Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 1 0 1			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	23	17	42	107	28	21	22	1116	19	21	862	19
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	24	18	45	113	30	22	23	1183	20	22	914	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.91	0.91	0.91	0.97	0.97	0.97	0.94	0.94	0.94
PHF Volume:	30	22	54	125	33	24	24	1217	21	24	971	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	22	54	125	33	24	24	1217	21	24	971	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	30	22	54	125	33	24	24	1217	21	24	971	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1029	771	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.07	0.03	0.03	0.01	0.34	0.01	0.01	0.27	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.16	0.66	0.66	0.08	0.57	0.57
Volume/Cap:	0.08	0.06	0.14	0.34	0.15	0.15	0.09	0.51	0.02	0.18	0.47	0.02
Delay/Veh:	40.8	40.6	41.4	43.7	41.5	41.5	46.2	11.4	7.5	56.8	16.3	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	40.6	41.4	43.7	41.5	41.5	46.2	11.4	7.5	56.8	16.3	11.9
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	1	1	2	5	2	2	1	12	0	1	11	0

****

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

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Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

****

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	28		28		28		28		28		28		10		18		18		10		18		18	
Lanes:	1	0	0	1	0		1	0	0	1	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	231		25		27		42		24		22		21		839		118		28		819		22	
Growth Adj:	1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06	
Initial Bse:	245		27		29		45		25		23		22		889		125		30		868		23	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.75		0.75		0.75		0.94		0.94		0.94		0.91		0.91		0.91	
PHF Volume:	278		30		32		59		34		31		24		942		133		33		956		26	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	278		30		32		59		34		31		24		942		133		33		956		26	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	278		30		32		59		34		31		24		942		133		33		956		26	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		1.00		1.00		0.94		1.00		1.00		0.94		1.00		1.00		0.94		1.00		1.00	
Lanes:	1.00		0.48		0.52		1.00		0.52		0.48		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1700		865		935		1700		939		861		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.16		0.03		0.03		0.03		0.04		0.04		0.01		0.26		0.07		0.02		0.27		0.01	
Crit Moves:	****												****								****			
Green/Cycle:	0.31		0.31		0.31		0.31		0.31		0.31		0.11		0.44		0.44		0.18		0.51		0.51	
Volume/Cap:	0.52		0.11		0.11		0.11		0.12		0.12		0.12		0.60		0.17		0.10		0.52		0.03	
Delay/Veh:	26.3		22.1		22.1		22.1		22.1		22.1		36.4		20.1		15.6		30.6		15.0		11.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	26.3		22.1		22.1		22.1		22.1		22.1		36.4		20.1		15.6		30.6		15.0		11.0	
LOS by Move:	C		C		C		C		C		C		D		C		B		C		B		B	
HCM2kAvgQ:	7		1		1		1		1		1		1		10		2		1		9		0	

****

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

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Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	43	43	57	54	28	49	1145	282	46	901	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	187	46	46	60	57	30	52	1214	299	49	955	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.93	0.93	0.93	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	232	57	57	65	61	32	54	1270	313	54	1064	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	57	57	65	61	32	54	1270	313	54	1064	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	57	57	65	61	32	54	1270	313	54	1064	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	900	900	1700	1185	615	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.06	0.04	0.05	0.05	0.03	0.35	0.17	0.03	0.30	0.01
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.16	0.60	0.60	0.09	0.53	0.53
Volume/Cap:	0.54	0.25	0.25	0.15	0.20	0.20	0.20	0.59	0.29	0.35	0.56	0.03
Delay/Veh:	36.7	32.9	32.9	31.9	32.5	32.5	40.2	14.0	10.8	48.3	17.7	12.4
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:	36.7	32.9	32.9	31.9	32.5	32.5	40.2	14.0	10.8	48.3	17.7	12.4
LOS by Move:	D	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	3	3	2	2	2	2	13	5	2	12	0

****

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

****

Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

****

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	103	131	58	89	123	294	182	657	52	59	772	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	154	68	100	138	330	193	694	55	63	816	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	154	68	100	138	330	193	694	55	63	816	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	154	68	100	138	330	193	694	55	63	816	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.06	0.04	0.18	0.11	0.19	0.03	0.04	0.23	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.19	0.42	0.42	0.15	0.38	0.38
Volume/Cap:	0.20	0.12	0.11	0.17	0.11	0.52	0.59	0.45	0.07	0.24	0.59	0.11
Delay/Veh:	18.4	17.7	17.6	18.1	17.6	21.5	32.4	16.7	13.7	30.4	20.4	15.9
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:	18.4	17.7	17.6	18.1	17.6	21.5	32.4	16.7	13.7	30.4	20.4	15.9
LOS by Move:	B	B	B	B	B	C	C	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	7	5	6	1	2	9	1

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

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Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 95 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	109	187	117	164	162	268	312	982	94	104	1146	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	116	198	124	179	177	292	334	1052	101	117	1289	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	198	124	179	177	292	334	1052	101	117	1289	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	198	124	179	177	292	334	1052	101	117	1289	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.07	0.11	0.05	0.16	0.20	0.29	0.06	0.07	0.36	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.23	0.47	0.47	0.17	0.41	0.41
Volume/Cap:	0.23	0.19	0.23	0.36	0.17	0.55	0.86	0.62	0.12	0.41	0.86	0.14
Delay/Veh:	25.6	25.1	25.6	26.8	24.9	29.5	53.1	19.3	14.0	36.2	30.8	17.4
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:	25.6	25.1	25.6	26.8	24.9	29.5	53.1	19.3	14.0	36.2	30.8	17.4
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	3	2	3	4	2	8	13	12	2	4	20	2

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	7	70	9	13	16	12	563	36	47	834	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	32	7	74	10	14	17	13	597	38	50	884	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:	0.74	0.74	0.74	0.67	0.67	0.67	0.91	0.91	0.91	0.90	0.90	0.90
PHF Volume:	43	10	101	14	20	25	14	654	42	55	978	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	10	101	14	20	25	14	654	42	55	978	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:	43	10	101	14	20	25	14	654	42	55	978	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.01	0.01	0.01	0.01	0.18	0.02	0.03	0.27	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.45	0.45	0.19	0.57	0.57
Volume/Cap:	0.18	0.03	0.26	0.11	0.05	0.07	0.11	0.40	0.05	0.17	0.48	0.00
Delay/Veh:	56.5	40.3	42.7	56.2	40.5	40.7	56.2	23.8	19.9	44.1	16.7	12.1
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:	56.5	40.3	42.7	56.2	40.5	40.7	56.2	23.8	19.9	44.1	16.7	12.1
LOS by Move:	E	D	D	E	D	D	E	C	B	D	B	B
HCM2kAvgQ:	1	0	3	1	1	1	1	9	1	2	11	0

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	15	60	5	11	23	16	1083	31	69	1169	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:	0.79	0.79	0.79	0.66	0.66	0.66	0.86	0.86	0.86	0.97	0.97	0.97
PHF Volume:	57	19	77	8	16	35	18	1255	36	71	1204	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	19	77	8	16	35	18	1255	36	71	1204	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:	57	19	77	8	16	35	18	1255	36	71	1204	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.00	0.01	0.02	0.01	0.35	0.02	0.04	0.33	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.12	0.57	0.57	0.08	0.53	0.53
Volume/Cap:	0.23	0.05	0.20	0.06	0.04	0.09	0.09	0.61	0.03	0.54	0.64	0.02
Delay/Veh:	56.9	40.5	42.1	55.8	40.4	40.9	51.0	19.1	12.3	62.4	22.7	14.8
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:	56.9	40.5	42.1	55.8	40.4	40.9	51.0	19.1	12.3	62.4	22.7	14.8
LOS by Move:	E	D	D	E	D	D	D	B	B	E	C	B
HCM2kAvgQ:	1	1	3	0	1	1	1	17	1	4	17	0

****

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

****

Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	28	31	100	31	98	54	601	35	28	721	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.88	0.88	0.88	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	56	42	47	113	35	111	60	664	39	30	782	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	42	47	113	35	111	60	664	39	30	782	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	42	47	113	35	111	60	664	39	30	782	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.47	0.53	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	851	949	1700	431	1369	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.07	0.08	0.08	0.04	0.18	0.02	0.02	0.22	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.40	0.40	0.22	0.51	0.51
Volume/Cap:	0.11	0.16	0.16	0.21	0.26	0.26	0.32	0.46	0.05	0.08	0.42	0.05
Delay/Veh:	22.2	22.6	22.6	23.1	23.5	23.5	37.8	20.1	16.6	27.8	13.9	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.6	22.6	23.1	23.5	23.5	37.8	20.1	16.6	27.8	13.9	11.0
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM2kAvgQ:	1	2	2	2	3	3	2	7	1	1	7	1

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	28	28		28	28	28		28	10	18		18	10	18		18
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	9	27		21	49	25		57	127	947		29	27	1125		75
Growth Adj:	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06
Initial Bse:	10	29		22	52	27		60	135	1004		31	29	1193		80
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.72	0.72		0.72	0.93	0.93		0.93	0.91	0.91		0.91	0.87	0.87		0.87
PHF Volume:	13	40		31	56	29		65	147	1099		34	33	1377		92
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	13	40		31	56	29		65	147	1099		34	33	1377		92
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	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:	13	40		31	56	29		65	147	1099		34	33	1377		92
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00
Lanes:	1.00	0.56		0.44	1.00	0.30		0.70	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	1012		788	1700	549		1251	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04		0.04	0.03	0.05		0.05	0.09	0.31		0.02	0.02	0.38		0.05
Crit Moves:						****			****					****		
Green/Cycle:	0.24	0.24		0.24	0.24	0.24		0.24	0.13	0.55		0.55	0.16	0.57		0.57
Volume/Cap:	0.03	0.16		0.16	0.14	0.21		0.21	0.67	0.56		0.03	0.12	0.67		0.09
Delay/Veh:	33.2	34.4		34.4	34.2	35.0		35.0	55.1	17.3		12.0	42.0	17.7		11.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	33.2	34.4		34.4	34.2	35.0		35.0	55.1	17.3		12.0	42.0	17.7		11.0
LOS by Move:	C	C		C	C	C		C	E	B		B	D	B		B
HCM2kAvgQ:	0	2		2	2	3		3	6	13		1	1	17		1

****

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

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Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: C[15.5]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	6		1		140		1		72	36		72		0	1		133		22
Growth Adj:	1.06	1.06		1.06		1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06
Initial Bse:	0	6		1		148		1		76	38		76		0	1		141		23
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.44	0.44		0.44		0.52		0.52		0.52	0.87		0.87		0.87	0.77		0.77		0.77
PHF Volume:	0	15		2		284		2		146	44		88		0	1		183		30
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	15		2		284		2		146	44		88		0	1		183		30
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		6.5		6.2	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		3.3		3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	391		88		385		376		198	213		xxxx		xxxxx	88		xxxx		xxxxx
Potent Cap.:	xxxx	547		976		577		558		848	1369		xxxx		xxxxx	1521		xxxx		xxxxx
Move Cap.:	xxxx	529		976		549		539		848	1369		xxxx		xxxxx	1521		xxxx		xxxxx
Volume/Cap:	xxxx	0.03		0.00		0.52		0.00		0.17	0.03		xxxx		xxxx	0.00		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		2.9		xxxx		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		18.3		xxxx		xxxxx	7.7		xxxx		xxxxx	7.4		xxxx		xxxxx
LOS by Move:	*	*		*		C		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		566		xxxx		xxxx		841	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.6	0.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		11.6		xxxxx		xxxx		10.2	7.7		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		B		*		*		B	A		*		*	*		*		*
ApproachDel:		11.6						15.5			xxxxxx					xxxxxx				
ApproachLOS:		B						C			*					*				

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

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Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[13.2]

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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	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	10		1		28		3		39	36	159		0		0	131		14	
Growth Adj:	1.06	1.06		1.06		1.06		1.06		1.06	1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	0	11		1		30		3		41	38	169		0		0	139		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:	0.67	0.67		0.67		0.84		0.84		0.84	0.88	0.88		0.88		0.59	0.59		0.59	
PHF Volume:	0	16		2		35		4		49	43	192		0		0	235		25	
Reduct Vol:	0	0		0		0		0		0	0	0		0		0	0		0	
FinalVolume:	0	16		2		35		4		49	43	192		0		0	235		25	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		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	538		192		534		525		247	260	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	453		855		460		460		797	1317	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	437		855		435		445		797	1317	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.04		0.00		0.08		0.01		0.06	0.03	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3		xxxx		xxxxx	0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		14.0		xxxx		xxxxx	7.8	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		458		xxxx		xxxx		754	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.2	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		13.2		xxxxx		xxxx		10.1	7.8	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		B		*		*		B	A	*		*		*	*		*	
ApproachDel:		13.2						11.7			xxxxxx						xxxxxx			
ApproachLOS:		B						B				*						*		

