5	0.0	65.8	69.8	53.4	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	77.2	0.0	33.5	0.0	65.8	69.8	53.4	5.5	0.0
LOS by Move:	A	A	A	E	A	C	A	E	E	D	A	A
HCM2kAvgQ:	0	0	0	20	0	6	0	20	16	35	10	0

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

San Miguel Ranch
General Plan Buildout PM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.265
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	108.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	488	0	796	0	0	0	139	918	0	0	1568	232
Added Vol:	0	0	0	0	0	0	38	121	0	0	0	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	0	796	0	0	0	177	1039	0	0	1568	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	542	0	884	0	0	0	196	1155	0	0	1742	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	0	884	0	0	0	196	1155	0	0	1742	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	0	884	0	0	0	196	1155	0	0	1742	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.63	0.37
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2861	648
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.55	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.61	0.61
Crit Moves:			****				****				****	
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.09	0.57	0.00	0.00	0.48	0.48
Volume/Cap:	0.69	0.00	1.27	0.00	0.00	0.00	1.27	0.56	0.00	0.00	1.27	1.27
Delay/Veh:	25.7	0.0	158.9	0.0	0.0	0.0	206.2	14.1	0.0	0.0	150	150.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	0.0	158.9	0.0	0.0	0.0	206.2	14.1	0.0	0.0	150	150.2
LOS by Move:	C	A	F	A	A	A	F	B	A	A	F	F
HCM2kAvgQ:	14	0	52	0	0	0	14	12	0	0	65	65

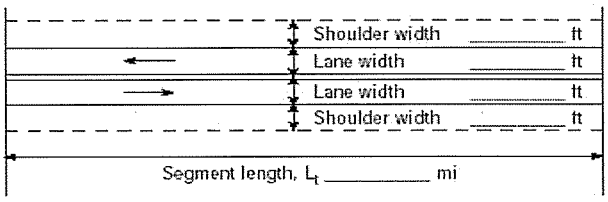
Note: Queue reported is the number of cars per lane.

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	SLO Monterey/10th Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	General Plan Buildout

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	812 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ *mi*	31

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	837
v_p * highest directional split proportion[2] (pc/h)	419

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	45.0 *mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 *mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	1.0 *mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 *mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	3.6
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	28.6

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	814
v_p * highest directional split proportion[2] (pc/h)	407
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	51.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	15.2
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	66.3

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, v/c=V_p/ 3,200	0.26
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	81
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	325
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	2.8

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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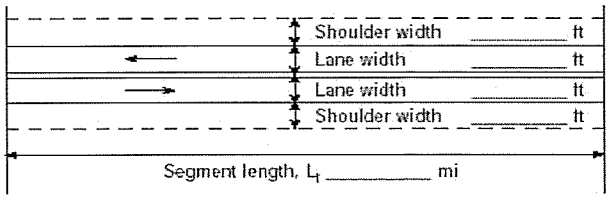
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*10th Street/14th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Buildout*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*1077* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*36*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1110*
v_p * highest directional split proportion[2] (pc/h)	*555*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*26.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1079*
v_p * highest directional split proportion[2] (pc/h)	*540*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*61.3*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*11.9*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*73.2*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*D*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.35*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*81*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*323*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*3.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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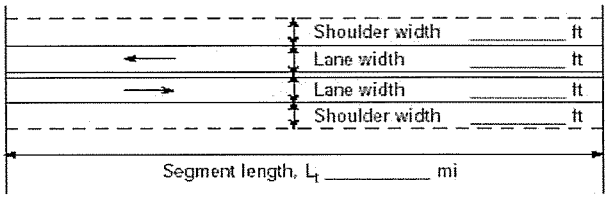
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*14th Street/20th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Buildout*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*344* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*39*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*355*
v_p * highest directional split proportion[2] (pc/h)	*178*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*32.3*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*345*
v_p * highest directional split proportion[2] (pc/h)	*173*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*26.2*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*24.0*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*50.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.11*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*52*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*206*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.6*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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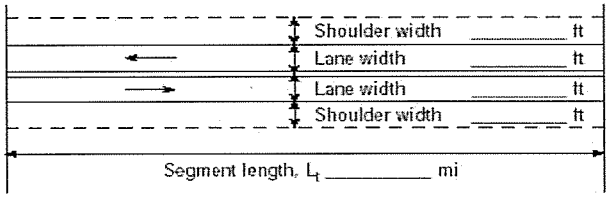
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*20th Street/US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Buildout*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*213* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1*%
Access points/ *mi*	*6*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*220*
v_p * highest directional split proportion[2] (pc/h)	*110*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*33.4*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*213*
v_p * highest directional split proportion[2] (pc/h)	*107*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*17.1*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.0*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*39.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.07*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*48*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*192*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.4*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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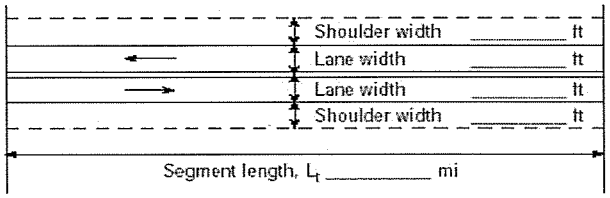
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*US 101/Mission Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Buildout*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*249* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*40*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*257*
v_p * highest directional split proportion[2] (pc/h)	*129*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*33.1*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*249*
v_p * highest directional split proportion[2] (pc/h)	*125*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*19.7*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.5*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*42.2*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.08*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*12*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*50*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.4*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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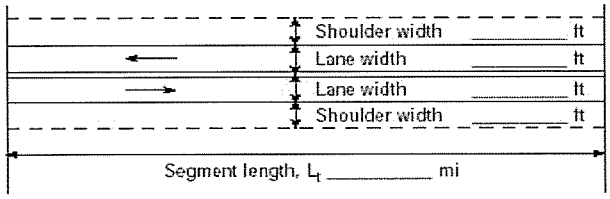
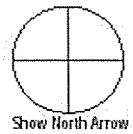
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*West of US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Buildout*

Project Description:

Input Data





☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*79* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*11*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*81*
v_p * highest directional split proportion[2] (pc/h)	*41*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*34.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*79*
v_p * highest directional split proportion[2] (pc/h)	*40*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*6.7*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*20.0*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*26.7*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.03*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*4*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*16*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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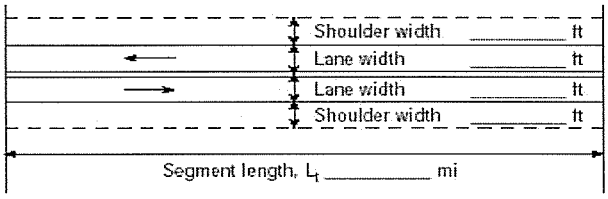
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Cemetery Road*
Agency or Company	*LSA Associates*	From/To	*Nygren Road/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Buildout*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*164* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*7*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*169*
v_p * highest directional split proportion[2] (pc/h)	*85*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*33.8*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*164*
v_p * highest directional split proportion[2] (pc/h)	*82*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*13.4*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*21.3*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*34.7*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.05*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*41*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*164*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.2*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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San Miguel Ranch
Existing plus Project AM Conditions

Scenario Report

Scenario:	Existing + Project AM
Command:	Existing plus Proj AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

San Miguel Ranch
Existing plus Project AM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	9.0	0.000	A	8.9	0.000	-0.109 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.1	0.034	A	7.7	0.134	+ 0.100 V/C
# 3 101 SB Ramp / 10th St	A	9.9	0.000	B	10.8	0.000	+ 0.896 D/V
# 4 101 NB Ramp / 10th St.	A	8.9	0.000	A	10.0	0.000	+ 1.066 D/V
# 5 101 SB Ramps / 24th St.- SR 46	B	17.5	0.595	B	19.2	0.623	+ 1.690 D/V
# 6 101 NB Ramps / 24th St. - SR 4	C	21.1	0.689	C	21.4	0.703	+ 0.289 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	8.2	0.186	A	8.3	0.198	+ 0.012 V/C
# 11 Mission St. / River Rd.	B	11.0	0.000	B	11.6	0.000	+ 0.567 D/V
# 12 Mission St. / 10th St.	A	9.9	0.000	B	10.2	0.000	+ 0.290 D/V
# 13 Slo Monterey Rd. / Mission St.	A	9.5	0.000	A	9.5	0.000	+ 0.000 D/V

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.9]

Street Name:	101 SB									San Miguel							
Approach:	North Bound					South Bound				East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	0		1	0				0	1	0			1	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	0	0	0		1	0				0	1	0			1	0	0		
Added Vol:	0	0	0	0		0	9				0	15	136			0	78	0		
PasserByVol:	0	0	0	0		0	0				0	0	0			0	0	0		
Initial Fut:	0	0	0	0		1	9				0	16	136			1	78	0		
User Adj:	1.00	1.00	1.00	1.00		1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90	0.90		0.90	0.90				0.90	0.90	0.90			0.90	0.90	0.90		
PHF Volume:	0	0	0	0		1	10				0	18	151			1	87	0		
Reduct Vol:	0	0	0	0		0	0				0	0	0			0	0	0		
FinalVolume:	0	0	0	0		1	10				0	18	151			1	87	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx		6.5	6.2				xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx		4.0	3.3				xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx		258	87				xxxx	xxxx	xxxxx			169	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx		650	977				xxxx	xxxx	xxxxx			1421	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx		649	977				xxxx	xxxx	xxxxx			1421	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx		0.00	0.01				xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			7.5	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	930					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0					xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9					xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	A					*	*	*			A	*	*		
ApproachDel:	xxxxxx					8.9					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

San Miguel Ranch
Existing plus Project AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.134
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	1	27	0	0	0	0	1	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	27	0	0	0	0	1	0	0	0	0	0
Added Vol:	78	0	0	0	0	0	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	27	0	0	0	0	16	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	88	30	0	0	0	0	18	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	30	0	0	0	0	18	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
FinalVolume:	88	30	0	0	0	0	18	0	0	0	0	0
Saturation Flow Module:												
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:	0.75	0.25	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	654	224	0	0	0	0	810	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	7.7	7.7	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0
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:	7.7	7.7	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	7.7			xxxxxx			7.4			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.7			xxxxxx			7.4			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[10.8]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0			15	0	1			0	14	0			79	29	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			15	0	1			0	14	0			79	29	0		
Added Vol:	0	0	0			8	0	9			0	38	113			0	78	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			23	0	10			0	52	113			79	107	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90		
PHF Volume:	0	0	0			26	0	11			0	58	126			88	119	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			26	0	11			0	58	126			88	119	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	6.5	6.2			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			415	478	119			xxxx	xxxx	xxxxx			183	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			598	490	938			xxxx	xxxx	xxxxx			1404	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			568	457	938			xxxx	xxxx	xxxxx			1404	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.05	0.00	0.01			xxxx	xxxx	xxxx			0.06	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	8.9			xxxxx	xxxx	xxxxx			7.7	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			568	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			11.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx		
Shared LOS:	*	*	*			B	*	*			*	*	*			A	*	*		
ApproachDel:	xxxxxx					10.8					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[10.0]

Street Name:	101 NB Ramp						10th St					
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	1 0		0 0 0	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	24	1	34	0	0	0	4	25	0	0	88	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:	24	1	34	0	0	0	4	25	0	0	88	10
Added Vol:	65	0	0	0	0	0	15	30	0	0	13	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	34	0	0	0	19	55	0	0	101	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	99	1	38	0	0	0	21	61	0	0	112	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	1	38	0	0	0	21	61	0	0	112	16
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	223	231	61	xxxx	xxxx	xxxxx	128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	769	672	1010	xxxx	xxxx	xxxxx	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	761	663	1010	xxxx	xxxx	xxxxx	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.04	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	760	xxxx	995	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.5	xxxx	8.8	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	A	*	*	*	A	*	*	*	*	*
ApproachDel:	10.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[11.6]

Street Name:	Mission St.									River Rd.								
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:	Ignore					Include					Include					Ignore				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		49		45	27		85		0	1		1		3	114		8		61
Growth Adj:	1.00	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		49		45	27		85		0	1		1		3	114		8		61
Added Vol:	0		0		15	15		0		0	0		0		0	9		0		9
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		49		60	42		85		0	1		1		3	123		8		70
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	0.90	0.90		0.00		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.00	
PHF Volume:	0		54		0	47		94		0	1		1		3	137		9		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		54		0	47		94		0	1		1		3	137		9		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		54	xxxx		xxxxx		247		242		94	244		242		54
Potent Cap.:	xxxx	xxxx		xxxxx		1564	xxxx		xxxxx		711		663		968	714		663		1018
Move Cap.:	xxxx	xxxx		xxxxx		1564	xxxx		xxxxx		687		643		968	694		643		1018
Volume/Cap:	xxxx	xxxx		xxxx		0.03	xxxx		xxxx		0.00		0.00		0.00	0.20		0.01		0.00
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		7.4	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		818	xxxxx		xxxx		690	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxxx		0.0	xxxxx		xxxxx		0.8	xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.4	xxxx		xxxxx		xxxxx		9.4	xxxxx		xxxxx		11.6	xxxxx	
Shared LOS:	*	*		*		A	*		*		*		A	*		*		B	*	
ApproachDel:	xxxxxx					xxxxxx							9.4					11.6		
ApproachLOS:	*					*							A					B		

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[11.6]

Street Name:	Mission St.									River Rd.								
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:	Ignore					Include					Include					Ignore				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		49		45	27		85		0	1		1		3	114		8		61
Growth Adj:	1.00	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		49		45	27		85		0	1		1		3	114		8		61
Added Vol:	0		0		15	15		0		0	0		0		0	9		0		9
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		49		60	42		85		0	1		1		3	123		8		70
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	0.90	0.90		0.00		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.00	
PHF Volume:	0		54		0	47		94		0	1		1		3	137		9		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		54		0	47		94		0	1		1		3	137		9		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		54	xxxx		xxxxx		247		242		94	244		242		54
Potent Cap.:	xxxx	xxxx		xxxxx		1564	xxxx		xxxxx		711		663		968	714		663		1018
Move Cap.:	xxxx	xxxx		xxxxx		1564	xxxx		xxxxx		687		643		968	694		643		1018
Volume/Cap:	xxxx	xxxx		xxxx		0.03	xxxx		xxxx		0.00		0.00		0.00	0.20		0.01		0.00
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		7.4	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		818	xxxxx		xxxx		690	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxxx		0.0	xxxxx		xxxxx		0.8	xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.4	xxxx		xxxxx		xxxxx		9.4	xxxxx		xxxxx		11.6	xxxxx	
Shared LOS:	*	*		*		A	*		*		*		A	*		*		B	*	
ApproachDel:	xxxxxx					xxxxxx							9.4					11.6		
ApproachLOS:	*					*							A					B		

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.2]

Street Name:	Mission St.									10th St.								
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!	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	1	69		0		0	175		25		14		1		5	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	69		0		0	175		25		14		1		5	0		0		0
Added Vol:	0	0		0		0	0		9		15		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	1	69		0		0	175		34		29		1		5	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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	1	77		0		0	194		38		32		1		6	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	1	77		0		0	194		38		32		1		6	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	232	xxxx	xxxxx	xxxx	xxxx	xxxxx					292		292		116	xxxx	xxxx	xxxxx		
Potent Cap.:	1347	xxxx	xxxxx	xxxx	xxxx	xxxxx					703		622		942	xxxx	xxxx	xxxxx		
Move Cap.:	1347	xxxx	xxxxx	xxxx	xxxx	xxxxx					702		621		942	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.05		0.00		0.01	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	7.7	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	726	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	A	*	*	*	*	*	*	B	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx			10.2				xxxxxx									
ApproachLOS:	*			*			B				*									

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Street Name:	Slo Monterey Rd									Mission St					
Approach:	North Bound					South Bound				East Bound				West Bound	
Movement:	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	1	0	0	0	0	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 May 2007 <<															
Base Vol:	0	0	0	0	0	4	0	87	0	0	210	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	4	0	87	0	0	210	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	0	4	0	87	0	0	210	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	0	0	0	0	0	4	0	97	0	0	233	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	4	0	97	0	0	233	0			
Critical Gap Module:															
Critical Gp:	xxxxx	6.5	6.2	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	330	97	xxxx	xxxx	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	592	965	xxxx	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	592	965	xxxx	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx					
ApproachLOS:	*			A			*			*					

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

San Miguel Ranch
Existing plus Project AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 1! 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	68	83	7	8	114	155	10	1	93	5	6	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:	68	83	7	8	114	155	10	1	93	5	6	1
Added Vol:	0	9	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	92	7	8	129	155	10	1	93	5	6	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	76	102	8	9	143	172	11	1	103	6	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	102	8	9	143	172	11	1	103	6	7	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	102	8	9	143	172	11	1	103	6	7	1
Saturation Flow Module:												
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	0.93	0.07	0.05	0.88	1.07	1.00	0.01	0.99	1.00	0.86	0.14
Final Sat.:	630	648	49	45	-95	1687	556	7	678	540	508	85
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.20	-1.50	0.10	0.02	0.15	0.15	0.01	0.01	0.01
Crit Moves:		****		****				****			****	
Delay/Veh:	9.0	8.6	8.6	8.0	8.0	8.0	8.9	8.4	8.4	9.0	8.4	8.4
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:	9.0	8.6	8.6	8.0	8.0	8.0	8.9	8.4	8.4	9.0	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.0			8.5			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.0			8.5			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.2	0.2	0.2	0.0	0.2	0.2	0.0	0.0	0.0

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	101 SB Ramps									24th St-SR46								
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:	0	0	0	0	0		0	1	0	0	1		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0		0		0		113		0		57		0		530		338		476		653		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		113		0		57		0		530		338		476		653		0	
Added Vol:	0		0		0		45		0		15		0		9		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		158		0		72		0		539		338		476		653		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	0		0		0		176		0		80		0		599		376		529		726		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		176		0		80		0		599		376		529		726		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		0		0		176		0		80		0		599		376		529		726		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		1.00		1.00		0.95		1.00		0.85		1.00		0.95		0.85		0.95		0.95		1.00	
Lanes:	0.00		0.00		0.00		1.00		0.00		1.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	0		0		0		1809		0		1615		0		3610		1615		1805		3610		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.10		0.00		0.05		0.00		0.17		0.23		0.29		0.20		0.00	
Crit Moves:							****										****		****					
Green/Cycle:	0.00		0.00		0.00		0.16		0.00		0.16		0.00		0.37		0.37		0.47		0.84		0.00	
Volume/Cap:	0.00		0.00		0.00		0.62		0.00		0.32		0.00		0.44		0.62		0.62		0.24		0.00	
Delay/Veh:	0.0		0.0		0.0		43.7		0.0		38.2		0.0		23.8		27.6		21.3		1.6		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		0.0		43.7		0.0		38.2		0.0		23.8		27.6		21.3		1.6		0.0	
LOS by Move:	A		A		A		D		A		D		A		C		C		C		A		A	
HCM2kAvgQ:	0		0		0		6		0		2		0		7		10		13		2		0	

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

San Miguel Ranch
Existing plus Project AM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	77	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1!	0 0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	0	476	0	0	0	71	566	0	0	894	119
Added Vol:	0	0	0	0	0	0	9	45	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	0	476	0	0	0	80	611	0	0	894	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	246	0	529	0	0	0	89	679	0	0	993	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	529	0	0	0	89	679	0	0	993	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	0	529	0	0	0	89	679	0	0	993	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	3041	493
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.33	0.00	0.00	0.00	0.05	0.19	0.00	0.00	0.33	0.33
Crit Moves:			****				****				****	
Green/Cycle:	0.47	0.00	0.47	0.00	0.00	0.00	0.07	0.53	0.00	0.00	0.46	0.46
Volume/Cap:	0.29	0.00	0.70	0.00	0.00	0.00	0.70	0.35	0.00	0.00	0.70	0.70
Delay/Veh:	16.7	0.0	24.3	0.0	0.0	0.0	61.9	13.5	0.0	0.0	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	0.0	24.3	0.0	0.0	0.0	61.9	13.5	0.0	0.0	22.7	22.7
LOS by Move:	B	A	C	A	A	A	E	B	A	A	C	C
HCM2kAvgQ:	5	0	14	0	0	0	4	6	0	0	16	16

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

San Miguel Ranch
Existing plus Project PM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	8.6	0.000	A	9.4	0.000	+ 0.813 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.2	0.073	A	8.7	0.288	+ 0.215 V/C
# 3 101 SB Ramp / 10th St	A	9.4	0.000	B	10.7	0.000	+ 1.296 D/V
# 4 101 NB Ramp / 10th St.	A	8.7	0.000	B	10.2	0.000	+ 1.424 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	20.1	0.621	C	21.4	0.653	+ 1.323 D/V
# 6 101 NB Ramps / 24th St. - SR 4	C	25.0	0.820	C	26.6	0.852	+ 1.527 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	9.0	0.211	A	9.2	0.242	+ 0.031 V/C
# 11 Mission St. / River Rd.	B	11.6	0.000	B	12.3	0.000	+ 0.758 D/V
# 12 Mission St. / 10th St.	B	12.2	0.000	B	12.7	0.000	+ 0.485 D/V
# 13 Slo Monterey Rd. / Mission St.	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V

San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.4]

Street Name:	101 SB						San Miguel					
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 0 0 1 0			0 1 0 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	2	0	0	0	1	0	5	2	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	2	0	0	0	1	0	5	2	0
Added Vol:	0	0	0	0	0	19	0	14	125	0	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	19	0	15	125	5	169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	2	0	21	0	17	139	6	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	21	0	17	139	6	188	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	285	354	188	xxxx	xxxx	xxxxx	156	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	710	574	859	xxxx	xxxx	xxxxx	1437	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	707	572	859	xxxx	xxxx	xxxxx	1437	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	842	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx				9.4		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

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

San Miguel Ranch
Existing plus Project PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	6	54	0	0	0	0	4	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:	6	54	0	0	0	0	4	0	0	0	0	0
Added Vol:	167	0	0	0	0	0	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	54	0	0	0	0	18	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	192	60	0	0	0	0	20	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	60	0	0	0	0	20	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
FinalVolume:	192	60	0	0	0	0	20	0	0	0	0	0
Saturation Flow Module:												
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:	0.76	0.24	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	668	208	0	0	0	0	744	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	8.7	8.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0
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:	8.7	8.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	8.7			xxxxxx			7.7			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	8.7			xxxxxx			7.7			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.7]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	20		0	1				0	3	13			50	19			
Growth Adj:	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	20		0	1				0	3	13			50	19			
Added Vol:	0	0	0	7		0	19				0	35	104			0	167			
PasserByVol:	0	0	0	0		0	0				0	0	0			0	0			
Initial Fut:	0	0	0	27		0	20				0	38	117			50	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			
PHF Adj:	0.90	0.90	0.90	0.90		0.90	0.90				0.90	0.90	0.90			0.90	0.90			
PHF Volume:	0	0	0	30		0	22				0	42	130			56	207			
Reduct Vol:	0	0	0	0		0	0				0	0	0			0	0			
FinalVolume:	0	0	0	30		0	22				0	42	130			56	207			
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4		6.5	6.2				xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5		4.0	3.3				xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	425		490	207				xxxx	xxxx	xxxxx			172	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	590		482	839				xxxx	xxxx	xxxxx			1417	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	572		462	839				xxxx	xxxx	xxxxx			1417	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.05		0.00	0.03				xxxx	xxxx	xxxx			0.04	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx		xxxx	0.1				xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx		xxxx	9.4				xxxxx	xxxx	xxxxx			7.6	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	572		xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	0.2		xxxx	xxxxx				xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.6		xxxx	xxxxx				xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx		
Shared LOS:	*	*	*	B		*	*				*	*	*			A	*	*		
ApproachDel:	xxxxxx					10.7					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[10.2]

Street Name:	101 NB Ramp						10th St					
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 1	0	0 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	16	0	72	0	0	0	1	21	0	0	49	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	72	0	0	0	1	21	0	0	49	25
Added Vol:	139	0	0	0	0	0	14	28	0	0	28	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	0	72	0	0	0	15	49	0	0	77	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	172	0	80	0	0	0	17	54	0	0	86	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	172	0	80	0	0	0	17	54	0	0	86	38
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	192	211	54	xxxx	xxxx	xxxxx	123	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	801	690	1018	xxxx	xxxx	xxxxx	1476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	794	682	1018	xxxx	xxxx	xxxxx	1476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.08	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	794	xxxx	1018	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	0.3	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.8	xxxx	8.8	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	A	*	*	*	A	*	*	*	*	*
ApproachDel:	10.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[12.3]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	88	149	27	71	2	1	4	5	104	14	42
Added Vol:	0	0	14	14	0	0	0	0	0	19	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	88	163	41	71	2	1	4	5	123	14	61
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	6	98	0	46	79	2	1	4	6	137	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	98	0	46	79	2	1	4	6	137	16	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	81	xxxx	xxxxx	98	xxxx	xxxxx	288	280	80	285	281	98
Potent Cap.:	1529	xxxx	xxxxx	1508	xxxx	xxxxx	668	632	986	671	631	964
Move Cap.:	1529	xxxx	xxxxx	1508	xxxx	xxxxx	638	610	986	646	609	964
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.01	0.01	0.21	0.03	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	758	xxxxx	xxxx	642	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.8			12.3		
ApproachLOS:	*			*			A			B		

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

San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.7]

Street Name:	Mission St.						10th St.					
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! 1 0			0 0 1! 0 0			0 0 0 0 1		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	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:	3	245	0	3	130	29	44	0	6	0	0	2
Added Vol:	0	0	0	0	0	19	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	245	0	3	130	48	58	0	6	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	272	0	3	144	53	64	0	7	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	272	0	3	144	53	64	0	7	0	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	198	xxxx	xxxxx	272	xxxx	xxxxx	458	457	99	xxxx	xxxx	272
Potent Cap.:	1387	xxxx	xxxxx	1303	xxxx	xxxxx	517	503	962	xxxx	xxxx	771
Move Cap.:	1387	xxxx	xxxxx	1303	xxxx	xxxxx	513	501	962	xxxx	xxxx	771
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.13	0.00	0.01	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	537	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			9.7		
ApproachLOS:	*			*			B			A		

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

San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.1]

Street Name:	Slo Monterey Rd						Mission St					
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 1 0			0 0 1! 0 0			0 0 1 0 0			0 0 0 1 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	1	0	1	0	247	0	0	141	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:	0	0	0	1	0	1	0	247	0	0	141	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	1	0	247	0	0	141	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	1	0	1	0	274	0	0	157	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	1	0	274	0	0	157	4
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	436	274	433	433	159	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	517	769	583	519	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	517	769	583	519	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	0	xxxx	705	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

San Miguel Ranch
Existing plus Project PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.242
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	1! 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	53	125	10	11	263	28	1	4	72	7	3	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:	53	125	10	11	263	28	1	4	72	7	3	9
Added Vol:	0	19	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	144	10	11	277	28	1	4	72	7	3	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	160	11	12	308	31	1	4	80	8	3	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	160	11	12	308	31	1	4	80	8	3	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
FinalVolume:	59	160	11	12	308	31	1	4	80	8	3	10
Saturation Flow Module:												
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	0.07	0.93	1.00	1.00	0.05	0.95	1.00	0.25	0.75
Final Sat.:	637	661	46	57	-56	1638	534	34	612	522	153	460
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.21	-5.40	0.02	0.00	0.13	0.13	0.01	0.02	0.02
Crit Moves:		****		****					****			****
Delay/Veh:	8.8	9.2	9.2	9.7	9.7	9.5	9.0	8.5	8.5	9.1	8.1	8.1
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:	8.8	9.2	9.2	9.7	9.7	9.5	9.0	8.5	8.5	9.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.1			9.5			8.5			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			9.5			8.5			8.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.3	0.3	0.6	0.6	0.6	0.0	0.1	0.1	0.0	0.0	0.0

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

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San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	66	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0	0 0	0	0 1	0 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	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	200	0	110	0	524	236	548	861	0
Added Vol:	0	0	0	42	0	14	0	19	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	124	0	543	236	548	861	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	269	0	138	0	603	262	609	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	269	0	138	0	603	262	609	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	269	0	138	0	603	262	609	957	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.09	0.00	0.17	0.16	0.34	0.27	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.26	0.26	0.52	0.77	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.37	0.00	0.65	0.63	0.65	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	38.8	0.0	33.3	0.0	34.9	36.3	19.3	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.8	0.0	33.3	0.0	34.9	36.3	19.3	3.6	0.0
LOS by Move:	A	A	A	D	A	C	A	C	D	B	A	A
HCM2kAvgQ:	0	0	0	8	0	4	0	10	8	14	5	0

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

San Miguel Ranch
Existing plus Project PM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	154	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 0	1! 0 0		1 0	2 0 0		0 0	1 1 0	
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	0	545	0	0	0	95	629	0	0	1074	159
Added Vol:	0	0	0	0	0	0	19	42	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	0	545	0	0	0	114	671	0	0	1074	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	371	0	606	0	0	0	127	746	0	0	1193	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	606	0	0	0	127	746	0	0	1193	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	0	606	0	0	0	127	746	0	0	1193	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.67	0.33
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2933	587
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.37	0.00	0.00	0.00	0.07	0.21	0.00	0.00	0.41	0.41
Crit Moves:			****				****				****	
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.08	0.56	0.00	0.00	0.48	0.48
Volume/Cap:	0.47	0.00	0.85	0.00	0.00	0.00	0.85	0.37	0.00	0.00	0.85	0.85
Delay/Veh:	20.2	0.0	34.8	0.0	0.0	0.0	80.2	12.3	0.0	0.0	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	0.0	34.8	0.0	0.0	0.0	80.2	12.3	0.0	0.0	27.4	27.4
LOS by Move:	C	A	C	A	A	A	F	B	A	A	C	C
HCM2kAvgQ:	8	0	19	0	0	0	6	7	0	0	23	23

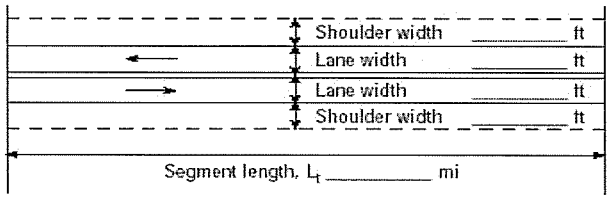
Note: Queue reported is the number of cars per lane.