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

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Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	28		2		3	6		0		2	2		96		6	5		111		1
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	30		2		3	6		0		2	2		102		6	5		118		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:	0.69	0.69		0.69		0.55	0.55		0.55		0.88	0.88		0.88		0.83	0.83		0.83	
PHF Volume:	43		3		5	12		0		4	2		116		7	6		142		1
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	43		3		5	12		0		4	2		116		7	6		142		1
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	281	280		119		283	283		142		143	xxxx		xxxxx		123	xxxx		xxxxx	
Potent Cap.:	675	632		938		673	629		911		1452	xxxx		xxxxx		1477	xxxx		xxxxx	
Move Cap.:	669	628		938		664	626		911		1452	xxxx		xxxxx		1477	xxxx		xxxxx	
Volume/Cap:	0.06	0.00		0.00		0.02	0.00		0.00		0.00	xxxx		xxxx		0.00	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.5	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	684		xxxxx		xxxx	713		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	0.2		xxxxx		xxxxx	0.1		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	10.7		xxxxx		xxxxx	10.2		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	B		*		*	B		*		*	*		*		*	*		*	
ApproachDel:		10.7					10.2					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	18	5		3		16	3		5		5	167		43		12	105		16	
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	19	5		3		17	3		5		5	177		46		13	111		17	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.65	0.65		0.65		0.60	0.60		0.60		0.85	0.85		0.85		0.87	0.87		0.87	
PHF Volume:	29	8		5		28	5		9		6	209		54		15	128		20	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	29	8		5		28	5		9		6	209		54		15	128		20	
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	422	425		235		422	442		138		148	xxxx		xxxxx		262	xxxx		xxxxx	
Potent Cap.:	545	524		809		546	513		916		1446	xxxx		xxxxx		1314	xxxx		xxxxx	
Move Cap.:	529	516		809		530	505		916		1446	xxxx		xxxxx		1314	xxxx		xxxxx	
Volume/Cap:	0.06	0.02		0.01		0.05	0.01		0.01		0.00	xxxx		xxxx		0.01	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.5	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	549		xxxxx		xxxx	577		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	0.3		xxxxx		xxxxx	0.2		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	12.1		xxxxx		xxxxx	11.7		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	B		*		*	B		*		*	*		*		*	*		*	
ApproachDel:		12.1					11.7					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	4	0	1	0	0	0	0	654	2	0	678	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	0	1	0	0	0	0	693	2	0	719	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:	0.42	1.00	0.42	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
PHF Volume:	10	0	3	0	0	0	0	730	2	0	761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	3	0	0	0	0	730	2	0	761	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1110	1490	365	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	207	125	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	207	125	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.00	xxxx	xxxx	xxxx	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	239	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: F[50.6]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	6	0	2			0	0	0			0	972	3			0	1043	0		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	6	0	2			0	0	0			0	1030	3			0	1106	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:	0.33	1.00	0.33			1.00	1.00	1.00			1.00	0.94	0.94			0.89	0.89	1.00		
PHF Volume:	19	0	6			0	0	0			0	1101	3			0	1237	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	19	0	6			0	0	0			0	1101	3			0	1237	0		
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1719	2337	550	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	82	37	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	82	37	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.23	0.00	0.01	xxxx	xxxx	xxxx	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		104	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.9	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		50.6	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		F	*		*	*	*			*	*	*			*	*	*		
ApproachDel:			50.6			xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:			F			*					*					*				

****

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

****

Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: E[42.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	1	0	212			1	1	2			3	629		5		41	717		0	
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:	1	0	225			1	1	2			3	667		5		43	760		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:	0.69	0.69	0.69			0.50	0.50	0.50			0.79	0.79		0.79		0.91	0.91		0.91	
PHF Volume:	2	0	328			2	2	4			4	844		7		48	833		0	
Reduct Vol:	0	0	0			0	0	0			0	0		0		0	0		0	
FinalVolume:	2	0	328			2	2	4			4	844		7		48	833		0	
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	1365	1781	422			1359	1787	417			833	xxxx		xxxxx		851	xxxx		xxxxx	
Potent Cap.:	108	83	586			109	82	591			808	xxxx		xxxxx		796	xxxx		xxxxx	
Move Cap.:	100	78	586			46	77	591			808	xxxx		xxxxx		796	xxxx		xxxxx	
Volume/Cap:	0.02	0.00	0.56			0.05	0.03	0.01			0.00	xxxx		xxxx		0.06	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx		xxxxx		0.2	xxxx		xxxxx	
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			9.5	xxxx		xxxxx		9.8	xxxx		xxxxx	
LOS by Move:	*	*	*			*	*	*			A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		573	xxxxx		xxxx		105	xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx		3.6	xxxxx		xxxxx		0.3	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx		19.4	xxxxx		xxxxx		42.4	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*		C	*		*		E	*		*	*		*		*	*		*	
ApproachDel:			19.4					42.4				xxxxxx					xxxxxx			
ApproachLOS:			C					E				*					*			

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[99.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	0	63	0	1	0	4	996	13	50	961	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:	0.80	0.80	0.80	0.25	0.25	0.25	0.94	0.94	0.94	0.96	0.96	0.96
PHF Volume:	4	0	78	0	4	0	5	1059	14	52	1004	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	78	0	4	0	5	1059	14	52	1004	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1676	2177	529	xxxx	2189	xxxxx	1005	xxxx	xxxxx	1072	xxxx	xxxxx
Potent Cap.:	64	47	499	xxxx	46	xxxxx	697	xxxx	xxxxx	658	xxxx	xxxxx
Move Cap.:	55	43	499	xxxx	42	xxxxx	697	xxxx	xxxxx	658	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.16	xxxx	0.10	xxxx	0.01	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.3	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	99.7	xxxxx	10.2	xxxx	xxxxx	10.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	359	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		18.0			99.7			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Morning Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	22	38	5	0	16	23	374	14	11	5	27	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.69	0.69	0.69	0.73	0.73	0.73
PHF Volume:	24	41	6	0	17	25	539	20	15	7	36	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	41	6	0	17	25	539	20	15	7	36	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	41	6	0	17	25	539	20	15	7	36	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:	0.34	0.58	0.08	1.00	0.41	0.59	0.94	0.03	0.03	0.16	0.78	0.06
Final Sat.:	202	347	48	508	236	347	757	28	21	112	560	45
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.07	0.07	0.71	0.71	0.71	0.07	0.07	0.07
Crit Moves:		****				****	****				****	
Delay/Veh:	9.1	9.1	9.1	0.0	8.7	8.7	17.4	17.4	17.4	8.1	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:	9.1	9.1	9.1	0.0	8.7	8.7	17.4	17.4	17.4	8.1	8.1	8.1
LOS by Move:	A	A	A	*	A	A	C	C	C	A	A	A
ApproachDel:		9.1			8.7			17.4			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.7			17.4			8.1	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	2.2	2.2	2.2	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Existing (Year 2011)
Evening Peak Hour

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

****

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	4	5	4	27	52	64	45	34	5	30	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.80	0.80	0.80	0.86	0.86	0.86	0.51	0.51	0.51
PHF Volume:	13	5	7	5	33	65	74	52	39	10	58	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	5	7	5	33	65	74	52	39	10	58	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	5	7	5	33	65	74	52	39	10	58	14
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:	0.53	0.21	0.26	1.00	0.34	0.66	0.45	0.31	0.24	0.12	0.70	0.18
Final Sat.:	391	156	195	625	254	498	371	260	198	102	569	142
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.13	0.13	0.20	0.20	0.20	0.10	0.10	0.10
Crit Moves:		****				****	****				****	
Delay/Veh:	7.7	7.7	7.7	8.3	7.9	7.9	8.2	8.2	8.2	7.8	7.8	7.8
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:	7.7	7.7	7.7	8.3	7.9	7.9	8.2	8.2	8.2	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.7			8.0			8.2			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.0			8.2			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

****

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

****

Opening Year (2014) Without Project

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

****

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 1 0 1			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	26	10	14	76	9	18	12	725	10	17	902	8
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	29	11	16	84	10	20	13	805	11	19	1001	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	37	14	20	108	13	26	14	862	12	21	1126	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	20	108	13	26	14	862	12	21	1126	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:	37	14	20	108	13	26	14	862	12	21	1126	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	600	1200	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.06	0.02	0.02	0.01	0.24	0.01	0.01	0.31	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.56	0.56	0.18	0.66	0.66
Volume/Cap:	0.10	0.04	0.05	0.29	0.10	0.10	0.11	0.43	0.01	0.07	0.47	0.01
Delay/Veh:	41.0	40.4	40.5	43.2	41.0	41.0	56.2	16.8	12.7	44.4	11.0	7.5
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:	41.0	40.4	40.5	43.2	41.0	41.0	56.2	16.8	12.7	44.4	11.0	7.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	0	1	4	1	1	1	10	0	1	11	0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	17	42	107	28	21	22	1116	19	21	862	19
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	26	19	47	119	31	23	24	1239	21	23	957	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.91	0.91	0.91	0.97	0.97	0.97	0.94	0.94	0.94
PHF Volume:	31	23	57	130	34	26	25	1274	22	25	1017	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	23	57	130	34	26	25	1274	22	25	1017	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	31	23	57	130	34	26	25	1274	22	25	1017	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1029	771	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.08	0.03	0.03	0.01	0.35	0.01	0.01	0.28	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.16	0.66	0.66	0.08	0.58	0.58
Volume/Cap:	0.08	0.06	0.15	0.36	0.15	0.15	0.09	0.54	0.02	0.19	0.49	0.02
Delay/Veh:	40.9	40.6	41.5	43.9	41.6	41.6	46.9	11.8	7.5	56.9	16.1	11.6
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:	40.9	40.6	41.5	43.9	41.6	41.6	46.9	11.8	7.5	56.9	16.1	11.6
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	1	1	2	5	2	2	1	13	0	1	12	0

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

****

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	231	25	27	42	24	22	21	839	118	28	819	22
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	256	28	30	47	27	24	23	931	131	31	909	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.75	0.75	0.75	0.94	0.94	0.94	0.91	0.91	0.91
PHF Volume:	291	31	34	62	36	33	25	987	139	34	1001	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	31	34	62	36	33	25	987	139	34	1001	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	31	34	62	36	33	25	987	139	34	1001	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	865	935	1700	939	861	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.04	0.04	0.04	0.04	0.01	0.27	0.08	0.02	0.28	0.01
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.44	0.44	0.18	0.51	0.51
Volume/Cap:	0.55	0.12	0.12	0.12	0.12	0.12	0.13	0.62	0.17	0.11	0.55	0.03
Delay/Veh:	26.8	22.1	22.1	22.1	22.2	22.2	36.4	20.1	15.3	31.1	15.4	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	22.1	22.1	22.1	22.2	22.2	36.4	20.1	15.3	31.1	15.4	11.0
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM2kAvgQ:	8	1	1	1	1	1	1	11	2	1	10	0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

****

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	28		28		28	28		28		28	10		18		18	10		18		18
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	176		43		43	57		54		28	49		1145		282	46		901		22
Growth Adj:	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11
Initial Bse:	195		48		48	63		60		31	54		1271		313	51		1000		24
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.80		0.80		0.80	0.93		0.93		0.93	0.96		0.96		0.96	0.90		0.90		0.90
PHF Volume:	243		59		59	68		64		33	57		1329		327	57		1114		27
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	243		59		59	68		64		33	57		1329		327	57		1114		27
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	243		59		59	68		64		33	57		1329		327	57		1114		27
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00
Lanes:	1.00		0.50		0.50	1.00		0.66		0.34	1.00		2.00		1.00	1.00		2.00		1.00
Final Sat.:	1700		900		900	1700		1185		615	1700		3600		1800	1700		3600		1800
Capacity Analysis Module:																				
Vol/Sat:	0.14		0.07		0.07	0.04		0.05		0.05	0.03		0.37		0.18	0.03		0.31		0.02
Crit Moves:	****												****			****				
Green/Cycle:	0.25		0.25		0.25	0.25		0.25		0.25	0.16		0.60		0.60	0.09		0.53		0.53
Volume/Cap:	0.56		0.26		0.26	0.16		0.21		0.21	0.21		0.62		0.30	0.37		0.58		0.03
Delay/Veh:	37.4		33.0		33.0	32.0		32.6		32.6	40.8		14.5		10.9	48.5		17.7		12.1
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:	37.4		33.0		33.0	32.0		32.6		32.6	40.8		14.5		10.9	48.5		17.7		12.1
LOS by Move:	D		C		C	C		C		C	D		B		B	D		B		B
HCM2kAvgQ:	8		3		3	2		3		3	2		14		5	2		13		0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 80 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	108	138	61	93	129	307	191	688	54	62	808	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	161	71	105	145	345	202	727	57	66	854	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	161	71	105	145	345	202	727	57	66	854	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	126	161	71	105	145	345	202	727	57	66	854	76
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.06	0.04	0.19	0.12	0.20	0.03	0.04	0.24	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.19	0.42	0.42	0.15	0.38	0.38
Volume/Cap:	0.21	0.13	0.11	0.18	0.11	0.55	0.62	0.48	0.08	0.26	0.62	0.11
Delay/Veh:	18.4	17.7	17.7	18.2	17.6	21.9	33.3	16.9	13.8	30.5	20.8	16.0
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:	18.4	17.7	17.7	18.2	17.6	21.9	33.3	16.9	13.8	30.5	20.8	16.0
LOS by Move:	B	B	B	B	B	C	C	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	7	6	7	1	2	9	1

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

****

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	114	195	122	172	170	281	326	1028	99	109	1200	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	121	208	130	188	185	306	350	1102	106	122	1350	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	208	130	188	185	306	350	1102	106	122	1350	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	121	208	130	188	185	306	350	1102	106	122	1350	112
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.07	0.11	0.05	0.17	0.21	0.31	0.06	0.07	0.37	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.23	0.50	0.50	0.16	0.43	0.43
Volume/Cap:	0.26	0.21	0.26	0.39	0.18	0.61	0.88	0.62	0.12	0.44	0.88	0.15
Delay/Veh:	28.2	27.6	28.2	29.7	27.4	33.4	56.6	18.8	13.5	38.9	32.6	17.7
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:	28.2	27.6	28.2	29.7	27.4	33.4	56.6	18.8	13.5	38.9	32.6	17.7
LOS by Move:	C	C	C	C	C	C	E	B	B	D	C	B
HCM2kAvgQ:	3	2	3	5	2	9	14	13	2	4	22	2