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*SLO Monterey/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*398* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*31*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*410*
v_p * highest directional split proportion[2] (pc/h)	*205*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*31.9*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*399*
v_p * highest directional split proportion[2] (pc/h)	*200*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*29.6*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*24.8*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*54.4*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.13*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*40*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*159*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.3*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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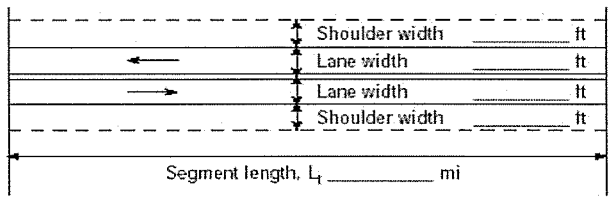
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*10th Street/14th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing plus Proj*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*480* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*36*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*495*
v_p * highest directional split proportion[2] (pc/h)	*248*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*31.3*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*481*
v_p * highest directional split proportion[2] (pc/h)	*241*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*34.5*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*23.1*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*57.5*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.15*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*36*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*144*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.2*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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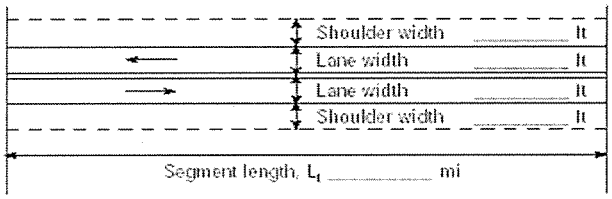
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*14th Street/20th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*222 veh/h*
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*39*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*229*
v_p * highest directional split proportion[2] (pc/h)	*115*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*33.3*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*222*
v_p * highest directional split proportion[2] (pc/h)	*111*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*17.7*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.1*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*39.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.07*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*33*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*133*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.0*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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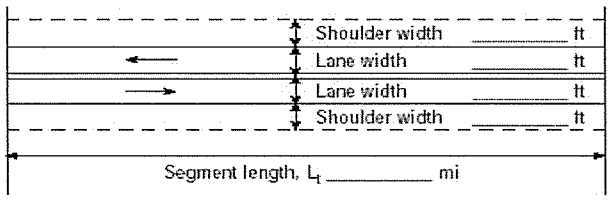
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*20th Street/US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*211* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*6*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*218*
v_p * highest directional split proportion[2] (pc/h)	*109*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*33.4*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*211*
v_p * highest directional split proportion[2] (pc/h)	*106*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*16.9*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.0*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*38.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.07*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*47*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*190*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.4*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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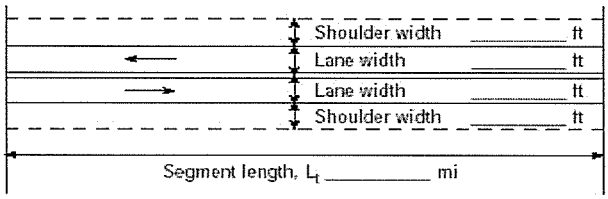
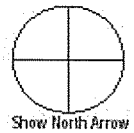
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	10th Street
Agency or Company	LSA Associates	From/To	US 101/Mission Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	Existing plus Project

Project Description:

Input Data





☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	137 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ *mi*	40

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	141
v_p * highest directional split proportion[2] (pc/h)	71

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	45.0 *mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 *mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	1.0 *mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 *mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	3.6
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	34.0

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	137
v_p * highest directional split proportion[2] (pc/h)	69
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	11.3
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	20.9
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	32.2

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	A
Volume to capacity ratio, v/c=V_p/ 3,200	0.04
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	7
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	27
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	0.2

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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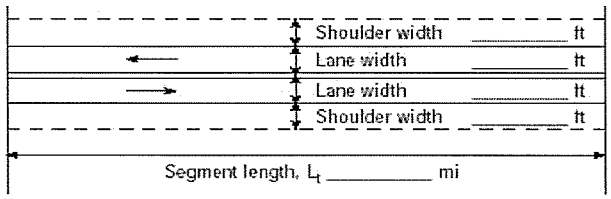
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*West of US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*199* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*11*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*205*
v_p * highest directional split proportion[2] (pc/h)	*103*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*33.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*199*
v_p * highest directional split proportion[2] (pc/h)	*100*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*16.0*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*21.8*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*37.8*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.06*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*10*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*40*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.3*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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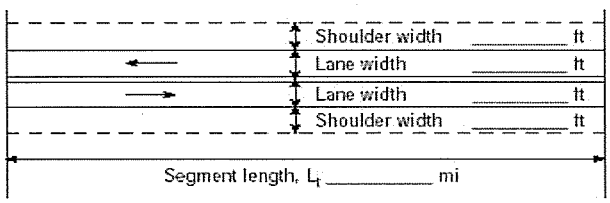
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Cemetery Road*
Agency or Company	*LSA Associates*	From/To	*Nygren Road/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Existing plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*136* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*7*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*140*
v_p * highest directional split proportion[2] (pc/h)	*70*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*34.0*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*136*
v_p * highest directional split proportion[2] (pc/h)	*68*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*11.3*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*20.8*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*32.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*A*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.04*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*34*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*136*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.0*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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San Miguel Ranch
2017 plus Project AM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	9.0	0.000	B	10.1	0.000	+ 1.082 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.1	0.041	A	7.8	0.170	+ 0.130 V/C
# 3 101 SB Ramp / 10th St	B	10.3	0.000	B	11.8	0.000	+ 1.538 D/V
# 4 101 NB Ramp / 10th St.	A	9.0	0.000	B	10.2	0.000	+ 1.159 D/V
# 5 101 SB Ramps / 24th St.- SR 46	B	19.5	0.714	C	23.3	0.774	+ 3.779 D/V
# 6 101 NB Ramps / 24th St. - SR 4	C	25.3	0.826	C	27.3	0.867	+ 1.956 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	8.7	0.230	A	9.0	0.260	+ 0.031 V/C
# 11 Mission St. / River Rd.	B	11.9	0.000	C	19.2	0.000	+ 7.312 D/V
# 12 Mission St. / 10th St.	B	10.3	0.000	B	13.4	0.000	+ 3.054 D/V
# 13 Slo Monterey Rd. / Mission St.	A	9.7	0.000	B	11.5	0.000	+ 1.722 D/V

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.1]

Street Name:	101 SB									San Miguel		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	1 0		0 0 0	1 0		0 1 0	0 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	0	1	0	0	1	0	1	0	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	0	0	0	1	0	0	1	0	1	0	0
Added Vol:	0	0	0	0	16	9	0	15	136	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	17	9	0	16	136	1	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	19	10	0	18	151	1	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	19	10	0	18	151	1	87	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	258	87	xxxx	xxxx	xxxxx	169	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	649	977	xxxx	xxxx	xxxxx	1421	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	649	977	xxxx	xxxx	xxxxx	1421	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	0.03	0.01	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

San Miguel Ranch
2017 plus Project AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.170
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 NB									San Miguel		
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	1	27	0	0	0	0	1	0	0	0	0	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	1	32	0	0	0	0	1	0	0	0	0	0
Added Vol:	78	24	0	0	0	0	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	56	0	0	0	0	16	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	88	63	0	0	0	0	18	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	63	0	0	0	0	18	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
FinalVolume:	88	63	0	0	0	0	18	0	0	0	0	0
Saturation Flow Module:												
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:	0.58	0.42	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	517	368	0	0	0	0	794	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	7.9	7.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0
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:	7.9	7.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	7.9			xxxxxx			7.5			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.9			xxxxxx			7.5			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[11.8]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	15		0		1	0		14		0	79		29		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	18		0		1	0		17		0	95		35		0
Added Vol:	0		0		0	12		0		9	0		38		113	18		78		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	30		0		10	0		55		113	113		113		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	33		0		11	0		61		126	125		125		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	33		0		11	0		61		126	125		125		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4		6.5		6.2	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5		4.0		3.3	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		500		562		125	xxxx	xxxx		xxxxx		186	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		534		438		931	xxxx	xxxx		xxxxx		1400	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		495		396		931	xxxx	xxxx		xxxxx		1400	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.07		0.00		0.01	xxxx	xxxx		xxxx		0.09	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		0.0	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		8.9	xxxxx	xxxx		xxxxx		7.8	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		495		xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.2		xxxx		xxxxx	xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		12.8		xxxx		xxxxx	xxxxx	xxxx		xxxxx		7.8	xxxx		xxxxx	
Shared LOS:	*	*		*		B		*		*	*	*		*		A	*		*	
ApproachDel:	xxxxxx					11.8					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[10.2]

Street Name:	101 NB Ramp									10th St								
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	24		1		34	0		0		0	4		25		0	0		88		10
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	29		1		41	0		0		0	5		30		0	0		106		12
Added Vol:	65		0		18	0		0		0	15		35		0	0		31		7
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	94		1		59	0		0		0	20		65		0	0		137		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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	104		1		65	0		0		0	22		72		0	0		152		21
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	104		1		65	0		0		0	22		72		0	0		152		21
Critical Gap Module:																				
Critical Gp:	6.4	6.5		6.2		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	279	289		72		xxxx	xxxx		xxxxx		173	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	716	624		996		xxxx	xxxx		xxxxx		1416	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	707	615		996		xxxx	xxxx		xxxxx		1416	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	0.15	0.00		0.07		xxxx	xxxx		xxxx		0.02	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	706	xxxx		983		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	0.5	xxxx		0.2		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	11.0	xxxx		8.9		xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	B	*		A		*	*		*		A	*		*		*	*		*	
ApproachDel:		10.2				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		B				*					*					*				

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

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: C[19.2]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	49	45	27	85	0	1	1	3	114	8	61
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	59	54	32	102	0	1	1	4	137	10	73
Added Vol:	2	3	104	25	5	2	5	5	7	162	2	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	62	158	57	107	2	6	6	11	299	12	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	2	69	0	64	119	2	7	7	12	332	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	69	0	64	119	2	7	7	12	332	13	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	121	xxxx	xxxxx	69	xxxx	xxxxx	327	321	120	330	322	69
Potent Cap.:	1479	xxxx	xxxxx	1545	xxxx	xxxxx	630	600	937	627	599	1000
Move Cap.:	1479	xxxx	xxxxx	1545	xxxx	xxxxx	598	573	937	593	572	1000
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.01	0.01	0.56	0.02	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	708	xxxxx	xxxx	592	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	19.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.3			19.2		
ApproachLOS:	*			*			B			C		

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

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[13.4]

Street Name:	Mission St.									10th St.								
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!	1	0	0	0	1!	0	0	0	0	0	0	0

Volume Module: >> Count Date: 1 May 2007 <<

Base Vol:	1	69	0	0	175	25	14	1	5	0	0	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	1	83	0	0	210	30	17	1	6	0	0	0
Added Vol:	6	74	0	0	142	32	35	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	157	0	0	352	62	52	1	16	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	174	0	0	391	69	58	1	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	174	0	0	391	69	58	1	18	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	460	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	616	230	xxxx	xxxx	xxxxx
Potent Cap.:	1112	xxxx	xxxxx	xxxx	xxxx	xxxxx	457	409	814	xxxx	xxxx	xxxxx
Move Cap.:	1112	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	406	814	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.5]

Street Name:	Slo Monterey Rd									Mission St					
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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	0	0	0	0	0	0	4	0	87	0	0	0	0	210	0		
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20		
Initial Bse:	0	0	0	0	0	5	0	104	0	0	252	0								
Added Vol:	0	0	0	0	0	30	10	138	0	0	174	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	0	0	35	10	242	0	0	426	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
PHF Volume:	0	0	0	0	0	39	11	269	0	0	473	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	0	0	39	11	269	0	0	473	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	765	269	xxxx	xxxx	473	473	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	336	774	xxxx	xxxx	595	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	332	774	xxxx	xxxx	595	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	0.00	0.00	xxxx	xxxx	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

San Miguel Ranch
2017 plus Project AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	1! 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	68	83	7	8	114	155	10	1	93	5	6	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	82	100	8	10	137	186	12	1	112	6	7	1
Added Vol:	0	25	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	125	8	10	172	186	12	1	112	6	7	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	91	138	9	11	191	207	13	1	124	7	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	138	9	11	191	207	13	1	124	7	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	138	9	11	191	207	13	1	124	7	8	1
Saturation Flow Module:												
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	0.05	0.94	1.01	1.00	0.01	0.99	1.00	0.86	0.14
Final Sat.:	608	629	42	41	-50	1580	528	7	635	507	474	79
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.26	-3.76	0.13	0.03	0.20	0.20	0.01	0.02	0.02
Crit Moves:		****		****					****		****	
Delay/Veh:	9.4	9.3	9.3	8.7	8.7	8.7	9.2	9.0	9.0	9.3	8.8	8.8
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:	9.4	9.3	9.3	8.7	8.7	8.7	9.2	9.0	9.0	9.3	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.4			8.7			9.1			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			8.7			9.1			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.3	0.3	0.3	0.3	0.3	0.0	0.2	0.2	0.0	0.0	0.0

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

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.3
Optimal Cycle:	101	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			0 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	113	0	57	0	530	338	476	653	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	0	0	136	0	68	0	636	406	571	784	0
Added Vol:	0	0	0	97	0	30	0	24	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	98	0	660	406	571	784	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	258	0	109	0	733	451	635	871	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	258	0	109	0	733	451	635	871	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	258	0	109	0	733	451	635	871	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.07	0.00	0.20	0.28	0.35	0.24	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.36	0.36	0.45	0.82	0.00
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.37	0.00	0.56	0.77	0.77	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	49.5	0.0	36.4	0.0	26.2	34.7	27.6	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.5	0.0	36.4	0.0	26.2	34.7	27.6	2.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	9	0	3	0	10	14	18	4	0

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

San Miguel Ranch
2017 plus Project AM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	172	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	265	0	571	0	0	0	85	679	0	0	1073	143
Added Vol:	0	0	0	0	0	0	24	97	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	0	571	0	0	0	109	776	0	0	1073	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	295	0	635	0	0	0	121	862	0	0	1192	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	0	635	0	0	0	121	862	0	0	1192	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	0	635	0	0	0	121	862	0	0	1192	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2928	592
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.39	0.00	0.00	0.00	0.07	0.24	0.00	0.00	0.41	0.41
Crit Moves:			****				****				****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.08	0.55	0.00	0.00	0.47	0.47
Volume/Cap:	0.36	0.00	0.87	0.00	0.00	0.00	0.87	0.44	0.00	0.00	0.87	0.87
Delay/Veh:	18.1	0.0	35.4	0.0	0.0	0.0	85.4	13.6	0.0	0.0	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	0.0	35.4	0.0	0.0	0.0	85.4	13.6	0.0	0.0	28.9	28.9
LOS by Move:	B	A	D	A	A	A	F	B	A	A	C	C
HCM2kAvgQ:	6	0	21	0	0	0	6	8	0	0	24	24

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

San Miguel Ranch
2017 plus Project PM Conditions

Scenario Report

Scenario:	Opening Year + Proj PM
Command:	OPYR plus Proj PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative

San Miguel Ranch
2017 plus Project PM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	8.6	0.000	B	11.2	0.000	+ 2.603 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.3	0.088	A	9.1	0.342	+ 0.254 V/C
# 3 101 SB Ramp / 10th St	A	9.6	0.000	B	12.3	0.000	+ 2.702 D/V
# 4 101 NB Ramp / 10th St.	A	8.8	0.000	B	10.6	0.000	+ 1.814 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	22.8	0.746	C	29.8	0.863	+ 6.996 D/V
# 6 101 NB Ramps / 24th St. - SR 4	D	39.5	0.984	E	59.1	1.083	+19.526 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	9.8	0.261	B	11.0	0.367	+ 0.106 V/C
# 11 Mission St. / River Rd.	B	12.7	0.000	D	31.2	0.000	+18.479 D/V
# 12 Mission St. / 10th St.	B	13.6	0.000	E	37.2	0.000	+23.582 D/V
# 13 Slo Monterey Rd. / Mission St.	B	10.6	0.000	B	13.0	0.000	+ 2.444 D/V

San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

Street Name:	101 SB									San Miguel								
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	0	0	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	2		0		0	0		1		0	5		2		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	2		0		0	0		1		0	6		2		0
Added Vol:	0		0		0	0		37		19	0		14		125	0		167		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	2		37		19	0		15		125	6		169		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	3		41		21	0		17		139	7		188		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	3		41		21	0		17		139	7		188		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4		6.5		6.2	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5		4.0		3.3	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		288		357		188	xxxx	xxxx		xxxxx		156	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		707		572		859	xxxx	xxxx		xxxxx		1437	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		704		569		859	xxxx	xxxx		xxxxx		1437	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.00		0.07		0.02	xxxx	xxxx		xxxx		0.00	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.5	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		645	xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		0.3	xxxxx		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		11.2	xxxxx		xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx	
Shared LOS:	*	*		*		*		B	*		*	*		*		A	*		*	
ApproachDel:	xxxxxx					11.2					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
2017 plus Project PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 9.1
Optimal Cycle: 0 | Level Of Service: A

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	6	54	0	0	0	0	4	0	0	0	0	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	7	65	0	0	0	0	5	0	0	0	0	0
Added Vol:	167	32	0	0	0	0	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	97	0	0	0	0	19	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	194	108	0	0	0	0	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	108	0	0	0	0	21	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
FinalVolume:	194	108	0	0	0	0	21	0	0	0	0	0
Saturation Flow Module:												
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:	0.64	0.36	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	566	315	0	0	0	0	723	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	9.2	9.2	0.0	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0
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:	9.2	9.2	0.0	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	9.2			xxxxxx			7.8			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	9.2			xxxxxx			7.8			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[12.3]

Street Name:	101 SB Ramp									10th St									
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	20		0		1	0		3		13	50		19		0
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20		1.20	1.20		1.20	
Initial Bse:	0		0		0	24		0		1	0		4		16	60		23		0
Added Vol:	0		0		0	20		0		19	0		35		104	44		167		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	44		0		20	0		39		120	104		190		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	49		0		22	0		43		133	116		211		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	49		0		22	0		43		133	116		211		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4		6.5		6.2	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5		4.0		3.3	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		551		618		211	xxxx	xxxx		xxxxx		176	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		499		408		834	xxxx	xxxx		xxxxx		1413	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		465		372		834	xxxx	xxxx		xxxxx		1413	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.11		0.00		0.03	xxxx	xxxx		xxxx		0.08	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		0.1	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		9.4	xxxxx	xxxx		xxxxx		7.8	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		465		xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.3		xxxx		xxxxx	xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		13.6		xxxx		xxxxx	xxxxx	xxxx		xxxxx		7.8	xxxx		xxxxx	
Shared LOS:	*	*		*		B		*		*	*	*		*		A	*		*	
ApproachDel:	xxxxxx					12.3					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.6]

Street Name:	101 NB Ramp						10th St					
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	1 0		0 0 0	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	16	0	72	0	0	0	1	21	0	0	49	25
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	19	0	86	0	0	0	1	25	0	0	59	30
Added Vol:	139	0	41	0	0	0	14	41	0	0	72	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	0	127	0	0	0	15	66	0	0	131	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	176	0	142	0	0	0	17	74	0	0	145	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	0	142	0	0	0	17	74	0	0	145	60
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	283	313	74	xxxx	xxxx	xxxxx	205	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	712	606	994	xxxx	xxxx	xxxxx	1378	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	705	598	994	xxxx	xxxx	xxxxx	1378	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.14	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	705	xxxx	994	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.0	xxxx	0.5	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	11.8	xxxx	9.2	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	A	*	*	*	A	*	*	*	*	*
ApproachDel:		10.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 17.1 Worst Case Level Of Service: D[31.2]

Street Name:	Mission St.									River Rd.								
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:	Ignore						Include						Include						Ignore					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 1 May 2007 << pm																								
Base Vol:	5		88		149		27		71		2		1		4		5		104		14		42	
Growth Adj:	1.20		1.20		1.20		1.20		1.20		1.20		1.20		1.20		1.20		1.20		1.20		1.20	
Initial Bse:	6		106		179		32		85		2		1		5		6		125		17		50	
Added Vol:	8		15		224		32		13		5		3		3		5		192		5		33	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	14		121		403		64		98		7		4		8		11		317		22		83	
User Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.90		0.90		0.00		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.00	
PHF Volume:	16		134		0		72		109		8		5		9		12		352		24		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	16		134		0		72		109		8		5		9		12		352		24		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		7.1		6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	117	xxxx	xxxxx				134	xxxx	xxxxx				434		421		113		432		426		134	
Potent Cap.:	1484	xxxx	xxxxx				1463	xxxx	xxxxx				536		527		945		537		524		920	
Move Cap.:	1484	xxxx	xxxxx				1463	xxxx	xxxxx				492		495		945		499		492		920	
Volume/Cap:	0.01	xxxx	xxxx				0.05	xxxx	xxxx				0.01		0.02		0.01		0.71		0.05		0.00	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.2	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	7.5	xxxx	xxxxx				7.6	xxxx	xxxxx				xxxxx		xxxx		xxxxx		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		640		xxxxx		xxxx		499		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		0.1		xxxxx		xxxxx		6.5		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		10.9		xxxxx		xxxxx		31.2		xxxxx	
Shared LOS:	*	*	*				*	*	*				*		B		*		*		D		*	
ApproachDel:	xxxxxx						xxxxxx						10.9						31.2					
ApproachLOS:	*						*						B						D					

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

San Miguel Ranch
Opening Year PM plus Project Conditions

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

Intersection #11 Mission St. / River Rd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Mission St.						River Rd.					
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:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	6	106	179	32	85	2	1	5	6	125	17	50
Added Vol:	8	15	224	32	13	5	3	3	5	192	5	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	121	403	64	98	7	4	8	11	317	22	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	134	448	72	109	8	5	9	12	352	24	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	134	448	72	109	8	5	9	12	352	24	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	134	448	72	109	8	5	9	12	352	24	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.71	0.71	0.71	0.89	0.89	0.89	0.74	0.74	0.74
Lanes:	0.03	0.22	0.75	0.38	0.58	0.04	0.18	0.34	0.48	0.75	0.05	0.20
Final Sat.:	44	380	1270	509	777	59	308	572	806	1058	73	278
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.14	0.14	0.14	0.02	0.02	0.02	0.33	0.33	0.33
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.69	0.69	0.69	0.27	0.27	0.27	0.03	0.03	0.03	0.69	0.69	0.69
Delay/Veh:	20.5	20.5	20.5	13.9	13.9	13.9	13.4	13.4	13.4	22.7	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	13.9	13.9	13.9	13.4	13.4	13.4	22.7	22.7	22.7
LOS by Move:	C	C	C	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	14	14	14	3	3	3	0	0	0	12	12	12

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

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San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[37.2]

Street Name:	Mission St.									10th St.							
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!	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	3	245		0		3	130		29		44		0		6		0		0	2
Growth Adj:	1.20	1.20		1.20		1.20	1.20		1.20		1.20		1.20		1.20		1.20		1.20	1.20
Initial Bse:	4	294		0		4	156		35		53		0		7		0		0	2
Added Vol:	29	197		0		0	155		55		49		0		27		0		0	0
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	0
Initial Fut:	33	491		0		4	311		90		102		0		34		0		0	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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90		0.90		0.90		0.90		0.90	0.90
PHF Volume:	36	546		0		4	346		100		113		0		38		0		0	3
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	0
FinalVolume:	36	546		0		4	346		100		113		0		38		0		0	3
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	xxxxx	xxxx			6.2
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	xxxxx	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	445	xxxx		xxxxx		546	xxxx		xxxxx		1023		1021		223	xxxx	xxxx			546
Potent Cap.:	1126	xxxx		xxxxx		1034	xxxx		xxxxx		216		238		822	xxxx	xxxx			542
Move Cap.:	1126	xxxx		xxxxx		1034	xxxx		xxxxx		209		229		822	xxxx	xxxx			542
Volume/Cap:	0.03	xxxx		xxxx		0.00	xxxx		xxxx		0.54		0.00		0.05	xxxx	xxxx			0.00
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx	xxxx			0.0
Control Del:	8.3	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx	xxxx			11.7
LOS by Move:	A	*		*		A	*		*		*		*		*	*	*			B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		257		xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		3.4		xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	8.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		37.2		xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	A	*		*		*	*		*		*		E		*	*	*			*
ApproachDel:	xxxxxx					xxxxxx					37.2					11.7				
ApproachLOS:	*					*					E					B				

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

San Miguel Ranch
Opening Year PM plus Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Mission St. / 10th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Mission St.						10th St.					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	4	294	0	4	156	35	53	0	7	0	0	2
Added Vol:	29	197	0	0	155	55	49	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	491	0	4	311	90	102	0	34	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	36	546	0	4	346	100	113	0	38	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	546	0	4	346	100	113	0	38	0	0	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
FinalVolume:	36	546	0	4	346	100	113	0	38	0	0	3
Saturation Flow Module:												
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:	0.06	0.94	0.00	0.01	0.77	0.22	0.75	0.00	0.25	0.00	0.00	1.00
Final Sat.:	45	677	0	6	548	158	403	0	135	0	0	513
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	xxxx	0.63	0.63	0.63	0.28	xxxx	0.28	xxxx	xxxx	0.01
Crit Moves:		****			****		****					****
Delay/Veh:	24.4	24.4	0.0	15.6	15.6	15.6	11.3	0.0	11.3	0.0	0.0	9.0
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:	24.4	24.4	0.0	15.6	15.6	15.6	11.3	0.0	11.3	0.0	0.0	9.0
LOS by Move:	C	C	*	C	C	C	B	*	B	*	*	A
ApproachDel:		24.4			15.6			11.3			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.4			15.6			11.3			9.0	
LOS by Appr:		C			C			B			A	
AllWayAvgQ:	3.3	3.3	3.3	1.5	1.5	1.5	0.3	0.3	0.3	0.0	0.0	0.0

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

San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.0]

Street Name:	Slo Monterey Rd									Mission St							
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	1	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	1	0	1	0	247	0	0	141	4								
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20								
Initial Bse:	0	0	0	1	0	1	0	296	0	0	169	5								
Added Vol:	0	0	0	0	0	20	33	354	0	0	333	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	21	33	650	0	0	502	5								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
PHF Volume:	0	0	0	1	0	24	37	723	0	0	558	5								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	24	37	723	0	0	558	5								
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	1359	723	1357	1357	561	563	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	150	430	166	150	531	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	144	430	161	145	531	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	0.00	0.00	0.01	0.00	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	473	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx				13.0		xxxxxx				xxxxxx									
ApproachLOS:	*				B			*				*								

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

San Miguel Ranch
2017 plus Project PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #7 101 SB Ramp- Spring St. / 36th St.