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	28		28	10	28		28	10	18		18	10	18		18
Lanes:	2	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	30	7		70	9	13		16	12	563		36	47	834		1
Growth Adj:	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11
Initial Bse:	33	8		78	10	14		18	13	625		40	52	926		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:	0.74	0.74		0.74	0.67	0.67		0.67	0.91	0.91		0.91	0.90	0.90		0.90
PHF Volume:	45	11		106	15	21		26	15	685		44	58	1024		1
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	45	11		106	15	21		26	15	685		44	58	1024		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:	45	11		106	15	21		26	15	685		44	58	1024		1
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.89	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00
Lanes:	2.00	1.00		1.00	1.00	1.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	3200	1800		1800	1700	1800		1800	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01		0.06	0.01	0.01		0.01	0.01	0.19		0.02	0.03	0.28		0.00
Crit Moves:				****	****				****					****		
Green/Cycle:	0.08	0.22		0.22	0.08	0.22		0.22	0.08	0.46		0.46	0.19	0.57		0.57
Volume/Cap:	0.18	0.03		0.27	0.11	0.06		0.07	0.11	0.41		0.05	0.18	0.50		0.00
Delay/Veh:	56.5	40.3		42.9	56.3	40.6		40.7	56.2	23.6		19.4	44.9	17.0		12.1
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:	56.5	40.3		42.9	56.3	40.6		40.7	56.2	23.6		19.4	44.9	17.0		12.1
LOS by Move:	E	D		D	E	D		D	E	C		B	D	B		B
HCM2kAvgQ:	1	0		4	1	1		1	1	9		1	2	12		0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	47	16	63	6	11	24	17	1134	32	72	1224	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.66	0.66	0.66	0.86	0.86	0.86	0.97	0.97	0.97
PHF Volume:	59	20	80	8	17	37	19	1315	37	74	1261	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	20	80	8	17	37	19	1315	37	74	1261	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	20	80	8	17	37	19	1315	37	74	1261	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.00	0.01	0.02	0.01	0.37	0.02	0.04	0.35	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.12	0.57	0.57	0.08	0.53	0.53
Volume/Cap:	0.24	0.05	0.21	0.06	0.04	0.10	0.10	0.64	0.04	0.57	0.66	0.02
Delay/Veh:	56.9	40.5	42.2	55.9	40.4	41.0	51.6	19.7	12.3	63.7	23.0	14.5
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:	56.9	40.5	42.2	55.9	40.4	41.0	51.6	19.7	12.3	63.7	23.0	14.5
LOS by Move:	E	D	D	E	D	D	D	B	B	E	C	B
HCM2kAvgQ:	1	1	3	0	1	1	1	18	1	4	18	0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	39	29	32	104	32	102	57	629	37	29	755	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.88	0.88	0.88	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	59	44	49	118	37	116	63	695	40	31	819	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	44	49	118	37	116	63	695	40	31	819	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	44	49	118	37	116	63	695	40	31	819	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.47	0.53	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	851	949	1700	431	1369	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.07	0.08	0.08	0.04	0.19	0.02	0.02	0.23	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.40	0.40	0.22	0.51	0.51
Volume/Cap:	0.11	0.16	0.16	0.22	0.27	0.27	0.33	0.48	0.06	0.08	0.44	0.05
Delay/Veh:	22.2	22.7	22.7	23.2	23.6	23.6	37.9	20.3	16.6	27.8	14.1	11.1
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:	22.2	22.7	22.7	23.2	23.6	23.6	37.9	20.3	16.6	27.8	14.1	11.1
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM2kAvgQ:	1	2	2	3	3	3	2	7	1	1	7	1

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	9	27	21	49	25	57	127	947	29	27	1125	75
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	10	30	23	54	28	63	141	1051	32	30	1249	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:	0.72	0.72	0.72	0.93	0.93	0.93	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	14	41	32	59	30	68	154	1151	35	35	1442	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	41	32	59	30	68	154	1151	35	35	1442	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	41	32	59	30	68	154	1151	35	35	1442	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.56	0.44	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1013	787	1700	549	1251	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.03	0.05	0.05	0.09	0.32	0.02	0.02	0.40	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.57	0.57	0.15	0.58	0.58
Volume/Cap:	0.03	0.18	0.18	0.15	0.23	0.23	0.69	0.56	0.03	0.14	0.69	0.09
Delay/Veh:	35.6	37.0	37.0	36.7	37.6	37.6	58.2	16.8	11.4	44.7	18.3	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	37.0	37.0	36.7	37.6	37.6	58.2	16.8	11.4	44.7	18.3	11.0
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	0	2	2	2	3	3	7	13	1	1	19	2

****

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

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Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: C[16.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	1 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0		6	1	140		1	72	36		72	0	1		133	22
Growth Adj:	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11
Initial Bse:	0		7	1	155		1	80	40		80	0	1		148	24
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.44	0.44		0.44	0.52	0.52		0.52	0.87	0.87		0.87	0.77	0.77		0.77
PHF Volume:	0		15	3	297		2	153	46		92	0	1		192	32
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	0		15	3	297		2	153	46		92	0	1		192	32
Critical Gap Module:																
Critical Gp:	xxxxx		6.5	6.2	7.1		6.5	6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx		4.0	3.3	3.5		4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx		410	92	403		394	208	223	xxxx	xxxxx		92	xxxx	xxxxx	
Potent Cap.:	xxxx		535	971	562		546	838	1357	xxxx	xxxxx		1516	xxxx	xxxxx	
Move Cap.:	xxxx		516	971	533		526	838	1357	xxxx	xxxxx		1516	xxxx	xxxxx	
Volume/Cap:	xxxx		0.03	0.00	0.56		0.00	0.18	0.03	xxxx	xxxx		0.00	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		3.4	xxxx	xxxxx		0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		19.9	xxxx	xxxxx		7.7	xxxx	xxxxx		7.4	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	553		xxxx	xxxx	831		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.1		xxxxx	xxxx	0.7		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	11.7		xxxxx	xxxx	10.3		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	B		*	*	B		A	*	*		*	*	*	
ApproachDel:		11.7				16.6				xxxxxx				xxxxxx		
ApproachLOS:		B				C				*				*		

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[13.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	10	1	28	3	39	36	159	0	0	131	14
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	0	11	1	31	3	43	40	176	0	0	145	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.84	0.84	0.84	0.88	0.88	0.88	0.59	0.59	0.59
PHF Volume:	0	17	2	37	4	52	45	201	0	0	246	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	17	2	37	4	52	45	201	0	0	246	26
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	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	563	201	559	550	259	272	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	438	845	443	446	785	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	422	845	417	430	785	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.04	0.00	0.09	0.01	0.07	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	7.9	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	442	xxxx	xxxx	741	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.5	xxxxx	xxxx	10.3	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	A	*	*	*	*	*
ApproachDel:		13.5			11.9			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	2	3	6	0	2	2	96	6	5	111	1
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	31	2	3	7	0	2	2	107	7	6	123	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:	0.69	0.69	0.69	0.55	0.55	0.55	0.88	0.88	0.88	0.83	0.83	0.83
PHF Volume:	45	3	5	12	0	4	3	121	8	7	148	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	3	5	12	0	4	3	121	8	7	148	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	294	293	125	296	296	149	150	xxxx	xxxxx	129	xxxx	xxxxx
Potent Cap.:	662	621	931	660	619	903	1444	xxxx	xxxxx	1469	xxxx	xxxxx
Move Cap.:	656	617	931	651	615	903	1444	xxxx	xxxxx	1469	xxxx	xxxxx
Volume/Cap:	0.07	0.01	0.01	0.02	0.00	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	671	xxxxx	xxxx	700	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.8	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		10.8			10.3			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	18	5	3		16	3	5		5	167	43		12	105	16	
Growth Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11	
Initial Bse:	20	6	3		18	3	6		6	185	48		13	117	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:	0.65	0.65	0.65		0.60	0.60	0.60		0.85	0.85	0.85		0.87	0.87	0.87	
PHF Volume:	31	9	5		30	6	9		7	218	56		15	134	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	31	9	5		30	6	9		7	218	56		15	134	20	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	442	445	246		442	463	145		155	xxxx	xxxxx		275	xxxx	xxxxx	
Potent Cap.:	529	511	797		530	499	908		1438	xxxx	xxxxx		1300	xxxx	xxxxx	
Move Cap.:	513	502	797		513	491	908		1438	xxxx	xxxxx		1300	xxxx	xxxxx	
Volume/Cap:	0.06	0.02	0.01		0.06	0.01	0.01		0.00	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	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	533	xxxxx		xxxx	561	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	12.4	xxxxx		xxxxx	12.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	B	*		*	*	*		*	*	*	
ApproachDel:		12.4				12.0				xxxxxx				xxxxxx		
ApproachLOS:		B				B				*				*		

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

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Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[22.3]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	4	0	1	0	0	0	0	654	2	0	678	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	4	0	1	0	0	0	0	726	2	0	753	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:	0.42	1.00	0.42	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
PHF Volume:	11	0	3	0	0	0	0	764	2	0	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	3	0	0	0	0	764	2	0	796	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1162	1561	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	191	113	622	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	191	113	622	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.00	xxxx	xxxx	xxxx	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	222	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	22.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		22.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

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Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[59.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	6	0	2	0	0	0	0	972	3	0	1043	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	7	0	2	0	0	0	0	1079	3	0	1158	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:	0.33	1.00	0.33	1.00	1.00	1.00	1.00	0.94	0.94	0.89	0.89	1.00
PHF Volume:	20	0	7	0	0	0	0	1153	4	0	1295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	7	0	0	0	0	1153	4	0	1295	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1800	2448	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	73	32	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	73	32	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	0.00	0.01	xxxx	xxxx	xxxx	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	92	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	59.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		59.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[50.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	1	0	212	1	1	2	3	629	5	41	717	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	1	0	235	1	1	2	3	698	6	46	796	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:	0.69	0.69	0.69	0.50	0.50	0.50	0.79	0.79	0.79	0.91	0.91	0.91
PHF Volume:	2	0	343	2	2	4	4	884	7	50	873	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	343	2	2	4	4	884	7	50	873	0
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1429	1865	442	1423	1872	436	873	xxxx	xxxxx	891	xxxx	xxxxx
Potent Cap.:	97	74	569	98	73	574	781	xxxx	xxxxx	769	xxxx	xxxxx
Move Cap.:	89	68	569	37	68	574	781	xxxx	xxxxx	769	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.60	0.06	0.03	0.01	0.01	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	10.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	555	xxxxx	xxxx	88	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.2	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.5	xxxxx	xxxxx	50.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	F	*	*	*	*	*	*	*
ApproachDel:		21.5			50.4			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

****

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[118.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	3	0	65	0	1	0	4	1043	13	52	1007	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:	0.80	0.80	0.80	0.25	0.25	0.25	0.94	0.94	0.94	0.96	0.96	0.96
PHF Volume:	4	0	82	0	4	0	5	1109	14	54	1051	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	82	0	4	0	5	1109	14	54	1051	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1755	2279	554	xxxx	2292	xxxxx	1052	xxxx	xxxxx	1123	xxxx	xxxxx
Potent Cap.:	55	40	481	xxxx	40	xxxxx	669	xxxx	xxxxx	629	xxxx	xxxxx
Move Cap.:	47	37	481	xxxx	36	xxxxx	669	xxxx	xxxxx	629	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.17	xxxx	0.12	xxxx	0.01	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.4	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	119	xxxxx	10.4	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	332	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		19.6			118.7			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Morning Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	23	40	6	0	17	24	392	14	11	6	28	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.69	0.69	0.69	0.73	0.73	0.73
PHF Volume:	25	43	6	0	18	26	565	21	16	8	38	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	43	6	0	18	26	565	21	16	8	38	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:	25	43	6	0	18	26	565	21	16	8	38	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:	0.34	0.58	0.08	1.00	0.41	0.59	0.94	0.03	0.03	0.16	0.78	0.06
Final Sat.:	200	344	48	506	235	345	754	28	21	110	552	44
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.08	0.08	0.75	0.75	0.75	0.07	0.07	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.3	9.3	0.0	8.8	8.8	19.3	19.3	19.3	8.2	8.2	8.2
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:	9.3	9.3	9.3	0.0	8.8	8.8	19.3	19.3	19.3	8.2	8.2	8.2
LOS by Move:	A	A	A	*	A	A	C	C	C	A	A	A
ApproachDel:		9.3			8.8			19.3			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			8.8			19.3			8.2	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	2.6	2.6	2.6	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Opening Year (2014) Without Project
Evening Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.210
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	11	4	6	4	28	54	67	47	36	6	31	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.80	0.80	0.80	0.86	0.86	0.86	0.51	0.51	0.51
PHF Volume:	14	6	7	6	35	68	78	54	41	11	61	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	6	7	6	35	68	78	54	41	11	61	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:	14	6	7	6	35	68	78	54	41	11	61	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:	0.53	0.21	0.26	1.00	0.34	0.66	0.45	0.31	0.24	0.12	0.70	0.18
Final Sat.:	387	155	194	622	252	494	369	258	197	101	565	141
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.14	0.14	0.21	0.21	0.21	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	7.8	7.8	7.8	8.3	8.0	8.0	8.3	8.3	8.3	7.8	7.8	7.8
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:	7.8	7.8	7.8	8.3	8.0	8.0	8.3	8.3	8.3	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.0			8.3			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.0			8.3			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

Opening Year (2014) With Project

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 1 0 1			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	26	10	14	76	9	18	12	725	10	17	902	8
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	29	11	16	84	10	20	13	805	11	19	1001	9
Added Vol:	0	0	1	1	0	0	0	25	0	3	75	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	11	17	85	10	20	13	830	11	22	1076	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	37	14	21	109	13	26	14	888	12	25	1211	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	21	109	13	26	14	888	12	25	1211	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	21	109	13	26	14	888	12	25	1211	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	600	1200	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.06	0.02	0.02	0.01	0.25	0.01	0.01	0.34	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.56	0.56	0.18	0.66	0.66
Volume/Cap:	0.10	0.04	0.05	0.30	0.10	0.10	0.11	0.44	0.01	0.08	0.51	0.01
Delay/Veh:	41.0	40.4	40.5	43.2	41.0	41.0	56.2	16.6	12.5	45.0	11.4	7.5
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:	41.0	40.4	40.5	43.2	41.0	41.0	56.2	16.6	12.5	45.0	11.4	7.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	0	1	4	1	1	1	10	0	1	12	0