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1	1! 0	1	1 0 0	1 0		1 0 0	1 0	
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	53	125	10	11	263	28	1	4	72	7	3	9
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	64	150	12	13	316	34	1	5	86	8	4	11
Added Vol:	0	62	0	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	212	12	13	372	34	1	5	86	8	4	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	236	13	15	413	37	1	5	96	9	4	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	236	13	15	413	37	1	5	96	9	4	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	236	13	15	413	37	1	5	96	9	4	12
Saturation Flow Module:												
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	0.95	0.05	0.06	0.94	1.00	1.00	0.05	0.95	1.00	0.25	0.75
Final Sat.:	613	642	36	50	-49	1569	493	31	557	475	138	413
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.30	-8.32	0.02	0.00	0.17	0.17	0.02	0.03	0.03
Crit Moves:		****		****					****		****	
Delay/Veh:	9.2	10.8	10.8	12.3	12.3	11.9	9.4	9.3	9.3	9.7	8.7	8.7
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:	9.2	10.8	10.8	12.3	12.3	11.9	9.4	9.3	9.3	9.7	8.7	8.7
LOS by Move:	A	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.4			11.9			9.3			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			11.9			9.3			9.0	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.1	0.5	0.5	1.1	1.1	1.1	0.0	0.2	0.2	0.0	0.0	0.0

****

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

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San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	167	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			0 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	0	0	240	0	132	0	629	283	658	1033	0
Added Vol:	0	0	0	163	0	53	0	57	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	403	0	185	0	686	283	658	1033	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	448	0	206	0	762	315	731	1148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	448	0	206	0	762	315	731	1148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	448	0	206	0	762	315	731	1148	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.13	0.00	0.21	0.19	0.40	0.32	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.24	0.24	0.47	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.44	0.00	0.86	0.80	0.86	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	47.8	0.0	29.8	0.0	45.0	46.3	32.9	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.8	0.0	29.8	0.0	45.0	46.3	32.9	6.2	0.0
LOS by Move:	A	A	A	D	A	C	A	D	D	C	A	A
HCM2kAvgQ:	0	0	0	16	0	5	0	15	11	23	8	0

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

San Miguel Ranch
2017 plus Project PM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	59.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	401	0	654	0	0	0	114	755	0	0	1289	191
Added Vol:	0	0	0	0	0	0	57	163	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	0	654	0	0	0	171	918	0	0	1289	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	445	0	727	0	0	0	190	1020	0	0	1432	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	0	727	0	0	0	190	1020	0	0	1432	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	0	727	0	0	0	190	1020	0	0	1432	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2713	778
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.45	0.00	0.00	0.00	0.11	0.28	0.00	0.00	0.53	0.53
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.10	0.58	0.00	0.00	0.49	0.49
Volume/Cap:	0.59	0.00	1.08	0.00	0.00	0.00	1.08	0.48	0.00	0.00	1.08	1.08
Delay/Veh:	24.0	0.0	88.6	0.0	0.0	0.0	137.0	12.2	0.0	0.0	73.8	73.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	88.6	0.0	0.0	0.0	137.0	12.2	0.0	0.0	73.8	73.8
LOS by Move:	C	A	F	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	11	0	34	0	0	0	11	10	0	0	44	44

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

San Miguel Ranch
Opening Year PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	180	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
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:	0 1	0 0	2	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	401	0	654	0	0	0	114	755	0	0	1289	191
Added Vol:	0	0	0	0	0	0	57	163	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	0	654	0	0	0	171	918	0	0	1289	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	445	0	727	0	0	0	190	1020	0	0	1432	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	0	727	0	0	0	190	1020	0	0	1432	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	0	727	0	0	0	190	1020	0	0	1432	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1809	0	2842	0	1900	0	1805	3610	0	0	2713	778
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.26	0.00	0.00	0.00	0.11	0.28	0.00	0.00	0.53	0.53
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.12	0.71	0.00	0.00	0.59	0.59
Volume/Cap:	0.86	0.00	0.89	0.00	0.00	0.00	0.89	0.40	0.00	0.00	0.89	0.89
Delay/Veh:	46.8	0.0	45.8	0.0	0.0	0.0	76.7	5.9	0.0	0.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	45.8	0.0	0.0	0.0	76.7	5.9	0.0	0.0	22.6	22.6
LOS by Move:	D	A	D	A	A	A	E	A	A	A	C	C
HCM2kAvgQ:	16	0	16	0	0	0	9	7	0	0	29	29

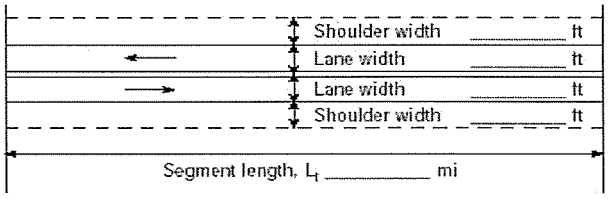
Note: Queue reported is the number of cars per lane.

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*SLO Monterey/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*708* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*31*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*730*
v_p * highest directional split proportion[2] (pc/h)	*365*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*29.4*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10) .	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*709*
v_p * highest directional split proportion[2] (pc/h)	*355*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*46.4*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*17.7*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*64.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.23*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*71*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*283*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*2.4*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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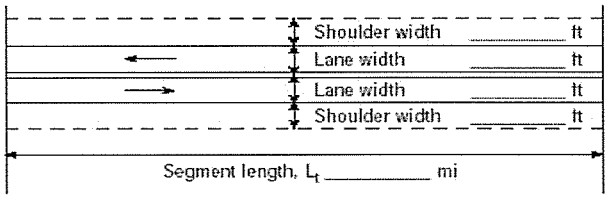
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*10th Street/14th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*993* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*36*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1024*
v_p * highest directional split proportion[2] (pc/h)	*512*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*27.2*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*995*
v_p * highest directional split proportion[2] (pc/h)	*498*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*58.3*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*13.0*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*71.3*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*D*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.32*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*74*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*298*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*2.7*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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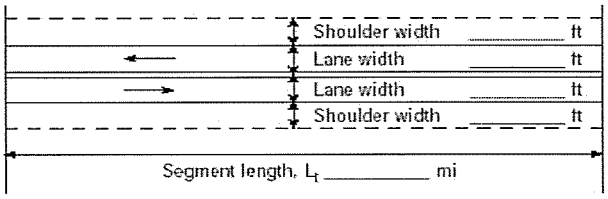
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*14th Street/20th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*328* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*39*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*338*
v_p * highest directional split proportion[2] (pc/h)	*169*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*32.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*329*
v_p * highest directional split proportion[2] (pc/h)	*165*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*25.1*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*23.7*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*48.8*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.11*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*49*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*197*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.5*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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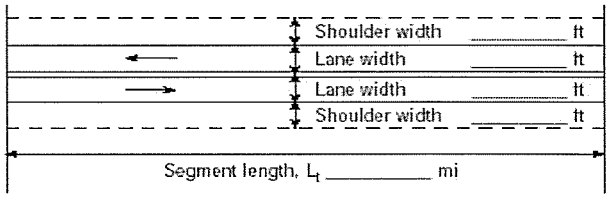
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	20th Street/US 101
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	Opening Year plus Project

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	284 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ mi	6

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	293
v_p * highest directional split proportion[2] (pc/h)	147

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	45.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	mi/h	Adj. for access points, f_A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.6
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v_p-f_{np}	32.8

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	285
v_p * highest directional split proportion[2] (pc/h)	143
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	22.2
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	23.1
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	45.2

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	B
Volume to capacity ratio, v/c=V_p/ 3,200	0.09
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi)= 0.25L_t(V/PHF)	64
Peak-hour vehicle-miles of travel, VMT_{60}(veh- mi)=V*L_t	256
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	1.9

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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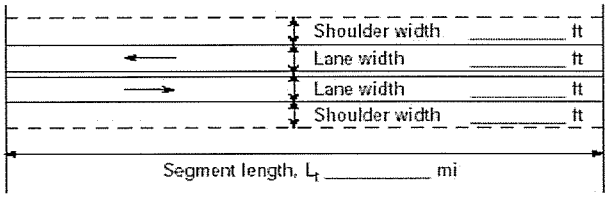
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*US 101/Mission Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*275* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*40*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*284*
v_p * highest directional split proportion[2] (pc/h)	*142*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*32.9*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*276*
v_p * highest directional split proportion[2] (pc/h)	*138*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*21.5*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.9*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*44.5*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.09*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*14*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*55*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.4*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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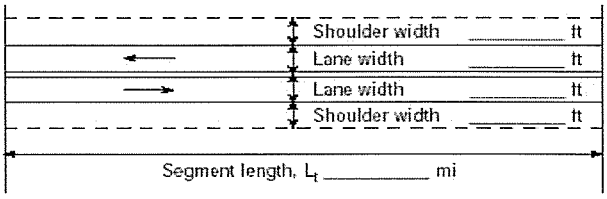
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*West of US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*390* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*11*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*402*
v_p * highest directional split proportion[2] (pc/h)	*201*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*32.0*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*391*
v_p * highest directional split proportion[2] (pc/h)	*196*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*29.1*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*24.7*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*53.8*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.13*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*20*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*78*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.6*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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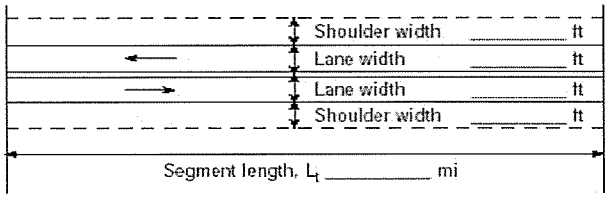
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Cemetery Road*
Agency or Company	*LSA Associates*	From/To	*Nygren Road/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*Opening Year plus Project*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*246* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*7*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*254*
v_p * highest directional split proportion[2] (pc/h)	*127*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*33.1*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*246*
v_p * highest directional split proportion[2] (pc/h)	*123*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*19.4*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.5*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*41.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.08*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*62*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*246*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*1.9*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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San Miguel Ranch
General Plan Buildout plus Project AM Conditions

Scenario Report

Scenario:	General Plan Buildout AM + Project
Command:	GPB plus Proj AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	General Plan Buildout

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	9.0	0.000	B	10.1	0.000	+ 1.090 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.1	0.049	A	7.9	0.179	+ 0.130 V/C
# 3 101 SB Ramp / 10th St	B	10.8	0.000	B	12.6	0.000	+ 1.786 D/V
# 4 101 NB Ramp / 10th St.	A	9.2	0.000	B	10.5	0.000	+ 1.256 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	24.7	0.869	C	30.9	0.928	+ 6.257 D/V
# 6 101 NB Ramps / 24th St. - SR 4	D	43.4	1.005	D	50.9	1.046	+ 7.533 D/V
# 7 101 SB Ramp- Spring St. / 36th	A	9.4	0.292	A	9.7	0.324	+ 0.032 V/C
# 11 Mission St. / River Rd.	B	13.4	0.000	D	25.8	0.000	+12.470 D/V
# 12 Mission St. / 10th St.	B	10.9	0.000	B	14.5	0.000	+ 3.594 D/V
# 13 Slo Monterey Rd. / Mission St.	B	10.1	0.000	B	12.1	0.000	+ 1.912 D/V

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

****

Intersection #1 101 SB Ramps/ San Miguel Ave.

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.1]

****

Street Name:	101 SB									San Miguel								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		1		0	0		1		0	1		0		0
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	0		0		0	0		1		0	0		1		0	1		0		0
Added Vol:	0		0		0	0		16		9	0		15		136	0		78		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		17		9	0		16		136	1		78		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	0		19		10	0		18		151	2		87		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		19		10	0		18		151	2		87		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx		6.5		6.2			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx		4.0		3.3			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx		259		87			xxxx	xxxx	xxxxx			169	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx		649		977			xxxx	xxxx	xxxxx			1420	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx		648		977			xxxx	xxxx	xxxxx			1420	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx		0.03		0.01			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			7.5	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	732					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1					xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1					xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	B					*	*	*			A	*	*		
ApproachDel:	xxxxxx					10.1					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

****

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

****

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 101 NB Ramp / San Miguel Ave- Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.179
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	1	27	0	0	0	0	1	0	0	0	0	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	1	39	0	0	0	0	1	0	0	0	0	0
Added Vol:	78	24	0	0	0	0	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	63	0	0	0	0	16	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	88	70	0	0	0	0	18	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	70	0	0	0	0	18	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
FinalVolume:	88	70	0	0	0	0	18	0	0	0	0	0
Saturation Flow Module:												
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:	0.56	0.44	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	493	393	0	0	0	0	789	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:		****					****					
Delay/Veh:	7.9	7.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0
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:	7.9	7.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	7.9			xxxxxx			7.5			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.9			xxxxxx			7.5			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[12.6]

Street Name:	101 SB Ramp									10th St							
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	1	0	0	1 0	0 0
Volume Module: >> Count Date: 1 May 2007 <<																	
Base Vol:	0	0	0			15	0	1		0	14	0			79	29	0
Growth Adj:	1.46	1.46	1.46			1.46	1.46	1.46		1.46	1.46	1.46			1.46	1.46	1.46
Initial Bse:	0	0	0			22	0	1		0	20	0			115	42	0
Added Vol:	0	0	0			12	0	9		0	38	113			18	78	0
PasserByVol:	0	0	0			0	0	0		0	0	0			0	0	0
Initial Fut:	0	0	0			34	0	10		0	58	113			133	120	0
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90			0.90	0.90	0.90		0.90	0.90	0.90			0.90	0.90	0.90
PHF Volume:	0	0	0			38	0	12		0	65	126			148	134	0
Reduct Vol:	0	0	0			0	0	0		0	0	0			0	0	0
FinalVolume:	0	0	0			38	0	12		0	65	126			148	134	0
Critical Gap Module:																	
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	6.5	6.2		xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3		xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx	xxxxx			558	621	134		xxxx	xxxx	xxxxx			190	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx			494	406	921		xxxx	xxxx	xxxxx			1395	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx			451	359	921		xxxx	xxxx	xxxxx			1395	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx			0.08	0.00	0.01		xxxx	xxxx	xxxx			0.11	xxxx	xxxx
Level Of Service Module:																	
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.0		xxxx	xxxx	xxxxx			0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.0		xxxxx	xxxx	xxxxx			7.9	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			451	xxxx	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx			0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx			13.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx
Shared LOS:	*	*	*			B	*	*		*	*	*			A	*	*
ApproachDel:	xxxxxx					12.6				xxxxxx					xxxxxx		
ApproachLOS:	*					B				*					*		

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[10.5]

Street Name:	101 NB Ramp									10th St							
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	24		1		34	0		0		0	4		25		0	0		88		10
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	35		1		50	0		0		0	6		37		0	0		128		15
Added Vol:	65		0		18	0		0		0	15		35		0	0		31		7
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	100		1		68	0		0		0	21		72		0	0		159		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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	111		2		75	0		0		0	23		79		0	0		177		24
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	111		2		75	0		0		0	23		79		0	0		177		24
Critical Gap Module:																				
Critical Gp:	6.4	6.5		6.2		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	315	327		79		xxxx	xxxx		xxxxx		201	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	682	595		986		xxxx	xxxx		xxxxx		1383	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	673	585		986		xxxx	xxxx		xxxxx		1383	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	0.17	0.00		0.08		xxxx	xxxx		xxxx		0.02	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	672	xxxx		972		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	0.6	xxxx		0.3		xxxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	11.4	xxxx		9.0		xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	B	*		A		*	*		*		A	*		*		*	*		*	
ApproachDel:		10.5				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		B				*					*					*				

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 15.0 Worst Case Level Of Service: D[25.8]

Street Name:	Mission St.									River Rd.								
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:	Ignore					Include					Include					Ignore				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		49		45	27		85		0	1		1		3	114		8		61
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	0		72		66	39		124		0	1		1		4	166		12		89
Added Vol:	2		3		104	25		5		2	5		5		7	162		2		25
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	2		75		170	64		129		2	6		6		11	328		14		114
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	0.90	0.90		0.00		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.00	
PHF Volume:	2		83		0	72		143		2	7		7		13	365		15		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	2		83		0	72		143		2	7		7		13	365		15		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	146	xxxx		xxxxx		83	xxxx		xxxxx		383		375		145	385		376		83
Potent Cap.:	1449	xxxx		xxxxx		1527	xxxx		xxxxx		579		559		908	577		558		982
Move Cap.:	1449	xxxx		xxxxx		1527	xxxx		xxxxx		545		531		908	542		530		982
Volume/Cap:	0.00	xxxx		xxxx		0.05	xxxx		xxxx		0.01	0.01		0.01		0.67	0.03		0.00	
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	7.5	xxxx		xxxxx		7.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		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		665	xxxxx		xxxx		541	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		0.1	xxxxx		xxxxx		5.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		10.6	xxxxx		xxxxx		25.8	xxxxx	
Shared LOS:	*	*		*		*	*		*		*		B	*		*		D	*	
ApproachDel:	xxxxxx					xxxxxx					10.6					25.8				
ApproachLOS:	*					*					B					D				

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[14.5]

Street Name:	Mission St.									10th St.								
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!	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	1	69		0		0	175		25		14		1		5	0		0		0
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46		1.46		1.46	1.46		1.46		1.46
Initial Bse:	1	101		0		0	256		37		20		1		7	0		0		0
Added Vol:	6	74		0		0	142		32		35		0		10	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	7	175		0		0	398		69		55		1		17	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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	8	194		0		0	442		76		62		2		19	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	8	194		0		0	442		76		62		2		19	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	518	xxxx	xxxxx	xxxx	xxxx	xxxxx					690		690		259	xxxx	xxxx	xxxxx		
Potent Cap.:	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx					414		371		785	xxxx	xxxx	xxxxx		
Move Cap.:	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx					411		368		785	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.15		0.00		0.02	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx		
Control Del:	8.4	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	461	xxxxx							xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx							xxxxx	xxxx	xxxxx		
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx							xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*	*	B	*							*	*	*		
ApproachDel:	xxxxxx			xxxxxx			14.5									xxxxxx				
ApproachLOS:	*			*			B									*				

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #12 Mission St. / 10th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Mission St.						10th St.					
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:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	4	358	0	4	190	42	64	0	9	0	0	3
Added Vol:	29	197	0	0	155	55	49	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	555	0	4	345	97	113	0	36	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	37	616	0	5	383	108	126	0	40	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	616	0	5	383	108	126	0	40	0	0	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
FinalVolume:	37	616	0	5	383	108	126	0	40	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	1.00	0.97	0.97	0.97	0.77	1.00	0.77	1.00	1.00	0.87
Lanes:	0.06	0.94	0.00	0.01	0.77	0.22	0.76	0.00	0.24	0.00	0.00	1.00
Final Sat.:	103	1717	0	18	1419	401	1113	0	351	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.27	0.27	0.27	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.76	0.76	0.00	0.76	0.76	0.76	0.24	0.00	0.24	0.00	0.00	0.24
Volume/Cap:	0.47	0.47	0.00	0.36	0.36	0.36	0.47	0.00	0.47	0.00	0.00	0.01
Delay/Veh:	4.7	4.7	0.0	4.1	4.1	4.1	33.6	0.0	33.6	0.0	0.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	4.7	0.0	4.1	4.1	4.1	33.6	0.0	33.6	0.0	0.0	29.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	C
HCM2kAvgQ:	8	8	0	5	5	5	5	0	5	0	0	0

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.1]

Street Name:	Slo Monterey Rd									Mission St							
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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0		0		0	0		0		4	0		87		0	0		210		0
Growth Adj:	1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46		1.46	1.46		1.46	
Initial Bse:	0		0		0	0		0		6	0		127		0	0		307		0
Added Vol:	0		0		0	0		0		30	10		138		0	0		174		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		36	10		265		0	0		481		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0		0		0	0		0		40	11		294		0	0		534		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	0		0		40	11		294		0	0		534		0
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.2	xxxxx	xxxx			6.2	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx		4.0		3.3	xxxxx	xxxx			3.3	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx		851		294	xxxx	xxxx			534	534	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx		299		750	xxxx	xxxx			550	1044	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx		296		750	xxxx	xxxx			550	1044	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx		0.00		0.00	xxxx	xxxx			0.07	0.01	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.2	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			12.1	8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*			*	*			B	A	*	*		*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			0	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx					12.1					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 1! 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	68	83	7	8	114	155	10	1	93	5	6	1
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	99	121	10	12	166	226	15	1	136	7	9	1
Added Vol:	0	25	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	146	10	12	201	226	15	1	136	7	9	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	110	162	11	13	224	251	16	2	151	8	10	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	162	11	13	224	251	16	2	151	8	10	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	162	11	13	224	251	16	2	151	8	10	2
Saturation Flow Module:												
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	0.93	0.07	0.05	0.92	1.03	1.00	0.01	0.99	1.00	0.86	0.14
Final Sat.:	584	601	42	40	-62	1531	505	6	603	478	445	74
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.27	0.32	-3.57	0.16	0.03	0.25	0.25	0.02	0.02	0.02
Crit Moves:		****		****				****			****	
Delay/Veh:	10.0	10.1	10.1	9.5	9.5	9.5	9.6	9.8	9.8	9.7	9.1	9.1
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:	10.0	10.1	10.1	9.5	9.5	9.5	9.6	9.8	9.8	9.7	9.1	9.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.0			9.5			9.8			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.5			9.8			9.4	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.2	0.3	0.3	0.4	0.4	0.4	0.0	0.3	0.3	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.9
Optimal Cycle:	180	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0	0 0	0	0 1	0 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	113	0	57	0	530	338	476	653	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	165	0	83	0	774	493	695	953	0
Added Vol:	0	0	0	97	0	30	0	24	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	262	0	113	0	798	493	695	953	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	291	0	126	0	886	548	772	1059	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	0	126	0	886	548	772	1059	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	291	0	126	0	886	548	772	1059	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.08	0.00	0.25	0.34	0.43	0.29	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.37	0.37	0.46	0.83	0.00
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.45	0.00	0.67	0.93	0.93	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	73.4	0.0	38.2	0.0	28.0	51.6	41.8	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	73.4	0.0	38.2	0.0	28.0	51.6	41.8	2.2	0.0
LOS by Move:	A	A	A	E	A	D	A	C	D	D	A	A
HCM2kAvgQ:	0	0	0	13	0	4	0	13	21	27	4	0

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

San Miguel Ranch
General Plan Buildout plus Project AM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	323	0	695	0	0	0	104	826	0	0	1305	174
Added Vol:	0	0	0	0	0	0	24	97	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	0	695	0	0	0	128	923	0	0	1305	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	359	0	772	0	0	0	142	1026	0	0	1450	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	0	772	0	0	0	142	1026	0	0	1450	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	0	772	0	0	0	142	1026	0	0	1450	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.68	0.32
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2961	562
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.48	0.00	0.00	0.00	0.08	0.28	0.00	0.00	0.49	0.49
Crit Moves:			****				****				****	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.08	0.54	0.00	0.00	0.47	0.47
Volume/Cap:	0.43	0.00	1.05	0.00	0.00	0.00	1.05	0.52	0.00	0.00	1.05	1.05
Delay/Veh:	18.8	0.0	73.1	0.0	0.0	0.0	136.5	14.8	0.0	0.0	62.0	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	0.0	73.1	0.0	0.0	0.0	136.5	14.8	0.0	0.0	62.0	62.0
LOS by Move:	B	A	E	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	8	0	34	0	0	0	9	11	0	0	39	39

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	92	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
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:	0 1	0 0	2	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	221	0	476	0	0	0	71	566	0	0	894	119
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	323	0	695	0	0	0	104	826	0	0	1305	174
Added Vol:	0	0	0	0	0	0	24	97	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	0	695	0	0	0	128	923	0	0	1305	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	359	0	772	0	0	0	142	1026	0	0	1450	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	0	772	0	0	0	142	1026	0	0	1450	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	0	772	0	0	0	142	1026	0	0	1450	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1809	0	2842	0	1900	0	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.27	0.00	0.00	0.00	0.08	0.28	0.00	0.00	0.40	0.17
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.10	0.64	0.00	0.00	0.53	0.53
Volume/Cap:	0.55	0.00	0.75	0.00	0.00	0.00	0.75	0.44	0.00	0.00	0.75	0.32
Delay/Veh:	26.4	0.0	31.2	0.0	0.0	0.0	59.1	9.3	0.0	0.0	19.8	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	31.2	0.0	0.0	0.0	59.1	9.3	0.0	0.0	19.8	13.3
LOS by Move:	C	A	C	A	A	A	E	A	A	A	B	B
HCM2kAvgQ:	9	0	13	0	0	0	6	8	0	0	19	5

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

Scenario Report

Scenario:	General Plan Buildout PM + Project
Command:	GPB plus Proj PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	General Plan Buildout

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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
# 1 101 SB Ramps/ San Miguel Ave.	A	8.6	0.000	B	11.2	0.000	+ 2.613 D/V
# 2 101 NB Ramp / San Miguel Ave-	A	7.4	0.107	A	9.3	0.361	+ 0.255 V/C
# 3 101 SB Ramp / 10th St	A	9.9	0.000	B	12.9	0.000	+ 3.013 D/V
# 4 101 NB Ramp / 10th St.	A	9.0	0.000	B	10.8	0.000	+ 1.879 D/V
# 5 101 SB Ramps / 24th St.- SR 46	C	31.2	0.907	D	48.6	1.025	+17.371 D/V
# 6 101 NB Ramps / 24th St. - SR 4	F	89.9	1.198	F	117.2	1.297	+27.270 D/V
# 7 101 SB Ramp- Spring St. / 36th	B	11.4	0.332	B	13.3	0.442	+ 0.111 V/C
# 11 Mission St. / River Rd.	B	14.7	0.000	F	55.5	0.000	+40.813 D/V
# 12 Mission St. / 10th St.	C	16.0	0.000	F	63.3	0.000	+47.292 D/V
# 13 Slo Monterey Rd. / Mission St.	B	11.3	0.000	B	13.9	0.000	+ 2.611 D/V

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #1 101 SB Ramps/ San Miguel Ave.

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

Street Name:	101 SB						San Miguel					
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 0 0 1 0			0 1 0 0 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	0	0	0	2	0	0	0	1	0	5	2	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	3	0	0	0	1	0	7	3	0
Added Vol:	0	0	0	0	37	19	0	14	125	0	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	37	19	0	15	125	7	170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	3	41	21	0	17	139	8	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	41	21	0	17	139	8	189	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	292	361	189	xxxx	xxxx	xxxxx	156	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	703	569	858	xxxx	xxxx	xxxxx	1436	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	700	566	858	xxxx	xxxx	xxxxx	1436	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.07	0.02	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	643	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #2 101 NB Ramp / San Miguel Ave- Mission

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	101 NB						San Miguel					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	6	54	0	0	0	0	4	0	0	0	0	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	9	79	0	0	0	0	6	0	0	0	0	0
Added Vol:	167	32	0	0	0	0	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	111	0	0	0	0	20	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	195	123	0	0	0	0	22	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	123	0	0	0	0	22	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
FinalVolume:	195	123	0	0	0	0	22	0	0	0	0	0
Saturation Flow Module:												
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:	0.61	0.39	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	540	341	0	0	0	0	716	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	9.4	9.4	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0
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:	9.4	9.4	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	9.4			xxxxxx			7.9			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	9.4			xxxxxx			7.9			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

****

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #3 101 SB Ramp / 10th St

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[12.9]

Street Name:	101 SB Ramp									10th St								
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	1	0	0	1	0	0	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0			20	0		1		0		3		13	50		19		0
Growth Adj:	1.46	1.46	1.46			1.46	1.46		1.46		1.46		1.46		1.46	1.46		1.46		1.46
Initial Bse:	0	0	0			29	0		1		0		4		19	73		28		0
Added Vol:	0	0	0			20	0		19		0		35		104	44		167		0
PasserByVol:	0	0	0			0	0		0		0		0		0	0		0		0
Initial Fut:	0	0	0			49	0		20		0		39		123	117		195		0
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.90	0.90	0.90			0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	0	0	0			55	0		23		0		44		137	130		216		0
Reduct Vol:	0	0	0			0	0		0		0		0		0	0		0		0
FinalVolume:	0	0	0			55	0		23		0		44		137	130		216		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	6.5		6.2		xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0		3.3		xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			588	657		216		xxxx	xxxx	xxxxx			180	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			474	387		829		xxxx	xxxx	xxxxx			1407	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			438	349		829		xxxx	xxxx	xxxxx			1407	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.12	0.00		0.03		xxxx	xxxx	xxxx			0.09	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx		0.1		xxxx	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx		9.5		xxxxx	xxxx	xxxxx			7.8	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			438	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			14.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.8	xxxx	xxxxx		
Shared LOS:	*	*	*			B	*		*		*	*	*			A	*	*		
ApproachDel:	xxxxxx						12.9				xxxxxx					xxxxxx				
ApproachLOS:	*						B				*					*				

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #4 101 NB Ramp / 10th St.