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	28		28		28		28		28		28		10		18		18		10		18		18	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:		23		17		42		107		28		21		22		1116		19		21		862		19
Growth Adj:		1.11		1.11		1.11		1.11		1.11		1.11		1.11		1.11		1.11		1.11		1.11		1.11
Initial Bse:		26		19		47		119		31		23		24		1239		21		23		957		21
Added Vol:		0		0		3		5		0		0		0		85		0		2		49		3
PasserByVol:		0		0		0		0		0		0		0		0		0		0		0		0
Initial Fut:		26		19		50		124		31		23		24		1324		21		25		1006		24
User Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Adj:		0.82		0.82		0.82		0.91		0.91		0.91		0.97		0.97		0.97		0.94		0.94		0.94
PHF Volume:		31		23		60		136		34		26		25		1362		22		27		1069		26
Reduct Vol:		0		0		0		0		0		0		0		0		0		0		0		0
Reduced Vol:		31		23		60		136		34		26		25		1362		22		27		1069		26
PCE Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
MLF Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
FinalVolume:		31		23		60		136		34		26		25		1362		22		27		1069		26
Saturation Flow Module:																								
Sat/Lane:		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800
Adjustment:		0.94		1.00		1.00		0.94		1.00		1.00		0.94		1.00		1.00		0.94		1.00		1.00
Lanes:		1.00		1.00		1.00		1.00		0.57		0.43		1.00		2.00		1.00		1.00		2.00		1.00
Final Sat.:		1700		1800		1800		1700		1029		771		1700		3600		1800		1700		3600		1800
Capacity Analysis Module:																								
Vol/Sat:		0.02		0.01		0.03		0.08		0.03		0.03		0.01		0.38		0.01		0.02		0.30		0.01
Crit Moves:								****								****				****				
Green/Cycle:		0.22		0.22		0.22		0.22		0.22		0.22		0.15		0.66		0.66		0.08		0.59		0.59
Volume/Cap:		0.08		0.06		0.16		0.37		0.15		0.15		0.10		0.57		0.02		0.21		0.51		0.02
Delay/Veh:		40.9		40.6		41.6		44.1		41.6		41.6		47.6		12.3		7.5		57.1		16.0		11.3
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:		40.9		40.6		41.6		44.1		41.6		41.6		47.6		12.3		7.5		57.1		16.0		11.3
LOS by Move:		D		D		D		D		D		D		D		B		A		E		B		B
HCM2kAvgQ:		1		1		2		5		2		2		1		15		0		1		12		0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	231	25	27	42	24	22	21	839	118	28	819	22
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	256	28	30	47	27	24	23	931	131	31	909	24
Added Vol:	11	0	0	0	0	0	0	24	4	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	28	30	47	27	24	23	955	135	31	980	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.75	0.75	0.75	0.94	0.94	0.94	0.91	0.91	0.91
PHF Volume:	304	31	34	62	36	33	25	1012	143	34	1079	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	31	34	62	36	33	25	1012	143	34	1079	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	31	34	62	36	33	25	1012	143	34	1079	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	865	935	1700	939	861	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.04	0.04	0.04	0.04	0.04	0.01	0.28	0.08	0.02	0.30	0.01
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.45	0.45	0.18	0.51	0.51
Volume/Cap:	0.57	0.12	0.12	0.12	0.12	0.12	0.13	0.63	0.18	0.11	0.59	0.03
Delay/Veh:	27.5	22.3	22.3	22.3	22.3	22.3	36.4	20.0	15.1	31.3	15.9	10.9
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:	27.5	22.3	22.3	22.3	22.3	22.3	36.4	20.0	15.1	31.3	15.9	10.9
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM2kAvgQ:	8	1	1	1	1	1	1	11	2	1	11	0

****

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	43	43	57	54	28	49	1145	282	46	901	22
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	195	48	48	63	60	31	54	1271	313	51	1000	24
Added Vol:	7	0	0	0	0	0	0	81	13	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	48	48	63	60	31	54	1352	326	51	1047	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.93	0.93	0.93	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	252	59	59	68	64	33	57	1414	341	57	1166	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	59	59	68	64	33	57	1414	341	57	1166	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	59	59	68	64	33	57	1414	341	57	1166	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	900	900	1700	1185	615	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.07	0.04	0.05	0.05	0.03	0.39	0.19	0.03	0.32	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.15	0.60	0.60	0.09	0.54	0.54
Volume/Cap:	0.58	0.26	0.26	0.16	0.21	0.21	0.22	0.65	0.32	0.37	0.60	0.03
Delay/Veh:	37.9	33.0	33.0	32.0	32.6	32.6	41.4	15.2	11.0	48.5	17.8	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	33.0	33.0	32.0	32.6	32.6	41.4	15.2	11.0	48.5	17.8	11.9
LOS by Move:	D	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	3	3	2	3	3	2	16	6	2	14	0

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec):	80	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	108	138	61	93	129	307	191	688	54	62	808	72
Added Vol:	0	0	0	5	0	0	0	24	0	0	71	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	138	61	98	129	307	191	712	54	62	879	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	161	71	110	145	345	202	752	57	66	929	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	161	71	110	145	345	202	752	57	66	929	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	126	161	71	110	145	345	202	752	57	66	929	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.06	0.04	0.19	0.12	0.21	0.03	0.04	0.26	0.05
Crit Moves:						****	****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.18	0.42	0.42	0.15	0.39	0.39
Volume/Cap:	0.21	0.13	0.11	0.19	0.11	0.55	0.66	0.49	0.08	0.26	0.66	0.13
Delay/Veh:	18.4	17.7	17.7	18.2	17.6	21.9	35.5	17.0	13.8	30.5	20.9	15.6
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:	18.4	17.7	17.7	18.2	17.6	21.9	35.5	17.0	13.8	30.5	20.9	15.6
LOS by Move:	B	B	B	B	B	C	D	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	7	6	7	1	2	10	1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: OPTIMIZED Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	114	195	122	172	170	281	326	1028	99	109	1200	100
Added Vol:	0	0	0	16	0	0	0	81	0	0	47	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	195	122	188	170	281	326	1109	99	109	1247	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	121	208	130	205	185	306	350	1188	106	122	1403	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	208	130	205	185	306	350	1188	106	122	1403	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	121	208	130	205	185	306	350	1188	106	122	1403	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.07	0.12	0.05	0.17	0.21	0.33	0.06	0.07	0.39	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.23	0.51	0.51	0.15	0.43	0.43
Volume/Cap:	0.26	0.21	0.26	0.43	0.18	0.61	0.90	0.65	0.12	0.47	0.90	0.16
Delay/Veh:	28.2	27.6	28.2	30.1	27.4	33.4	61.0	19.0	13.0	39.9	34.1	17.4
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:	28.2	27.6	28.2	30.1	27.4	33.4	61.0	19.0	13.0	39.9	34.1	17.4
LOS by Move:	C	C	C	C	C	C	E	B	B	D	C	B
HCM2kAvgQ:	3	2	3	6	2	9	15	14	2	4	24	2

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	28		28	10	28		28	10	18		18	10	18		18
Lanes:	2 0	1 0		1	1 0	1 0		1	1 0	2 0		1	1 0	2 0		1
Volume Module:																
Base Vol:	30	7		70	9	13		16	12	563		36	47	834		1
Growth Adj:	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11
Initial Bse:	33	8		78	10	14		18	13	625		40	52	926		1
Added Vol:	0	0		0	0	0		0	0	29		0	0	85		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	33	8		78	10	14		18	13	654		40	52	1011		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:	0.74	0.74		0.74	0.67	0.67		0.67	0.91	0.91		0.91	0.90	0.90		0.90
PHF Volume:	45	11		106	15	21		26	15	717		44	58	1118		1
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	45	11		106	15	21		26	15	717		44	58	1118		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:	45	11		106	15	21		26	15	717		44	58	1118		1
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.89	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00
Lanes:	2.00	1.00		1.00	1.00	1.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	3200	1800		1800	1700	1800		1800	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01		0.06	0.01	0.01		0.01	0.01	0.20		0.02	0.03	0.31		0.00
Crit Moves:				****	****				****					****		
Green/Cycle:	0.08	0.22		0.22	0.08	0.22		0.22	0.08	0.47		0.47	0.18	0.57		0.57
Volume/Cap:	0.18	0.03		0.27	0.11	0.06		0.07	0.11	0.43		0.05	0.19	0.55		0.00
Delay/Veh:	56.5	40.3		42.9	56.3	40.6		40.7	56.2	23.3		19.0	45.5	17.8		12.1
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:	56.5	40.3		42.9	56.3	40.6		40.7	56.2	23.3		19.0	45.5	17.8		12.1
LOS by Move:	E	D		D	E	D		D	E	C		B	D	B		B
HCM2kAvgQ:	1	0		4	1	1		1	1	9		1	2	14		0

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	47	16	63	6	11	24	17	1134	32	72	1224	16
Added Vol:	0	0	0	0	0	0	0	97	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	16	63	6	11	24	17	1231	32	72	1280	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.66	0.66	0.66	0.86	0.86	0.86	0.97	0.97	0.97
PHF Volume:	59	20	80	8	17	37	19	1427	37	74	1319	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	20	80	8	17	37	19	1427	37	74	1319	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	20	80	8	17	37	19	1427	37	74	1319	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.00	0.01	0.02	0.01	0.40	0.02	0.04	0.37	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.11	0.57	0.57	0.08	0.53	0.53
Volume/Cap:	0.24	0.05	0.21	0.06	0.04	0.10	0.10	0.70	0.04	0.57	0.69	0.02
Delay/Veh:	56.9	40.5	42.2	55.9	40.4	41.0	52.1	21.0	12.3	63.7	23.3	14.2
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:	56.9	40.5	42.2	55.9	40.4	41.0	52.1	21.0	12.3	63.7	23.3	14.2
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	B
HCM2kAvgQ:	1	1	3	0	1	1	1	21	1	4	20	0

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	39	29	32	104	32	102	57	629	37	29	755	41
Added Vol:	14	7	0	5	0	0	0	29	0	0	71	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	36	32	109	32	102	57	658	37	29	826	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.88	0.88	0.88	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	80	54	49	124	37	116	63	727	40	31	896	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	54	49	124	37	116	63	727	40	31	896	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	54	49	124	37	116	63	727	40	31	896	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.53	0.47	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	949	851	1700	431	1369	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.07	0.08	0.08	0.04	0.20	0.02	0.02	0.25	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.40	0.40	0.22	0.51	0.51
Volume/Cap:	0.15	0.18	0.18	0.23	0.27	0.27	0.33	0.50	0.06	0.08	0.49	0.06
Delay/Veh:	22.5	22.8	22.8	23.3	23.6	23.6	37.9	20.5	16.5	27.9	14.5	11.1
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:	22.5	22.8	22.8	23.3	23.6	23.6	37.9	20.5	16.5	27.9	14.5	11.1
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM2kAvgQ:	2	2	2	3	3	3	2	8	1	1	8	1

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	9	27	21	49	25	57	127	947	29	27	1125	75
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	10	30	23	54	28	63	141	1051	32	30	1249	83
Added Vol:	9	5	0	16	0	0	0	97	0	0	47	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	35	23	70	28	63	141	1148	32	30	1296	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.93	0.93	0.93	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	26	48	32	76	30	68	154	1258	35	35	1496	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	48	32	76	30	68	154	1258	35	35	1496	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	26	48	32	76	30	68	154	1258	35	35	1496	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.60	0.40	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1080	720	1700	549	1251	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.05	0.05	0.09	0.35	0.02	0.02	0.42	0.06
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.58	0.58	0.14	0.59	0.59
Volume/Cap:	0.07	0.19	0.19	0.19	0.23	0.23	0.71	0.60	0.03	0.15	0.71	0.10
Delay/Veh:	35.9	37.1	37.1	37.2	37.6	37.6	60.2	16.9	10.9	45.8	18.5	10.8
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:	35.9	37.1	37.1	37.2	37.6	37.6	60.2	16.9	10.9	45.8	18.5	10.8
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	1	2	2	2	3	3	7	15	1	1	20	2

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: C[18.6]

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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	1	0	0	1	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0		6		1	140		1		72	36		72		0	1		133		22
Growth Adj:	1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11	
Initial Bse:	0		7		1	155		1		80	40		80		0	1		148		24
Added Vol:	0		0		0	0		0		0	0		7		0	0		21		21
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		7		1	155		1		80	40		87		0	1		169		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:	0.44	0.44		0.44		0.52	0.52		0.52		0.87	0.87		0.87		0.77	0.77		0.77	
PHF Volume:	0		15		3	297		2		153	46		100		0	1		219		59
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		15		3	297		2		153	46		100		0	1		219		59
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.2	7.1		6.5		6.2	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		472		100	452		443		248	278		xxxx		xxxxx	100		xxxx		xxxxx
Potent Cap.:	xxxx		493		961	521		512		795	1296		xxxx		xxxxx	1506		xxxx		xxxxx
Move Cap.:	xxxx		475		961	493		493		795	1296		xxxx		xxxxx	1506		xxxx		xxxxx
Volume/Cap:	xxxx		0.03		0.00	0.60		0.00		0.19	0.04		xxxx		xxxx	0.00		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	3.9		xxxx		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	22.8		xxxx		xxxxx	7.9		xxxx		xxxxx	7.4		xxxx		xxxxx
LOS by Move:	*		*		*	C		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		512	xxxx		xxxx		789	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		0.1	xxxxx		xxxx		0.7	0.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		12.3	xxxxx		xxxx		10.7	7.9		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		B	*		*		B	A		*		*	*		*		*
ApproachDel:			12.3					18.6					xxxxxx					xxxxxx		
ApproachLOS:			B					C					*					*		

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.4]

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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	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	10		1		28		3		39	36	159		0		0	131		14	
Growth Adj:	1.11	1.11		1.11		1.11		1.11		1.11	1.11	1.11		1.11		1.11	1.11		1.11	
Initial Bse:	0	11		1		31		3		43	40	176		0		0	145		16	
Added Vol:	0	0		0		0		0		0	0	24		0		0	14		14	
PasserByVol:	0	0		0		0		0		0	0	0		0		0	0		0	
Initial Fut:	0	11		1		31		3		43	40	200		0		0	159		30	
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.67	0.67		0.67		0.84		0.84		0.84	0.88	0.88		0.88		0.59	0.59		0.59	
PHF Volume:	0	17		2		37		4		52	45	228		0		0	269		50	
Reduct Vol:	0	0		0		0		0		0	0	0		0		0	0		0	
FinalVolume:	0	17		2		37		4		52	45	228		0		0	269		50	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		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	638		228		622		613		294	319	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	397		816		402		410		750	1252	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	382		816		377		395		750	1252	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.04		0.00		0.10		0.01		0.07	0.04	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3		xxxx		xxxxx	0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		15.6		xxxx		xxxxx	8.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		C		*		*	A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		402		xxxx		xxxx		705	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.3	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		14.4		xxxxx		xxxx		10.5	8.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		B		*		*		B	A	*		*		*	*		*	
ApproachDel:		14.4						12.6			xxxxxx						xxxxxx			
ApproachLOS:		B						B			*						*			

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	28	2	3	6	0	2	2	96	6	5	111	1
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	31	2	3	7	0	2	2	107	7	6	123	1
Added Vol:	0	0	0	0	0	0	0	7	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2	3	7	0	2	2	114	7	6	165	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.55	0.55	0.55	0.88	0.88	0.88	0.83	0.83	0.83
PHF Volume:	45	3	5	12	0	4	3	129	8	7	199	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	3	5	12	0	4	3	129	8	7	199	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	353	352	133	355	355	199	200	xxxx	xxxxx	137	xxxx	xxxxx
Potent Cap.:	606	576	922	604	574	847	1384	xxxx	xxxxx	1460	xxxx	xxxxx
Move Cap.:	600	573	922	595	570	847	1384	xxxx	xxxxx	1460	xxxx	xxxxx
Volume/Cap:	0.08	0.01	0.01	0.02	0.00	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	618	xxxxx	xxxx	643	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.4			10.7		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	18		5		3	16		3		5	5		167		43	12		105		16
Growth Adj:	1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11	
Initial Bse:	20		6		3	18		3		6	6		185		48	13		117		18
Added Vol:	0		0		0	0		0		0	0		24		0	0		28		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	20		6		3	18		3		6	6		209		48	13		145		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:	0.65	0.65		0.65		0.60	0.60		0.60		0.85	0.85		0.85		0.87	0.87		0.87	
PHF Volume:	31		9		5	30		6		9	7		247		56	15		167		20
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	31		9		5	30		6		9	7		247		56	15		167		20
Critical Gap Module:																				
Critical Gp:	7.1		6.5		6.2	7.1		6.5		6.2	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	503		505		275	502		523		177	187	xxxx		xxxxx		303	xxxx		xxxxx	
Potent Cap.:	483		472		769	483		461		872	1399	xxxx		xxxxx		1270	xxxx		xxxxx	
Move Cap.:	467		464		769	467		454		872	1399	xxxx		xxxxx		1270	xxxx		xxxxx	
Volume/Cap:	0.07	0.02		0.01		0.06	0.01		0.01		0.00	xxxx		xxxx		0.01	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.6	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		488	xxxxx		xxxx		515	xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx		0.3	xxxxx		xxxxx		0.3	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx		13.1	xxxxx		xxxxx		12.7	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*		B	*		*		B	*		*	*		*		*	*		*	
ApproachDel:			13.1					12.7				xxxxxx					xxxxxx			
ApproachLOS:			B					B				*					*			

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	0	0	0	0	0	0	0	417	0	0	75	0
Added Vol:	0	0	0	1	0	13	0	7	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	13	0	424	0	0	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	14	0	447	0	0	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	14	0	447	0	0	111	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	558	558	111	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	494	441	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	494	441	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	889	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.1		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	134	0	0	87	0								
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11								
Initial Bse:	0	0	0	0	0	0	0	149	0	0	97	0								
Added Vol:	0	0	0	1	0	8	0	24	0	0	19	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	8	0	173	0	0	116	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	8	0	182	0	0	122	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	8	0	182	0	0	122	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	303	303	122	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	692	613	935	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	692	613	935	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	900	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	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.0		xxxxxx				xxxxxx									
ApproachLOS:		*			A			*				*								

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	0	0	0	0	0	0	0	417	0	0	75	0
Added Vol:	0	0	0	1	0	13	0	9	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	13	0	426	0	0	92	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	14	0	449	0	0	97	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	14	0	449	0	0	97	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	546	546	97	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	502	448	964	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	502	448	964	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	905	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	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.0		xxxxxx			xxxxxx		
ApproachLOS:		*			A			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	134	0	0	87	0								
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11								
Initial Bse:	0	0	0	0	0	0	0	149	0	0	97	0								
Added Vol:	0	0	0	1	0	8	0	25	0	0	11	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	8	0	174	0	0	108	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	8	0	183	0	0	113	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	8	0	183	0	0	113	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	296	296	113	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	699	619	945	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	699	619	945	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	909	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	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.0		xxxxxx				xxxxxx									
ApproachLOS:	*				A		*				*									

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[24.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	4	0	1	0	0	0	0	654	2	0	678	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	4	0	1	0	0	0	0	726	2	0	753	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	1	0	0	0	0	760	2	0	831	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:	0.42	1.00	0.42	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
PHF Volume:	11	0	3	0	0	0	0	800	2	0	879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	3	0	0	0	0	800	2	0	879	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1239	1679	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	170	96	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	170	96	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.00	xxxx	xxxx	xxxx	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	199	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		24.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[79.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	6	0	2	0	0	0	0	972	3	0	1043	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	7	0	2	0	0	0	0	1079	3	0	1158	0
Added Vol:	0	0	0	0	0	0	0	113	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	2	0	0	0	0	1192	3	0	1209	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:	0.33	1.00	0.33	1.00	1.00	1.00	1.00	0.94	0.94	0.89	0.89	1.00
PHF Volume:	20	0	7	0	0	0	0	1273	4	0	1352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	7	0	0	0	0	1273	4	0	1352	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1949	2625	637	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	58	24	425	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	58	24	425	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.35	0.00	0.02	xxxx	xxxx	xxxx	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	74	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	79.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		79.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 99.6 Worst Case Level Of Service: F[487.6]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	1		0		212	1		1		2	3		629		5	41		717		0
Growth Adj:	1.11	1.11			1.11	1.11	1.11			1.11	1.11	1.11			1.11	1.11	1.11			1.11
Initial Bse:	1		0		235	1		1		2	3		698		6	46		796		0
Added Vol:	78		0		14	0		0		0	0		0		34	5		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	79		0		249	1		1		2	3		698		40	51		796		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:	0.69	0.69			0.69	0.50	0.50			0.50	0.79	0.79			0.79	0.91	0.91			0.91
PHF Volume:	115		0		363	2		2		4	4		884		50	55		873		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	115		0		363	2		2		4	4		884		50	55		873		0
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	1440		1876		442	1434		1926		436	873		xxxx		xxxxx	934		xxxx		xxxxx
Potent Cap.:	95		72		569	96		67		574	781		xxxx		xxxxx	741		xxxx		xxxxx
Move Cap.:	86		67		569	33		62		574	781		xxxx		xxxxx	741		xxxx		xxxxx
Volume/Cap:	1.34		0.00		0.64	0.07		0.04		0.01	0.01		xxxx		xxxx	0.07		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0.0		xxxx		xxxxx	0.2		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	9.6		xxxx		xxxxx	10.2		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	A		*		*	B		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		242		xxxxx	xxxx		80		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		34.7		xxxxx	xxxxx		0.4		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		488		xxxxx	xxxxx		55.8		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		F		*	*		F		*	*		*		*	*		*		*
ApproachDel:			487.6					55.8					xxxxxx					xxxxxx		
ApproachLOS:			F					F					*					*		

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 32.0 Worst Case Level Of Service: F[495.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1 0 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	3	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	3	0	65	0	1	0	4	1043	13	52	1007	1
Added Vol:	51	0	9	0	0	0	0	0	113	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	74	0	1	0	4	1043	126	68	1007	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:	0.80	0.80	0.80	0.25	0.25	0.25	0.94	0.94	0.94	0.96	0.96	0.96
PHF Volume:	68	0	93	0	4	0	5	1109	134	71	1051	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	93	0	4	0	5	1109	134	71	1051	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1788	2313	554	xxxx	2446	xxxxx	1052	xxxx	xxxxx	1243	xxxx	xxxxx
Potent Cap.:	52	38	481	xxxx	32	xxxxx	669	xxxx	xxxxx	567	xxxx	xxxxx
Move Cap.:	41	33	481	xxxx	27	xxxxx	669	xxxx	xxxxx	567	xxxx	xxxxx
Volume/Cap:	1.64	0.00	0.19	xxxx	0.16	xxxx	0.01	xxxx	xxxx	0.13	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.5	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	160	xxxxx	10.4	xxxx	xxxxx	12.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	88	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	495	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	495.4			159.8			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.3]

****

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	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	391		0		0	37		0		0	0		0		0	0		0	
Growth Adj:	1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11	
Initial Bse:	0	434		0		0	41		0		0	0		0		0	0		0	
Added Vol:	10	0		0		0	0		38		92	0		21		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	10	434		0		0	41		38		92	0		21		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	11	457		0		0	43		40		97	0		22		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	11	457		0		0	43		40		97	0		22		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:	83	xxxx	xxxxx	xxxx	xxxx	xxxxx					541	541		63		xxxx	xxxx		xxxxx	
Potent Cap.:	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx					505	451		1007		xxxx	xxxx		xxxxx	
Move Cap.:	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx					503	448		1007		xxxx	xxxx		xxxxx	
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.19	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:	7.4	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	554	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.8	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	13.3	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*					*	B	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx							13.3					xxxxxx				
ApproachLOS:	*			*							B					*				

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

****

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.7]

****

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	0	1	0	0 0	1!	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	71		0	0	78		0	0	0		0	0	0		0
Growth Adj:	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11
Initial Bse:	0	79		0	0	87		0	0	0		0	0	0		0
Added Vol:	32	0		0	0	0		129	60	0		14	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	32	79		0	0	87		129	60	0		14	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:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	34	83		0	0	91		136	63	0		15	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	34	83		0	0	91		136	63	0		15	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:	227	xxxx		xxxxx	xxxx	xxxx		xxxxx	309	309		159	xxxx	xxxx		xxxxx
Potent Cap.:	1353	xxxx		xxxxx	xxxx	xxxx		xxxxx	687	608		891	xxxx	xxxx		xxxxx
Move Cap.:	1353	xxxx		xxxxx	xxxx	xxxx		xxxxx	674	593		891	xxxx	xxxx		xxxxx
Volume/Cap:	0.02	xxxx		xxxx	xxxx	xxxx		xxxx	0.09	0.00		0.02	xxxx	xxxx		xxxx
Level Of Service Module:																
2Way95thQ:	0.1	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	706		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	0.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.4		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	7.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.7		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	A	*		*	*	*		*	*	B		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				10.7				xxxxxx			
ApproachLOS:	*				*				B				*			

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour

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

****

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	0	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	23	40	6	0	17	24	392	14	11	6	28	2
Added Vol:	0	0	0	4	0	17	7	3	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	40	6	4	17	41	399	17	11	6	28	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.69	0.69	0.69	0.73	0.73	0.73
PHF Volume:	25	43	6	4	18	44	575	25	16	8	38	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	43	6	4	18	44	575	25	16	8	38	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	25	43	6	4	18	44	575	25	16	8	38	6
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:	0.34	0.58	0.08	1.00	0.29	0.71	0.93	0.04	0.03	0.15	0.74	0.11
Final Sat.:	198	340	47	505	168	419	737	32	21	103	513	78
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.10	0.10	0.78	0.78	0.78	0.07	0.07	0.07
Crit Moves:		****				****		****			****	
Delay/Veh:	9.4	9.4	9.4	9.4	8.9	8.9	21.2	21.2	21.2	8.3	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:	9.4	9.4	9.4	9.4	8.9	8.9	21.2	21.2	21.2	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		9.4			9.0			21.2			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.0			21.2			8.3	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	3.0	3.0	3.0	0.1	0.1	0.1

****

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	11	4	6	4	28	54	67	47	36	6	31	8
Added Vol:	0	0	0	3	0	11	24	2	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	4	6	7	28	65	91	49	36	6	31	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.80	0.80	0.80	0.86	0.86	0.86	0.51	0.51	0.51
PHF Volume:	14	6	7	9	35	82	105	57	41	11	61	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	6	7	9	35	82	105	57	41	11	61	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	6	7	9	35	82	105	57	41	11	61	31
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:	0.53	0.21	0.26	1.00	0.30	0.70	0.52	0.28	0.20	0.11	0.59	0.30
Final Sat.:	373	149	187	607	217	512	417	224	164	85	476	242
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.16	0.16	0.25	0.25	0.25	0.13	0.13	0.13
Crit Moves:	****				****			****			****	
Delay/Veh:	7.9	7.9	7.9	8.5	8.2	8.2	8.8	8.8	8.8	7.9	7.9	7.9
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:	7.9	7.9	7.9	8.5	8.2	8.2	8.8	8.8	8.8	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.2			8.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.2			8.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1