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[10.8]

Street Name:	101 NB Ramp						10th St					
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 1	0	0 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	16	0	72	0	0	0	1	21	0	0	49	25
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	23	0	105	0	0	0	1	31	0	0	72	37
Added Vol:	139	0	41	0	0	0	14	41	0	0	72	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	146	0	0	0	15	72	0	0	144	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	180	0	162	0	0	0	17	80	0	0	159	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	0	162	0	0	0	17	80	0	0	159	67
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	307	341	80	xxxx	xxxx	xxxxx	227	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	689	584	986	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	682	577	986	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	0.00	0.16	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	682	xxxx	986	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	0.6	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	12.2	xxxx	9.4	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	A	*	*	*	A	*	*	*	*	*
ApproachDel:	10.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 28.6 Worst Case Level Of Service: F[55.5]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	7	128	218	39	104	3	1	6	7	152	20	61
Added Vol:	8	15	224	32	13	5	3	3	5	192	5	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	143	442	71	117	8	4	9	12	344	25	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	17	159	0	79	130	9	5	10	14	382	28	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	159	0	79	130	9	5	10	14	382	28	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	138	xxxx	xxxxx	159	xxxx	xxxxx	500	486	134	498	491	159
Potent Cap.:	1458	xxxx	xxxxx	1432	xxxx	xxxxx	484	484	920	486	481	891
Move Cap.:	1458	xxxx	xxxxx	1432	xxxx	xxxxx	437	451	920	446	448	891
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx	0.01	0.02	0.01	0.86	0.06	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	593	xxxxx	xxxx	446	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	10.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	55.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			11.4			55.5		
ApproachLOS:	*			*			B			F		

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: F[63.3]

Street Name:	Mission St.						10th St.					
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! 1 0			0 0 1! 0 0			0 0 0 0 1		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	4	358	0	4	190	42	64	0	9	0	0	3
Added Vol:	29	197	0	0	155	55	49	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	555	0	4	345	97	113	0	36	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	37	616	0	5	383	108	126	0	40	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	616	0	5	383	108	126	0	40	0	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	491	xxxx	xxxxx	616	xxxx	xxxxx	1139	1137	246	xxxx	xxxx	616
Potent Cap.:	1083	xxxx	xxxxx	973	xxxx	xxxxx	180	203	798	xxxx	xxxx	494
Move Cap.:	1083	xxxx	xxxxx	973	xxxx	xxxxx	173	195	798	xxxx	xxxx	494
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.73	0.00	0.05	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.4	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	213	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	63.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			63.3			12.3		
ApproachLOS:	*			*			F			B		

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #13 Slo Monterey Rd. / Mission St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.9]

Street Name:	Slo Monterey Rd									Mission St							
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	1	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	0	0	0	1	0	1	0	247	0	0	141	4								
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46								
Initial Bse:	0	0	0	1	0	1	0	361	0	0	206	6								
Added Vol:	0	0	0	0	0	20	33	354	0	0	333	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	21	33	715	0	0	539	6								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
PHF Volume:	0	0	0	2	0	24	37	794	0	0	599	6								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	2	0	24	37	794	0	0	599	6								
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	1473	794	1469	1469	602	605	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	128	391	142	129	503	983	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	123	391	138	124	503	983	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	0.00	0.00	0.01	0.00	0.05	0.04	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	0	xxxx	431	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			13.9			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 101 SB Ramp- Spring St. / 36th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	101 SB Ramp-Spring St						36th St					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 1! 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	53	125	10	11	263	28	1	4	72	7	3	9
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	77	183	15	16	384	41	1	6	105	10	4	13
Added Vol:	0	62	0	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	245	15	16	440	41	1	6	105	10	4	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	86	272	16	18	489	45	2	6	117	11	5	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	272	16	18	489	45	2	6	117	11	5	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	272	16	18	489	45	2	6	117	11	5	15
Saturation Flow Module:												
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	0.06	0.94	1.00	1.00	0.05	0.95	1.00	0.25	0.75
Final Sat.:	589	614	37	49	-48	1506	469	29	525	445	128	383
Capacity Analysis Module:												
Vol/Sat:	0.15	0.44	0.44	0.36	-9.99	0.03	0.00	0.22	0.22	0.03	0.04	0.04
Crit Moves:		****		****					****			****
Delay/Veh:	9.6	12.2	12.2	16.0	16.0	15.4	9.8	10.1	10.1	10.1	9.1	9.1
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:	9.6	12.2	12.2	16.0	16.0	15.4	9.8	10.1	10.1	10.1	9.1	9.1
LOS by Move:	A	B	B	C	C	C	A	B	B	B	A	A
ApproachDel:		11.6			15.4			10.1			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			15.4			10.1			9.5	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	0.2	0.7	0.7	1.8	1.8	1.8	0.0	0.2	0.2	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.6
Optimal Cycle:	180	Level Of Service:	D

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0	0 0		0 1	0 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	292	0	161	0	765	345	800	1257	0
Added Vol:	0	0	0	163	0	53	0	57	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	455	0	214	0	822	345	800	1257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	506	0	237	0	913	383	889	1397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	506	0	237	0	913	383	889	1397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	506	0	237	0	913	383	889	1397	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.15	0.00	0.25	0.24	0.49	0.39	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.25	0.25	0.48	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	1.03	0.00	0.54	0.00	1.03	0.96	1.03	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	83.4	0.0	32.3	0.0	74.3	71.9	63.1	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	83.4	0.0	32.3	0.0	74.3	71.9	63.1	6.3	0.0
LOS by Move:	A	A	A	F	A	C	A	E	E	E	A	A
HCM2kAvgQ:	0	0	0	23	0	7	0	22	16	37	10	0

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #5 101 SB Ramps / 24th St.- SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.3
Optimal Cycle:	180	Level Of Service:	C

Street Name:	101 SB Ramps						24th St-SR46					
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:	0 0 0 0 0			1 1 0 0 1			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	524	236	548	861	0
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	0	0	0	292	0	161	0	765	345	800	1257	0
Added Vol:	0	0	0	163	0	53	0	57	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	455	0	214	0	822	345	800	1257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	506	0	237	0	913	383	889	1397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	506	0	237	0	913	383	889	1397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	506	0	237	0	913	383	889	1397	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.00	0.25	0.24	0.49	0.39	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.28	0.28	0.55	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.89	0.00	0.89	0.84	0.89	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	51.6	0.0	70.0	0.0	44.4	46.3	30.0	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.6	0.0	70.0	0.0	44.4	46.3	30.0	2.3	0.0
LOS by Move:	A	A	A	D	A	E	A	D	D	C	A	A
HCM2kAvgQ:	0	0	0	10	0	10	0	18	14	28	6	0

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

San Miguel Ranch
General Plan Buildout plus Project PM Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.297
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	117.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	488	0	796	0	0	0	139	918	0	0	1568	232
Added Vol:	0	0	0	0	0	0	57	163	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	0	796	0	0	0	196	1081	0	0	1568	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	542	0	884	0	0	0	217	1201	0	0	1742	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	0	884	0	0	0	217	1201	0	0	1742	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	0	884	0	0	0	217	1201	0	0	1742	457
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.58	0.42
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2771	727
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.55	0.00	0.00	0.00	0.12	0.33	0.00	0.00	0.63	0.63
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.09	0.58	0.00	0.00	0.48	0.48
Volume/Cap:	0.71	0.00	1.30	0.00	0.00	0.00	1.30	0.58	0.00	0.00	1.30	1.30
Delay/Veh:	27.0	0.0	173.0	0.0	0.0	0.0	215.6	13.8	0.0	0.0	164	163.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	0.0	173.0	0.0	0.0	0.0	215.6	13.8	0.0	0.0	164	163.7
LOS by Move:	C	A	F	A	A	A	F	B	A	A	F	F
HCM2kAvgQ:	15	0	54	0	0	0	15	12	0	0	69	69

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.5
Optimal Cycle:	180	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
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:	0 1	0 0	2	0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Initial Bse:	488	0	796	0	0	0	139	918	0	0	1568	232
Added Vol:	0	0	0	0	0	0	57	163	0	0	0	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	0	796	0	0	0	196	1081	0	0	1568	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	542	0	884	0	0	0	217	1201	0	0	1742	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	0	884	0	0	0	217	1201	0	0	1742	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	0	884	0	0	0	217	1201	0	0	1742	457
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1809	0	2842	0	1900	0	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.31	0.00	0.00	0.00	0.12	0.33	0.00	0.00	0.48	0.28
Crit Moves:			****				****				****	
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.13	0.66	0.00	0.00	0.53	0.53
Volume/Cap:	0.88	0.00	0.91	0.00	0.00	0.00	0.91	0.50	0.00	0.00	0.91	0.54
Delay/Veh:	44.9	0.0	44.4	0.0	0.0	0.0	78.8	8.9	0.0	0.0	28.8	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	0.0	44.4	0.0	0.0	0.0	78.8	8.9	0.0	0.0	28.8	16.2
LOS by Move:	D	A	D	A	A	A	E	A	A	A	C	B
HCM2kAvgQ:	19	0	19	0	0	0	10	10	0	0	30	9

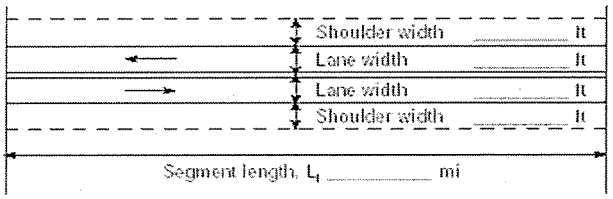
Note: Queue reported is the number of cars per lane.

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	SLO Monterey/10th Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	General Plan Build plus Proj

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	812 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ *mi*	31

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	837
v_p * highest directional split proportion[2] (pc/h)	419

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	45.0 *mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 *mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	1.0 *mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 *mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	3.6
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	28.6

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	814
v_p * highest directional split proportion[2] (pc/h)	407
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	51.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	15.2
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	66.3

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, v/c=V_p/ 3,200	0.26
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	81
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	325
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	2.8

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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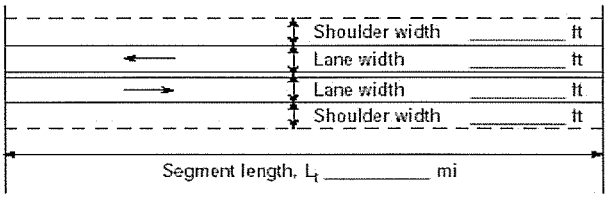
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*10th Street/14th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Build plus Projec*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*1109* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*36*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1143*
v_p * highest directional split proportion[2] (pc/h)	*572*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*26.2*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1111*
v_p * highest directional split proportion[2] (pc/h)	*556*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*62.3*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*11.5*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*73.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*D*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.36*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*83*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*333*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*3.2*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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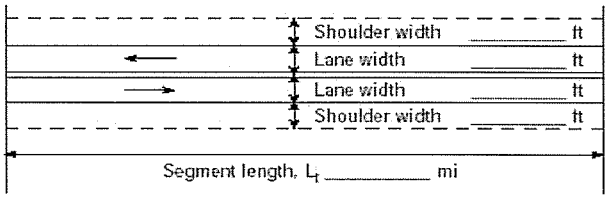
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	Mission Street
Agency or Company	LSA Associates	From/To	14th Street/20th Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	General Plan Build plus Projec

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	377 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ *mi*	39

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	389
v_p * highest directional split proportion[2] (pc/h)	195

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	45.0 *mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 *mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	1.0 *mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	38.7 *mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	3.6
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	32.1

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	378
v_p * highest directional split proportion[2] (pc/h)	189
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	28.3
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	24.5
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	52.7

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	B
Volume to capacity ratio, $v/c=V_p/3{,}200$	0.12
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	57
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	226
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	1.8

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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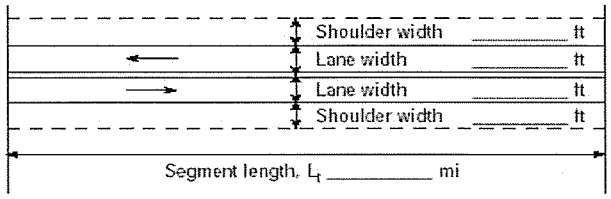
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Mission Street*
Agency or Company	*LSA Associates*	From/To	*20th Street/US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Build plus Projec*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*313* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*6*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*323*
v_p * highest directional split proportion[2] (pc/h)	*162*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*32.6*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*314*
v_p * highest directional split proportion[2] (pc/h)	*157*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*24.1*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*23.5*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*47.6*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.10*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*70*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*282*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*2.1*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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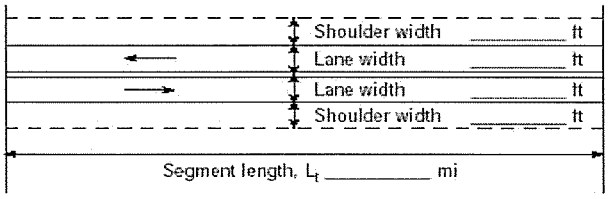
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	David Lewis	Highway	10th Street
Agency or Company	LSA Associates	From/To	US 101/Mission Street
Date Performed	12/11/2007	Jurisdiction	San Luis Obispo County
Analysis Time Period		Analysis Year	General Plan Build plus Projec

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	297 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	1.00
No-passing zone	100
% Trucks and Buses , P_T	2 %
% Recreational vehicles, P_R	1%
Access points/ mi	40

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.970
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	306
v_p * highest directional split proportion[2] (pc/h)	153

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	45.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	5.3 mi/h
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	mi/h	Adj. for access points, f_A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	38.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.6
Average travel speed, ATS (mi/h) ATS=FFS-0.00776v_p-f_{np}	32.7

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.998
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	298
v_p * highest directional split proportion[2] (pc/h)	149
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	23.0
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	23.3
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	46.3

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	B
Volume to capacity ratio, v/c=V_p/ 3,200	0.10
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi)= 0.25L_t(V/PHF)	15
Peak-hour vehicle-miles of travel, VMT_{60}(veh- mi)=V*L_t	59
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	0.5

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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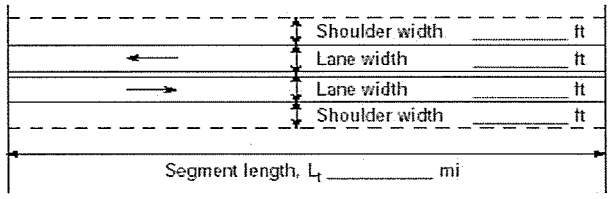
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*10th Street*
Agency or Company	*LSA Associates*	From/To	*West of US 101*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Build plus Projec*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*404* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*11*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*417*
v_p * highest directional split proportion[2] (pc/h)	*209*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS FFS=S_{FM}+0.00776(V_f/ f_{HV})	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) ATS=FFS-0.00776v_p-f_{np}	*31.9*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*405*
v_p * highest directional split proportion[2] (pc/h)	*203*
Base percent time-spent-following, BPTSF(%)=100(1-$e^{-0.000879v_p}$)	*30.0*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*24.7*
Percent time-spent-following, PTSF(%)=BPTSF+$f_{d/np}$	*54.6*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, v/c=V_p/ 3,200	*0.13*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= 0.25L_t(V/PHF)	*20*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*81*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*0.6*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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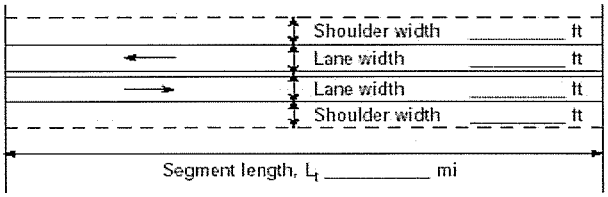
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*David Lewis*	Highway	*Cemetery Road*
Agency or Company	*LSA Associates*	From/To	*Nygren Road/10th Street*
Date Performed	*12/11/2007*	Jurisdiction	*San Luis Obispo County*
Analysis Time Period		Analysis Year	*General Plan Build plus Projec*

Project Description:

Input Data



☐ Class I highway ☑ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*268* veh/h
Directional split	*50 / 50*
Peak-hour factor, PHF	*1.00*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*1%*
Access points/ *mi*	*7*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.970*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*276*
v_p * highest directional split proportion[2] (pc/h)	*138*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*45.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*5.3 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*1.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*38.7 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*33.0*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.998*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*269*
v_p * highest directional split proportion[2] (pc/h)	*135*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*21.1*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*22.8*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*43.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*B*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.09*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t$(V/PHF)	*67*
Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=$V*L_t$	*268*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*2.0*

Notes

1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.