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

Opening Year (2014) With Project – With Improvements

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 1 0 1			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	26	10	14	76	9	18	12	725	10	17	902	8
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	29	11	16	84	10	20	13	805	11	19	1001	9
Added Vol:	0	0	1	1	0	0	0	25	0	3	75	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	11	17	85	10	20	13	830	11	22	1076	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	37	14	21	109	13	26	14	888	12	25	1211	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	21	109	13	26	14	888	12	25	1211	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	21	109	13	26	14	888	12	25	1211	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	600	1200	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.06	0.02	0.02	0.01	0.25	0.01	0.01	0.34	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.56	0.56	0.18	0.66	0.66
Volume/Cap:	0.10	0.04	0.05	0.30	0.10	0.10	0.11	0.44	0.01	0.08	0.51	0.01
Delay/Veh:	41.0	40.4	40.5	43.2	41.0	41.0	56.2	16.6	12.5	45.0	11.4	7.5
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:	41.0	40.4	40.5	43.2	41.0	41.0	56.2	16.6	12.5	45.0	11.4	7.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	0	1	4	1	1	1	10	0	1	12	0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	17	42	107	28	21	22	1116	19	21	862	19
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	26	19	47	119	31	23	24	1239	21	23	957	21
Added Vol:	0	0	3	5	0	0	0	85	0	2	49	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	19	50	124	31	23	24	1324	21	25	1006	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.91	0.91	0.91	0.97	0.97	0.97	0.94	0.94	0.94
PHF Volume:	31	23	60	136	34	26	25	1362	22	27	1069	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	23	60	136	34	26	25	1362	22	27	1069	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	23	60	136	34	26	25	1362	22	27	1069	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1029	771	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.08	0.03	0.03	0.01	0.38	0.01	0.02	0.30	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.15	0.66	0.66	0.08	0.59	0.59
Volume/Cap:	0.08	0.06	0.16	0.37	0.15	0.15	0.10	0.57	0.02	0.21	0.51	0.02
Delay/Veh:	40.9	40.6	41.6	44.1	41.6	41.6	47.6	12.3	7.5	57.1	16.0	11.3
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:	40.9	40.6	41.6	44.1	41.6	41.6	47.6	12.3	7.5	57.1	16.0	11.3
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	1	1	2	5	2	2	1	15	0	1	12	0

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	231	25	27	42	24	22	21	839	118	28	819	22
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	256	28	30	47	27	24	23	931	131	31	909	24
Added Vol:	11	0	0	0	0	0	0	24	4	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	28	30	47	27	24	23	955	135	31	980	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.75	0.75	0.75	0.94	0.94	0.94	0.91	0.91	0.91
PHF Volume:	304	31	34	62	36	33	25	1012	143	34	1079	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	31	34	62	36	33	25	1012	143	34	1079	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	31	34	62	36	33	25	1012	143	34	1079	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	865	935	1700	939	861	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.04	0.04	0.04	0.04	0.04	0.01	0.28	0.08	0.02	0.30	0.01
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.45	0.45	0.18	0.51	0.51
Volume/Cap:	0.57	0.12	0.12	0.12	0.12	0.12	0.13	0.63	0.18	0.11	0.59	0.03
Delay/Veh:	27.5	22.3	22.3	22.3	22.3	22.3	36.4	20.0	15.1	31.3	15.9	10.9
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:	27.5	22.3	22.3	22.3	22.3	22.3	36.4	20.0	15.1	31.3	15.9	10.9
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM?kAvgQ:	8	1	1	1	1	1	1	11	2	1	11	0

****

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

****

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	28	28	28		28	28	28		10	18	18		10	18	18	
Lanes:	1 0	0 1	0		1 0	0 1	0		1 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	176	43	43		57	54	28		49	1145	282		46	901	22	
Growth Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11	
Initial Bse:	195	48	48		63	60	31		54	1271	313		51	1000	24	
Added Vol:	7	0	0		0	0	0		0	81	13		0	47	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	202	48	48		63	60	31		54	1352	326		51	1047	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.80	0.80	0.80		0.93	0.93	0.93		0.96	0.96	0.96		0.90	0.90	0.90	
PHF Volume:	252	59	59		68	64	33		57	1414	341		57	1166	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	252	59	59		68	64	33		57	1414	341		57	1166	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	252	59	59		68	64	33		57	1414	341		57	1166	27	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	0.50	0.50		1.00	0.66	0.34		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	900	900		1700	1185	615		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.07	0.07		0.04	0.05	0.05		0.03	0.39	0.19		0.03	0.32	0.02	
Crit Moves:	****									****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.15	0.60	0.60		0.09	0.54	0.54	
Volume/Cap:	0.58	0.26	0.26		0.16	0.21	0.21		0.22	0.65	0.32		0.37	0.60	0.03	
Delay/Veh:	37.9	33.0	33.0		32.0	32.6	32.6		41.4	15.2	11.0		48.5	17.8	11.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.9	33.0	33.0		32.0	32.6	32.6		41.4	15.2	11.0		48.5	17.8	11.9	
LOS by Move:	D	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	8	3	3		2	3	3		2	16	6		2	14	0	

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec):	80	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	108	138	61	93	129	307	191	688	54	62	808	72
Added Vol:	0	0	0	5	0	0	0	24	0	0	71	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	138	61	98	129	307	191	712	54	62	879	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	161	71	110	145	345	202	752	57	66	929	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	161	71	110	145	345	202	752	57	66	929	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	126	161	71	110	145	345	202	752	57	66	929	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.06	0.04	0.19	0.12	0.21	0.03	0.04	0.26	0.05
Crit Moves:						****	****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.18	0.42	0.42	0.15	0.39	0.39
Volume/Cap:	0.21	0.13	0.11	0.19	0.11	0.55	0.66	0.49	0.08	0.26	0.66	0.13
Delay/Veh:	18.4	17.7	17.7	18.2	17.6	21.9	35.5	17.0	13.8	30.5	20.9	15.6
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:	18.4	17.7	17.7	18.2	17.6	21.9	35.5	17.0	13.8	30.5	20.9	15.6
LOS by Move:	B	B	B	B	B	C	D	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	7	6	7	1	2	10	1

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	114	195	122	172	170	281	326	1028	99	109	1200	100
Added Vol:	0	0	0	16	0	0	0	81	0	0	47	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	195	122	188	170	281	326	1109	99	109	1247	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	121	208	130	205	185	306	350	1188	106	122	1403	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	208	130	205	185	306	350	1188	106	122	1403	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	121	208	130	205	185	306	350	1188	106	122	1403	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.07	0.12	0.05	0.17	0.21	0.33	0.06	0.07	0.39	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.23	0.51	0.51	0.15	0.43	0.43
Volume/Cap:	0.26	0.21	0.26	0.43	0.18	0.61	0.90	0.65	0.12	0.47	0.90	0.16
Delay/Veh:	28.2	27.6	28.2	30.1	27.4	33.4	61.0	19.0	13.0	39.9	34.1	17.4
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:	28.2	27.6	28.2	30.1	27.4	33.4	61.0	19.0	13.0	39.9	34.1	17.4
LOS by Move:	C	C	C	C	C	C	E	B	B	D	C	B
HCM2kAvgQ:	3	2	3	6	2	9	15	14	2	4	24	2

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	30	7	70	9	13	16	12	563	36	47	834	1
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	33	8	78	10	14	18	13	625	40	52	926	1
Added Vol:	0	0	0	0	0	0	0	29	0	0	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	8	78	10	14	18	13	654	40	52	1011	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:	0.74	0.74	0.74	0.67	0.67	0.67	0.91	0.91	0.91	0.90	0.90	0.90
PHF Volume:	45	11	106	15	21	26	15	717	44	58	1118	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	11	106	15	21	26	15	717	44	58	1118	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:	45	11	106	15	21	26	15	717	44	58	1118	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.01	0.01	0.01	0.01	0.20	0.02	0.03	0.31	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.47	0.47	0.18	0.57	0.57
Volume/Cap:	0.18	0.03	0.27	0.11	0.06	0.07	0.11	0.43	0.05	0.19	0.55	0.00
Delay/Veh:	56.5	40.3	42.9	56.3	40.6	40.7	56.2	23.3	19.0	45.5	17.8	12.1
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:	56.5	40.3	42.9	56.3	40.6	40.7	56.2	23.3	19.0	45.5	17.8	12.1
LOS by Move:	E	D	D	E	D	D	E	C	B	D	B	B
HCM2kAvgQ:	1	0	4	1	1	1	1	9	1	2	14	0

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	47	16	63	6	11	24	17	1134	32	72	1224	16
Added Vol:	0	0	0	0	0	0	0	97	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	16	63	6	11	24	17	1231	32	72	1280	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.66	0.66	0.66	0.86	0.86	0.86	0.97	0.97	0.97
PHF Volume:	59	20	80	8	17	37	19	1427	37	74	1319	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	20	80	8	17	37	19	1427	37	74	1319	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	20	80	8	17	37	19	1427	37	74	1319	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.00	0.01	0.02	0.01	0.40	0.02	0.04	0.37	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.11	0.57	0.57	0.08	0.53	0.53
Volume/Cap:	0.24	0.05	0.21	0.06	0.04	0.10	0.10	0.70	0.04	0.57	0.69	0.02
Delay/Veh:	56.9	40.5	42.2	55.9	40.4	41.0	52.1	21.0	12.3	63.7	23.3	14.2
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:	56.9	40.5	42.2	55.9	40.4	41.0	52.1	21.0	12.3	63.7	23.3	14.2
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	B
HCM2kAvgQ:	1	1	3	0	1	1	1	21	1	4	20	0

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	39	29	32	104	32	102	57	629	37	29	755	41
Added Vol:	14	7	0	5	0	0	0	29	0	0	71	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	36	32	109	32	102	57	658	37	29	826	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.88	0.88	0.88	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	80	54	49	124	37	116	63	727	40	31	896	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	54	49	124	37	116	63	727	40	31	896	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	54	49	124	37	116	63	727	40	31	896	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.53	0.47	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	949	851	1700	431	1369	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.07	0.08	0.08	0.04	0.20	0.02	0.02	0.25	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.40	0.40	0.22	0.51	0.51
Volume/Cap:	0.15	0.18	0.18	0.23	0.27	0.27	0.33	0.50	0.06	0.08	0.49	0.06
Delay/Veh:	22.5	22.8	22.8	23.3	23.6	23.6	37.9	20.5	16.5	27.9	14.5	11.1
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:	22.5	22.8	22.8	23.3	23.6	23.6	37.9	20.5	16.5	27.9	14.5	11.1
LOS by Move:	C	C	C	C	C	C	D	C	B	C	B	B
HCM2kAvgQ:	2	2	2	3	3	3	2	8	1	1	8	1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

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Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	9	27	21	49	25	57	127	947	29	27	1125	75
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	10	30	23	54	28	63	141	1051	32	30	1249	83
Added Vol:	9	5	0	16	0	0	0	97	0	0	47	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	35	23	70	28	63	141	1148	32	30	1296	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.93	0.93	0.93	0.91	0.91	0.91	0.87	0.87	0.87
PHF Volume:	26	48	32	76	30	68	154	1258	35	35	1496	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	48	32	76	30	68	154	1258	35	35	1496	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	26	48	32	76	30	68	154	1258	35	35	1496	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.60	0.40	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1080	720	1700	549	1251	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.05	0.05	0.09	0.35	0.02	0.02	0.42	0.06
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.58	0.58	0.14	0.59	0.59
Volume/Cap:	0.07	0.19	0.19	0.19	0.23	0.23	0.71	0.60	0.03	0.15	0.71	0.10
Delay/Veh:	35.9	37.1	37.1	37.2	37.6	37.6	60.2	16.9	10.9	45.8	18.5	10.8
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:	35.9	37.1	37.1	37.2	37.6	37.6	60.2	16.9	10.9	45.8	18.5	10.8
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	1	2	2	2	3	3	7	15	1	1	20	2

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

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Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

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Average Delay (sec/veh): 10.1 Worst Case Level Of Service: C[18.6]

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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	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	6	1	140	1	72	36	72	0	1	133	22
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	0	7	1	155	1	80	40	80	0	1	148	24
Added Vol:	0	0	0	0	0	0	0	7	0	0	21	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	1	155	1	80	40	87	0	1	169	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:	0.44	0.44	0.44	0.52	0.52	0.52	0.87	0.87	0.87	0.77	0.77	0.77
PHF Volume:	0	15	3	297	2	153	46	100	0	1	219	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	3	297	2	153	46	100	0	1	219	59
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	472	100	452	443	248	278	xxxx	xxxxx	100	xxxx	xxxxx
Potent Cap.:	xxxx	493	961	521	512	795	1296	xxxx	xxxxx	1506	xxxx	xxxxx
Move Cap.:	xxxx	475	961	493	493	795	1296	xxxx	xxxxx	1506	xxxx	xxxxx
Volume/Cap:	xxxx	0.03	0.00	0.60	0.00	0.19	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.9	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	22.8	xxxx	xxxxx	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	512	xxxx	xxxx	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.7	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	12.3	xxxxx	xxxx	10.7	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	A	*	*	*	*	*
ApproachDel:		12.3			18.6			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

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Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

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Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.4]