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San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[29.8]

Street Name:	Mission St.						10th St.					
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! 1 0			0 0 1! 0 0			0 0 0 0 1		
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	3	265	0	3	140	31	48	0	6	0	0	2
Added Vol:	29	197	0	0	155	50	46	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	462	0	3	295	81	94	0	33	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	36	513	0	4	328	90	104	0	37	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	513	0	4	328	90	104	0	37	0	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	419	xxxx	xxxxx	513	xxxx	xxxxx	966	965	209	xxxx	xxxx	513
Potent Cap.:	1151	xxxx	xxxxx	1063	xxxx	xxxxx	236	257	836	xxxx	xxxx	565
Move Cap.:	1151	xxxx	xxxxx	1063	xxxx	xxxxx	229	248	836	xxxx	xxxx	565
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.45	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.2	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			29.8			11.4		
ApproachLOS:	*			*			D			B		

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

San Miguel Ranch
Opening Year PM plus Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Mission St. / 10th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Mission St.						10th St.					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	3	265	0	3	140	31	48	0	6	0	0	2
Added Vol:	29	197	0	0	155	50	46	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	462	0	3	295	81	94	0	33	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	36	513	0	4	328	90	104	0	37	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	513	0	4	328	90	104	0	37	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	513	0	4	328	90	104	0	37	0	0	2
Saturation Flow Module:												
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:	0.07	0.93	0.00	0.01	0.78	0.21	0.74	0.00	0.26	0.00	0.00	1.00
Final Sat.:	48	686	0	6	564	155	400	0	143	0	0	525
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	xxxx	0.58	0.58	0.58	0.26	xxxx	0.26	xxxx	xxxx	0.00
Crit Moves:	****				****		****					****
Delay/Veh:	20.2	20.2	0.0	14.1	14.1	14.1	10.8	0.0	10.8	0.0	0.0	8.8
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:	20.2	20.2	0.0	14.1	14.1	14.1	10.8	0.0	10.8	0.0	0.0	8.8
LOS by Move:	C	C	*	B	B	B	B	*	B	*	*	A
ApproachDel:	20.2			14.1			10.8			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.2			14.1			10.8			8.8		
LOS by Appr:	C			B			B			A		
AllWayAvgQ:	2.5	2.5	2.5	1.3	1.3	1.3	0.3	0.3	0.3	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	361	0	589	0	0	0	103	679	0	0	1160	172
Added Vol:	0	0	0	0	0	0	51	153	0	0	0	161
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	0	589	0	0	0	154	832	0	0	1160	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	401	0	654	0	0	0	171	925	0	0	1289	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	0	654	0	0	0	171	925	0	0	1289	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	0	654	0	0	0	171	925	0	0	1289	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2713	778
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.40	0.00	0.00	0.00	0.09	0.26	0.00	0.00	0.48	0.48
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.10	0.58	0.00	0.00	0.49	0.49
Volume/Cap:	0.53	0.00	0.97	0.00	0.00	0.00	0.97	0.44	0.00	0.00	0.97	0.97
Delay/Veh:	22.7	0.0	57.1	0.0	0.0	0.0	105.3	11.8	0.0	0.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	0.0	57.1	0.0	0.0	0.0	105.3	11.8	0.0	0.0	41.2	41.2
LOS by Move:	C	A	E	A	A	A	F	B	A	A	D	D
HCM2kAvgQ:	9	0	26	0	0	0	9	8	0	0	33	33

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

San Miguel Ranch
Opening Year PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	114	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
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:	0 1	0 0	2	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	361	0	589	0	0	0	103	679	0	0	1160	172
Added Vol:	0	0	0	0	0	0	51	153	0	0	0	161
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	0	589	0	0	0	154	832	0	0	1160	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	401	0	654	0	0	0	171	925	0	0	1289	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	0	654	0	0	0	171	925	0	0	1289	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	0	654	0	0	0	171	925	0	0	1289	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1809	0	2842	0	1900	0	1805	3610	0	0	2713	778
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.23	0.00	0.00	0.00	0.09	0.26	0.00	0.00	0.48	0.48
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.12	0.71	0.00	0.00	0.59	0.59
Volume/Cap:	0.77	0.00	0.80	0.00	0.00	0.00	0.80	0.36	0.00	0.00	0.80	0.80
Delay/Veh:	39.5	0.0	38.6	0.0	0.0	0.0	61.9	5.7	0.0	0.0	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	0.0	38.6	0.0	0.0	0.0	61.9	5.7	0.0	0.0	18.0	18.0
LOS by Move:	D	A	D	A	A	A	E	A	A	A	B	B
HCM2kAvgQ:	13	0	13	0	0	0	7	6	0	0	22	22

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #11 Mission St. / River Rd.

Average Delay (sec/veh): 14.7 Worst Case Level Of Service: D[26.2]

Street Name:	Mission St.						River Rd.					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	99	167	30	80	2	1	4	6	116	16	47
Added Vol:	8	15	221	30	13	5	3	3	5	188	5	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	114	388	60	93	7	4	7	11	304	21	75
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	15	126	0	67	103	8	5	8	12	338	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	126	0	67	103	8	5	8	12	338	23	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	111	xxxx	xxxxx	126	xxxx	xxxxx	409	397	107	407	401	126
Potent Cap.:	1492	xxxx	xxxxx	1473	xxxx	xxxxx	557	543	953	558	541	930
Move Cap.:	1492	xxxx	xxxxx	1473	xxxx	xxxxx	514	513	953	521	510	930
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	0.01	0.02	0.01	0.65	0.05	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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	658	xxxxx	xxxx	520	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	5.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	26.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			10.7			26.2		
ApproachLOS:	*			*			B			D		

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

San Miguel Ranch
Opening Year PM plus Project Conditions

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

Intersection #11 Mission St. / River Rd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.3
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Mission St.						River Rd.					
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:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 1 May 2007 << pm												
Base Vol:	5	88	149	27	71	2	1	4	5	104	14	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	99	167	30	80	2	1	4	6	116	16	47
Added Vol:	8	15	221	30	13	5	3	3	5	188	5	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	114	388	60	93	7	4	7	11	304	21	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	15	126	431	67	103	8	5	8	12	338	23	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	126	431	67	103	8	5	8	12	338	23	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	1.00	1.00	1.00
FinalVolume:	15	126	431	67	103	8	5	8	12	338	23	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.73	0.73	0.73	0.89	0.89	0.89	0.74	0.74	0.74
Lanes:	0.03	0.22	0.75	0.38	0.58	0.04	0.18	0.34	0.48	0.76	0.05	0.19
Final Sat.:	45	374	1276	523	804	63	314	569	807	1071	73	264
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.13	0.13	0.13	0.01	0.01	0.01	0.32	0.32	0.32
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.65	0.65	0.65	0.25	0.25	0.25	0.03	0.03	0.03	0.65	0.65	0.65
Delay/Veh:	19.4	19.4	19.4	13.6	13.6	13.6	13.6	13.6	13.6	21.8	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	13.6	13.6	13.6	13.6	13.6	13.6	21.8	21.8	21.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	13	13	13	3	3	3	0	0	0	11	11	11

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #12 Mission St. / 10th St.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[31.6]

Street Name:	Mission St.									10th St.								
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!	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module: >> Count Date: 1 May 2007 <<																				
Base Vol:	3	245		0		3	130		29		44		0		6	0		0		2
Growth Adj:	1.12	1.12		1.12		1.12	1.12		1.12		1.12		1.12		1.12	1.12		1.12		1.12
Initial Bse:	3	274		0		3	146		32		49		0		7	0		0		2
Added Vol:	29	197		0		0	155		51		46		0		27	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	32	471		0		3	301		83		95		0		34	0		0		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:	0.90	0.90		0.90		0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	36	524		0		4	334		93		106		0		37	0		0		2
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	36	524		0		4	334		93		106		0		37	0		0		2
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	xxxxx		xxxx		6.2
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	xxxxx		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	427	xxxx		xxxxx		524	xxxx		xxxxx		985		984		213	xxxx		xxxx		524
Potent Cap.:	1143	xxxx		xxxxx		1053	xxxx		xxxxx		229		251		832	xxxx		xxxx		557
Move Cap.:	1143	xxxx		xxxxx		1053	xxxx		xxxxx		222		242		832	xxxx		xxxx		557
Volume/Cap:	0.03	xxxx		xxxx		0.00	xxxx		xxxx		0.48		0.00		0.05	xxxx		xxxx		0.00
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		0.0
Control Del:	8.3	xxxx		xxxxx		8.4	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		11.5
LOS by Move:	A	*		*		A	*		*		*		*		*	*		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		275		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		2.8		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	8.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		31.6		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	A	*		*		*	*		*		*		D		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					31.6					11.5				
ApproachLOS:	*					*					D					B				

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

San Miguel Ranch
Opening Year PM plus Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Mission St. / 10th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Mission St.						10th St.					
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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module: >> Count Date: 1 May 2007 <<												
Base Vol:	3	245	0	3	130	29	44	0	6	0	0	2
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	274	0	3	146	32	49	0	7	0	0	2
Added Vol:	29	197	0	0	155	51	46	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	471	0	3	301	83	95	0	34	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	36	524	0	4	334	93	106	0	37	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	524	0	4	334	93	106	0	37	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	524	0	4	334	93	106	0	37	0	0	2
Saturation Flow Module:												
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:	0.06	0.94	0.00	0.01	0.78	0.21	0.74	0.00	0.26	0.00	0.00	1.00
Final Sat.:	47	684	0	6	560	156	401	0	142	0	0	521
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	xxxx	0.60	0.60	0.60	0.26	xxxx	0.26	xxxx	xxxx	0.00
Crit Moves:		****		****			****					****
Delay/Veh:	21.4	21.4	0.0	14.5	14.5	14.5	11.0	0.0	11.0	0.0	0.0	8.9
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:	21.4	21.4	0.0	14.5	14.5	14.5	11.0	0.0	11.0	0.0	0.0	8.9
LOS by Move:	C	C	*	B	B	B	B	*	B	*	*	A
ApproachDel:		21.4			14.5			11.0			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.4			14.5			11.0			8.9	
LOS by Appr:		C			B			B			A	
AllWayAvgQ:	2.7	2.7	2.7	1.3	1.3	1.3	0.3	0.3	0.3	0.0	0.0	0.0

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

San Miguel Ranch
General Plan Buildout PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	180	Level Of Service:	D

Street Name:	101 NB Ramps						24th St - SR 46					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 0	1! 0 0		1 0	2 0 0		0 0	1 1 0	
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	374	0	610	0	0	0	106	704	0	0	1203	178
Added Vol:	0	0	0	0	0	0	52	155	0	0	0	165
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	0	610	0	0	0	158	859	0	0	1203	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	416	0	678	0	0	0	176	955	0	0	1337	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	0	678	0	0	0	176	955	0	0	1337	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	0	678	0	0	0	176	955	0	0	1337	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	1805	0	1615	0	1900	0	1805	3610	0	0	2716	775
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.42	0.00	0.00	0.00	0.10	0.26	0.00	0.00	0.49	0.49
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.10	0.58	0.00	0.00	0.49	0.49
Volume/Cap:	0.55	0.00	1.01	0.00	0.00	0.00	1.01	0.45	0.00	0.00	1.01	1.01
Delay/Veh:	23.1	0.0	66.3	0.0	0.0	0.0	115.8	11.9	0.0	0.0	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	0.0	66.3	0.0	0.0	0.0	115.8	11.9	0.0	0.0	49.8	49.8
LOS by Move:	C	A	E	A	A	A	F	B	A	A	D	D
HCM2kAvgQ:	10	0	28	0	0	0	10	9	0	0	36	36

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

San Miguel Ranch
Opening Year PM plus Project Conditions

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

Intersection #6 101 NB Ramps / 24th St. - SR 46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0
Optimal Cycle:	133	Level Of Service:	C

Street Name:	101 NB Ramps						24th St - SR 46					
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:	0 1	0 0	2	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	334	0	545	0	0	0	95	629	0	0	1074	159
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	374	0	610	0	0	0	106	704	0	0	1203	178
Added Vol:	0	0	0	0	0	0	52	155	0	0	0	165
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	0	610	0	0	0	158	859	0	0	1203	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	416	0	678	0	0	0	176	955	0	0	1337	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	0	678	0	0	0	176	955	0	0	1337	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	0	678	0	0	0	176	955	0	0	1337	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	1809	0	2842	0	1900	0	1805	3610	0	0	2716	775
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.24	0.00	0.00	0.00	0.10	0.26	0.00	0.00	0.49	0.49
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.12	0.71	0.00	0.00	0.59	0.59
Volume/Cap:	0.80	0.00	0.83	0.00	0.00	0.00	0.83	0.37	0.00	0.00	0.83	0.83
Delay/Veh:	41.3	0.0	40.3	0.0	0.0	0.0	66.0	5.7	0.0	0.0	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	0.0	40.3	0.0	0.0	0.0	66.0	5.7	0.0	0.0	19.1	19.1
LOS by Move:	D	A	D	A	A	A	E	A	A	A	B	B
HCM2kAvgQ:	14	0	14	0	0	0	8	6	0	0	24	24

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