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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	1 0	0 1	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	10	1	28	3	39	36	159	0	0	131	14
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	0	11	1	31	3	43	40	176	0	0	145	16
Added Vol:	0	0	0	0	0	0	0	24	0	0	14	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	11	1	31	3	43	40	200	0	0	159	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.84	0.84	0.84	0.88	0.88	0.88	0.59	0.59	0.59
PHF Volume:	0	17	2	37	4	52	45	228	0	0	269	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	17	2	37	4	52	45	228	0	0	269	50
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	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	638	228	622	613	294	319	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	397	816	402	410	750	1252	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	382	816	377	395	750	1252	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.04	0.00	0.10	0.01	0.07	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.6	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	402	xxxx	xxxx	705	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	14.4	xxxxx	xxxx	10.5	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	A	*	*	*	*	*
ApproachDel:		14.4			12.6			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L - T - R						L - T - R						L - T - R						L - T - R					
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	28	2	3	6	0	2	2	96	6	5	111	1												
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11												
Initial Bse:	31	2	3	7	0	2	2	107	7	6	123	1												
Added Vol:	0	0	0	0	0	0	0	7	0	0	42	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	31	2	3	7	0	2	2	114	7	6	165	1												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.69	0.69	0.69	0.55	0.55	0.55	0.88	0.88	0.88	0.83	0.83	0.83												
PHF Volume:	45	3	5	12	0	4	3	129	8	7	199	1												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	45	3	5	12	0	4	3	129	8	7	199	1												
Critical Gap Module:																								
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	353	352	133	355	355	199	200	xxxx	xxxxx	137	xxxx	xxxxx												
Potent Cap.:	606	576	922	604	574	847	1384	xxxx	xxxxx	1460	xxxx	xxxxx												
Move Cap.:	600	573	922	595	570	847	1384	xxxx	xxxxx	1460	xxxx	xxxxx												
Volume/Cap:	0.08	0.01	0.01	0.02	0.00	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	618	xxxxx	xxxx	643	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*												
ApproachDel:	11.4			10.7			xxxxxx			xxxxxx														
ApproachLOS:	B			B			*			*														

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	5	3	16	3	5	5	167	43	12	105	16
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	20	6	3	18	3	6	6	185	48	13	117	18
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	6	3	18	3	6	6	209	48	13	145	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:	0.65	0.65	0.65	0.60	0.60	0.60	0.85	0.85	0.85	0.87	0.87	0.87
PHF Volume:	31	9	5	30	6	9	7	247	56	15	167	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	9	5	30	6	9	7	247	56	15	167	20
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	503	505	275	502	523	177	187	xxxx	xxxxx	303	xxxx	xxxxx
Potent Cap.:	483	472	769	483	461	872	1399	xxxx	xxxxx	1270	xxxx	xxxxx
Move Cap.:	467	464	769	467	454	872	1399	xxxx	xxxxx	1270	xxxx	xxxxx
Volume/Cap:	0.07	0.02	0.01	0.06	0.01	0.01	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	488	xxxxx	xxxx	515	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.1	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		13.1			12.7			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

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Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0								
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11								
Initial Bse:	0	0	0	0	0	0	0	417	0	0	75	0								
Added Vol:	0	0	0	1	0	13	0	7	0	0	30	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	13	0	424	0	0	105	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	14	0	447	0	0	111	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	14	0	447	0	0	111	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	558	558	111	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	494	441	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	494	441	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	889	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.1		xxxxxx				xxxxxx									
ApproachLOS:	*				A		*				*									

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	134	0	0	87	0								
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11								
Initial Bse:	0	0	0	0	0	0	0	149	0	0	97	0								
Added Vol:	0	0	0	1	0	8	0	24	0	0	19	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	8	0	173	0	0	116	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	8	0	182	0	0	122	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	8	0	182	0	0	122	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	303	303	122	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	692	613	935	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	692	613	935	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	900	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	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.0		xxxxxx				xxxxxx									
ApproachLOS:	*				A		*				*									

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	376	0	0	68	0				
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11					
Initial Bse:	0	0	0	0	0	0	0	417	0	0	75	0								
Added Vol:	0	0	0	1	0	13	0	9	0	0	17	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	13	0	426	0	0	92	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	14	0	449	0	0	97	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	14	0	449	0	0	97	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	546	546	97	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	502	448	964	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	502	448	964	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	905	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	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.0		xxxxxx				xxxxxx									
ApproachLOS:		*			A			*				*								

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	134	0	0	0	0	87	0		
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11		
Initial Bse:	0	0	0	0	0	0	0	149	0	0	97	0								
Added Vol:	0	0	0	1	0	8	0	25	0	0	11	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	8	0	174	0	0	108	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	8	0	183	0	0	113	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	8	0	183	0	0	113	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	296	296	113	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	699	619	945	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	699	619	945	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	909	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	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.0		xxxxxx				xxxxxx									
ApproachLOS:		*			A			*				*								

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	2 0	1	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	654	2	0	682	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	0	0	1	0	0	0	0	726	2	0	757	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	0	0	0	0	760	2	0	835	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:	0.42	1.00	0.42	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
PHF Volume:	0	0	3	0	0	0	0	800	2	0	884	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	0	0	0	0	800	2	0	884	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	11.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	5	0	212	1	1	2	3	629	5	41	717	0
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	6	0	235	1	1	2	3	698	6	46	796	0
Added Vol:	78	0	14	0	0	0	0	0	34	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	0	249	1	1	2	3	698	40	51	796	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:	0.69	0.69	0.69	0.50	0.50	0.50	0.79	0.79	0.79	0.91	0.91	0.91
PHF Volume:	122	0	363	2	2	4	4	884	50	55	873	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	363	2	2	4	4	884	50	55	873	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:	122	0	363	2	2	4	4	884	50	55	873	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.26	0.00	0.74	0.26	0.25	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	445	0	1329	443	443	887	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.01	0.01	0.01	0.00	0.25	0.03	0.03	0.24	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.42	0.00	0.42	0.42	0.42	0.42	0.17	0.38	0.38	0.13	0.33	0.00
Volume/Cap:	0.65	0.00	0.65	0.01	0.01	0.01	0.01	0.65	0.07	0.26	0.73	0.00
Delay/Veh:	20.4	0.0	20.4	11.7	11.7	11.7	27.6	21.2	14.8	34.6	26.5	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:	20.4	0.0	20.4	11.7	11.7	11.7	27.6	21.2	14.8	34.6	26.5	0.0
LOS by Move:	C	A	C	B	B	B	C	C	B	C	C	A
HCM2kAvgQ:	9	0	9	0	0	0	0	9	1	1	10	0

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

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Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	9	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	10	0	65	0	1	0	4	1043	13	52	1007	1
Added Vol:	51	0	9	0	0	0	0	0	113	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	0	74	0	1	0	4	1043	126	68	1007	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:	0.80	0.80	0.80	0.25	0.25	0.25	0.94	0.94	0.94	0.96	0.96	0.96
PHF Volume:	76	0	93	0	4	0	5	1109	134	71	1051	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	93	0	4	0	5	1109	134	71	1051	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	0	93	0	4	0	5	1109	134	71	1051	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.46	0.00	0.54	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	789	0	964	0	1800	0	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.07	0.04	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.22	0.00	0.15	0.65	0.65	0.09	0.58	0.58
Volume/Cap:	0.45	0.00	0.45	0.00	0.01	0.00	0.02	0.47	0.11	0.47	0.50	0.00
Delay/Veh:	48.1	0.0	48.1	0.0	40.2	0.0	46.8	5.7	4.0	66.7	10.5	6.9
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:	48.1	0.0	48.1	0.0	40.2	0.0	46.8	5.7	4.0	66.7	10.5	6.9
LOS by Move:	D	A	D	A	D	A	D	A	A	E	B	A
HCM2kAvgQ:	6	0	6	0	0	0	0	5	1	3	8	0

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.3]

****

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	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	391		0		0	37		0		0	0		0		0	0		0	
Growth Adj:	1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11	
Initial Bse:	0	434		0		0	41		0		0	0		0		0	0		0	
Added Vol:	10	0		0		0	0		38		92	0		21		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	10	434		0		0	41		38		92	0		21		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	11	457		0		0	43		40		97	0		22		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	11	457		0		0	43		40		97	0		22		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:	83	xxxx	xxxxx	xxxx	xxxx	xxxxx					541	541		63	xxxx	xxxx	xxxxx			
Potent Cap.:	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx					505	451		1007	xxxx	xxxx	xxxxx			
Move Cap.:	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx					503	448		1007	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.19	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:	7.4	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	554	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.8	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	13.3	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*					*	B	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx							13.3					xxxxxx				
ApproachLOS:	*			*							B					*				

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.7]

****

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	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	71		0		0	78		0		0	0		0		0	0		0	
Growth Adj:	1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11		1.11	1.11		1.11	
Initial Bse:	0	79		0		0	87		0		0	0		0		0	0		0	
Added Vol:	32	0		0		0	0		129		60	0		14		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	32	79		0		0	87		129		60	0		14		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:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	34	83		0		0	91		136		63	0		15		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	34	83		0		0	91		136		63	0		15		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:	227	xxxx	xxxxx	xxxx	xxxx	xxxxx					309	309		159	xxxx	xxxx	xxxxx			
Potent Cap.:	1353	xxxx	xxxxx	xxxx	xxxx	xxxxx					687	608		891	xxxx	xxxx	xxxxx			
Move Cap.:	1353	xxxx	xxxxx	xxxx	xxxx	xxxxx					674	593		891	xxxx	xxxx	xxxxx			
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx					0.09	0.00		0.02	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.1	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	706	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	A	*	*	*	*	*	*	B	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx				10.7			xxxxxx									
ApproachLOS:	*			*				B			*									

****

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

****

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Morning Peak Hour - With Improvements

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	23	40	6	0	17	24	392	14	11	6	28	2
Added Vol:	0	0	0	4	0	17	7	3	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	40	6	4	17	41	399	17	11	6	28	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.69	0.69	0.69	0.73	0.73	0.73
PHF Volume:	25	43	6	4	18	44	575	25	16	8	38	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	43	6	4	18	44	575	25	16	8	38	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	25	43	6	4	18	44	575	25	16	8	38	6
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:	0.34	0.58	0.08	1.00	0.29	0.71	0.93	0.04	0.03	0.15	0.74	0.11
Final Sat.:	198	340	47	505	168	419	737	32	21	103	513	78
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.10	0.10	0.78	0.78	0.78	0.07	0.07	0.07
Crit Moves:		****				****		****			****	
Delay/Veh:	9.4	9.4	9.4	9.4	8.9	8.9	21.2	21.2	21.2	8.3	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:	9.4	9.4	9.4	9.4	8.9	8.9	21.2	21.2	21.2	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		9.4			9.0			21.2			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.0			21.2			8.3	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	3.0	3.0	3.0	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Opening Year (2014) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

****

Cycle (sec): 0 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	11	4	6	4	28	54	67	47	36	6	31	8
Added Vol:	0	0	0	3	0	11	24	2	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	4	6	7	28	65	91	49	36	6	31	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.80	0.80	0.80	0.86	0.86	0.86	0.51	0.51	0.51
PHF Volume:	14	6	7	9	35	82	105	57	41	11	61	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	6	7	9	35	82	105	57	41	11	61	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	6	7	9	35	82	105	57	41	11	61	31
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:	0.53	0.21	0.26	1.00	0.30	0.70	0.52	0.28	0.20	0.11	0.59	0.30
Final Sat.:	373	149	187	607	217	512	417	224	164	85	476	242
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.16	0.16	0.25	0.25	0.25	0.13	0.13	0.13
Crit Moves:	****				****			****			****	
Delay/Veh:	7.9	7.9	7.9	8.5	8.2	8.2	8.8	8.8	8.8	7.9	7.9	7.9
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:	7.9	7.9	7.9	8.5	8.2	8.2	8.8	8.8	8.8	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.2			8.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.2			8.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1

****

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

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Year 2035 Without Project

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

****

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	26	10	14	76	9	18	12	725	10	17	902	8
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	40	15	21	116	14	27	18	1102	15	26	1371	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	16	22	122	14	29	19	1160	16	27	1443	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	22	122	14	29	19	1160	16	27	1443	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	16	22	122	14	29	19	1160	16	27	1443	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	633	1267	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.07	0.02	0.02	0.01	0.31	0.01	0.02	0.38	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.59	0.59	0.15	0.66	0.66
Volume/Cap:	0.11	0.04	0.05	0.31	0.11	0.11	0.14	0.52	0.01	0.10	0.57	0.01
Delay/Veh:	41.5	40.5	40.7	45.0	41.5	41.5	58.1	10.3	6.6	48.6	5.8	3.0
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:	41.5	40.5	40.7	45.0	41.5	41.5	58.1	10.3	6.6	48.6	5.8	3.0
LOS by Move:	D	D	D	D	D	D	E	B	A	D	A	A
HCM2kAvgQ:	1	0	1	4	1	1	1	9	0	1	8	0

****

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

****

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	17	42	107	28	21	22	1116	19	21	862	19
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	35	26	64	163	43	32	33	1696	29	32	1310	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	27	67	171	45	34	35	1786	30	34	1379	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	27	67	171	45	34	35	1786	30	34	1379	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	27	67	171	45	34	35	1786	30	34	1379	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1086	814	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.10	0.04	0.04	0.02	0.47	0.02	0.02	0.36	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.13	0.66	0.66	0.08	0.61	0.61
Volume/Cap:	0.09	0.07	0.16	0.44	0.19	0.19	0.15	0.71	0.02	0.24	0.60	0.03
Delay/Veh:	41.3	40.9	42.3	47.8	42.8	42.8	51.7	7.4	3.1	60.6	9.7	5.6
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:	41.3	40.9	42.3	47.8	42.8	42.8	51.7	7.4	3.1	60.6	9.7	5.6
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	1	1	2	6	2	2	1	13	0	1	10	0

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	231	25	27	42	24	22	21	839	118	28	819	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	351	38	41	64	36	33	32	1275	179	43	1245	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	370	40	43	67	38	35	34	1342	189	45	1310	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	40	43	67	38	35	34	1342	189	45	1310	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	40	43	67	38	35	34	1342	189	45	1310	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	913	987	1800	991	909	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.04	0.04	0.04	0.04	0.04	0.02	0.35	0.10	0.02	0.34	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.15	0.51	0.51	0.11	0.47	0.47
Volume/Cap:	0.66	0.14	0.14	0.12	0.12	0.12	0.12	0.69	0.19	0.22	0.73	0.04
Delay/Veh:	32.3	22.3	22.3	22.1	22.1	22.1	33.9	14.5	9.4	39.0	18.3	10.5
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:	32.3	22.3	22.3	22.1	22.1	22.1	33.9	14.5	9.4	39.0	18.3	10.5
LOS by Move:	C	C	C	C	C	C	C	B	A	D	B	B
HCM2kAvgQ:	10	1	1	1	1	1	1	12	2	1	14	0

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	43	43	57	54	28	49	1145	282	46	901	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	268	65	65	87	82	43	74	1740	429	70	1370	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	282	69	69	91	86	45	78	1832	451	74	1442	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	69	69	91	86	45	78	1832	451	74	1442	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	69	69	91	86	45	78	1832	451	74	1442	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	950	950	1800	1251	649	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.05	0.07	0.07	0.04	0.48	0.24	0.04	0.38	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.12	0.66	0.66	0.08	0.61	0.61
Volume/Cap:	0.73	0.34	0.34	0.24	0.32	0.32	0.35	0.73	0.36	0.53	0.62	0.03
Delay/Veh:	58.7	45.4	45.4	43.6	45.0	45.0	56.4	7.7	4.7	71.6	9.7	5.4
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:	58.7	45.4	45.4	43.6	45.0	45.0	56.4	7.7	4.7	71.6	9.7	5.4
LOS by Move:	E	D	D	D	D	D	E	A	A	E	A	A
HCM2kAvgQ:	12	4	4	3	4	4	3	13	3	4	11	0

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 75 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	147	188	84	128	176	421	261	942	74	85	1107	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	155	198	88	134	186	443	275	992	78	90	1165	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	198	88	134	186	443	275	992	78	90	1165	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	155	198	88	134	186	443	275	992	78	90	1165	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.07	0.05	0.23	0.15	0.26	0.04	0.05	0.31	0.05
Crit Moves:						****	****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.17	0.40	0.40	0.14	0.37	0.37
Volume/Cap:	0.23	0.14	0.12	0.20	0.13	0.62	0.88	0.65	0.10	0.35	0.82	0.15
Delay/Veh:	15.7	14.5	14.6	15.3	14.5	21.8	58.4	18.3	12.7	32.6	25.0	14.8
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:	15.7	14.5	14.6	15.3	14.5	21.8	58.4	18.3	12.7	32.6	25.0	14.8
LOS by Move:	B	B	B	B	B	C	E	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	8	10	9	1	2	14	1

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 125 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	157	268	167	236	233	385	447	1408	135	149	1643	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	282	176	248	245	405	470	1482	142	157	1730	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	282	176	248	245	405	470	1482	142	157	1730	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	165	282	176	248	245	405	470	1482	142	157	1730	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.09	0.14	0.06	0.21	0.26	0.39	0.07	0.09	0.46	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.27	0.60	0.60	0.13	0.46	0.46
Volume/Cap:	0.41	0.33	0.41	0.62	0.29	0.95	0.98	0.66	0.13	0.66	0.98	0.16
Delay/Veh:	44.5	41.7	44.4	50.5	41.1	80.8	83.1	11.4	6.7	64.6	45.2	16.4
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:	44.5	41.7	44.4	50.5	41.1	80.8	83.1	11.4	6.7	64.6	45.2	16.4
LOS by Move:	D	D	D	D	D	F	F	B	A	E	D	B
HCM2kAvgQ:	6	4	6	9	4	20	24	13	1	7	39	2

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	7	70	9	13	16	12	563	36	47	834	1
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	46	11	106	14	20	24	18	856	55	71	1268	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	11	112	14	21	26	19	901	58	75	1334	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	11	112	14	21	26	19	901	58	75	1334	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:	48	11	112	14	21	26	19	901	58	75	1334	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.01	0.01	0.01	0.01	0.24	0.03	0.04	0.35	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.49	0.49	0.16	0.57	0.57
Volume/Cap:	0.18	0.03	0.27	0.10	0.05	0.06	0.14	0.49	0.06	0.26	0.62	0.00
Delay/Veh:	57.7	40.4	44.2	57.3	40.7	40.9	58.1	18.5	13.9	50.3	13.3	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	40.4	44.2	57.3	40.7	40.9	58.1	18.5	13.9	50.3	13.3	7.8
LOS by Move:	E	D	D	E	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	0	4	1	1	1	1	9	1	3	12	0

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	64	21	87	8	15	33	23	1553	44	99	1677	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	22	91	8	16	35	24	1635	46	104	1765	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	22	91	8	16	35	24	1635	46	104	1765	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	67	22	91	8	16	35	24	1635	46	104	1765	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.00	0.01	0.02	0.01	0.43	0.02	0.06	0.46	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.55	0.55	0.10	0.57	0.57
Volume/Cap:	0.26	0.05	0.22	0.06	0.04	0.09	0.17	0.79	0.04	0.59	0.82	0.02
Delay/Veh:	58.9	40.7	43.3	56.4	40.5	41.2	58.8	19.0	9.4	69.8	18.0	7.9
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:	58.9	40.7	43.3	56.4	40.5	41.2	58.8	19.0	9.4	69.8	18.0	7.9
LOS by Move:	E	D	D	E	D	D	E	B	A	E	B	A
HCM2kAvgQ:	2	1	3	0	0	1	1	22	1	5	24	0

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	53	40	44	143	44	140	78	862	50	40	1034	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	42	46	150	46	147	82	907	53	42	1088	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	42	46	150	46	147	82	907	53	42	1088	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	42	46	150	46	147	82	907	53	42	1088	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.47	0.53	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	898	1002	1800	455	1445	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.08	0.10	0.10	0.05	0.24	0.03	0.02	0.29	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.42	0.42	0.20	0.51	0.51
Volume/Cap:	0.10	0.15	0.15	0.27	0.33	0.33	0.41	0.56	0.07	0.12	0.56	0.06
Delay/Veh:	21.9	22.4	22.4	23.9	24.7	24.7	43.3	18.4	13.4	30.3	12.5	8.4
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:	21.9	22.4	22.4	23.9	24.7	24.7	43.3	18.4	13.4	30.3	12.5	8.4
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	A
HCM2kAvgQ:	1	2	2	3	4	4	3	8	1	1	8	1

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	9	27	21	49	25	57	127	947	29	27	1125	75
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	14	41	32	74	38	87	193	1439	44	41	1710	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	43	34	78	40	91	203	1515	46	43	1800	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	43	34	78	40	91	203	1515	46	43	1800	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	43	34	78	40	91	203	1515	46	43	1800	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.56	0.44	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1069	831	1800	579	1321	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.04	0.07	0.07	0.11	0.40	0.02	0.02	0.47	0.06
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.62	0.62	0.12	0.60	0.60
Volume/Cap:	0.04	0.19	0.19	0.20	0.32	0.32	0.79	0.64	0.04	0.20	0.79	0.11
Delay/Veh:	40.5	42.7	42.7	43.0	45.0	45.0	75.9	9.6	5.2	53.7	14.7	6.8
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:	40.5	42.7	42.7	43.0	45.0	45.0	75.9	9.6	5.2	53.7	14.7	6.8
LOS by Move:	D	D	D	D	D	D	E	A	A	D	B	A
HCM2kAvgQ:	0	2	2	3	4	4	10	12	0	2	22	1

****

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

****

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[15.9]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	6		1		140		1		72	36		72		0	1		133		22
Growth Adj:	1.52	1.52		1.52		1.52		1.52		1.52	1.52		1.52		1.52	1.52		1.52		1.52
Initial Bse:	0	9		2		213		2		109	55		109		0	2		202		33
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	10		2		224		2		115	58		115		0	2		213		35
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	10		2		224		2		115	58		115		0	2		213		35
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		6.5		6.2	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		3.3		3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	482		115		470		464		230	248		xxxx		xxxxx	115		xxxx		xxxxx
Potent Cap.:	xxxx	487		943		507		498		814	1330		xxxx		xxxxx	1486		xxxx		xxxxx
Move Cap.:	xxxx	465		943		481		476		814	1330		xxxx		xxxxx	1486		xxxx		xxxxx
Volume/Cap:	xxxx	0.02		0.00		0.47		0.00		0.14	0.04		xxxx		xxxx	0.00		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		2.4		xxxx		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		18.8		xxxx		xxxxx	7.8		xxxx		xxxxx	7.4		xxxx		xxxxx
LOS by Move:	*	*		*		C		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		501		xxxx		xxxx		806	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.5	0.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		12.3		xxxxx		xxxx		10.2	7.8		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		B		*		*		B	A		*		*	*		*		*
ApproachDel:		12.3						15.9			xxxxxx					xxxxxx				
ApproachLOS:		B						C			*					*				

****

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

****

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[14.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	10		1		28		3		39	36	159		0		0	131		14	
Growth Adj:	1.52	1.52		1.52		1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52		1.52	
Initial Bse:	0	15		2		43		5		59	55	242		0		0	199		21	
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0	16		2		45		5		62	58	254		0		0	210		22	
Reduct Vol:	0	0		0		0		0		0	0	0		0		0	0		0	
FinalVolume:	0	16		2		45		5		62	58	254		0		0	210		22	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		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	602		254		599		590		221	232	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	416		789		416		423		824	1348	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	398		789		389		404		824	1348	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.04		0.00		0.12		0.01		0.08	0.04	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4		xxxx		xxxxx	0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		15.4		xxxx		xxxxx	7.8	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		C		*		*	A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		417		xxxx		xxxx		767	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.3	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		14.0		xxxxx		xxxx		10.1	7.8	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		B		*		*		B	A	*		*		*	*		*	
ApproachDel:		14.0						12.3				xxxxxx					xxxxxx			
ApproachLOS:		B						B				*					*			

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	28	2	3	6	0	2	2	96	6	5	111	1								
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52								
Initial Bse:	43	3	5	9	0	3	3	146	9	8	169	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	45	3	5	10	0	3	3	154	10	8	178	2								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	45	3	5	10	0	3	3	154	10	8	178	2								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	361	360	158	363	364	178	179	xxxx	xxxxx	163	xxxx	xxxxx								
Potent Cap.:	599	570	892	596	567	870	1409	xxxx	xxxxx	1428	xxxx	xxxxx								
Move Cap.:	593	566	892	587	563	870	1409	xxxx	xxxxx	1428	xxxx	xxxxx								
Volume/Cap:	0.08	0.01	0.01	0.02	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	610	xxxxx	xxxx	639	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*								
ApproachDel:	11.5			10.7			xxxxxx			xxxxxx										
ApproachLOS:	B			B			*			*										

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[13.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	18		5		3		16		3		5		5		167		43		12		105		16	
Growth Adj:	1.52	1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52	1.52		1.52		1.52
Initial Bse:	27		8		5		24		5		8		8		254		65		18		160		24	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95
PHF Volume:	29		8		5		26		5		8		8		267		69		19		168		26	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	29		8		5		26		5		8		8		267		69		19		168		26	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		7.1		6.5		6.2		4.1	xxxx		xxxxx			4.1	xxxx		xxxxx		
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2	xxxx		xxxxx			2.2	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	543		550		302		543		571		181		194	xxxx		xxxxx			336	xxxx		xxxxx		
Potent Cap.:	454		446		743		454		433		867		1392	xxxx		xxxxx			1235	xxxx		xxxxx		
Move Cap.:	438		436		743		437		424		867		1392	xxxx		xxxxx			1235	xxxx		xxxxx		
Volume/Cap:	0.07		0.02		0.01		0.06		0.01		0.01		0.01	xxxx		xxxx			0.02	xxxx		xxxx		
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		0.0	xxxx		xxxxx			0.0	xxxx		xxxxx		
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		7.6	xxxx		xxxxx			8.0	xxxx		xxxxx		
LOS by Move:	*		*		*		*		*		*		A	*		*			A	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		460		xxxxx		xxxx		485		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx		0.3		xxxxx		xxxxx		0.3		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx		13.6		xxxxx		xxxxx		13.1		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*		B		*		*		B		*		*	*		*			*	*		*		
ApproachDel:			13.6						13.1				xxxxxx						xxxxxx					
ApproachLOS:			B						B				*						*					

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[37.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	4	0	1	0	0	0	0	654	2	0	678	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	6	0	2	0	0	0	0	994	3	0	1031	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	2	0	0	0	0	1046	3	0	1085	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	1046	3	0	1085	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1589	2131	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	100	50	504	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	100	50	504	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.00	xxxx	xxxx	xxxx	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	120	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	37.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		37.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

****

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[143.7]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	6	0	2	0	0	0	0	972	3	0	1043	0												
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52												
Initial Bse:	9	0	3	0	0	0	0	1477	5	0	1585	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95												
PHF Volume:	10	0	3	0	0	0	0	1555	5	0	1669	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	10	0	3	0	0	0	0	1555	5	0	1669	0												
Critical Gap Module:																								
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	2390	3224	778	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	29	10	344	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	29	10	344	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.33	0.00	0.01	xxxx	xxxx	xxxx	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	38	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	144	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	143.7			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	F			*			*			*														

****

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

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Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[102.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	1	0	212			1	1	2			3	629	5			41	717	0		
Growth Adj:	1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52		
Initial Bse:	2	0	322			2	2	3			5	956	8			62	1090	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	2	0	339			2	2	3			5	1006	8			66	1147	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	2	0	339			2	2	3			5	1006	8			66	1147	0		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1722	2294	503			1791	2302	574			1147	xxxx	xxxxx			1014	xxxx	xxxxx		
Potent Cap.:	59	40	519			52	39	467			616	xxxx	xxxxx			692	xxxx	xxxxx		
Move Cap.:	52	35	519			17	35	467			616	xxxx	xxxxx			692	xxxx	xxxxx		
Volume/Cap:	0.03	0.00	0.65			0.10	0.05	0.01			0.01	xxxx	xxxx			0.09	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			10.9	xxxx	xxxxx			10.8	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			B	*	*			B	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	498	xxxxx			xxxx	43	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	5.2	xxxxx			xxxxx	0.5	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	26.5	xxxxx			xxxxx	103	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	D	*			*	F	*			*	*	*			*	*	*		
ApproachDel:	26.5					102.7					xxxxxx					xxxxxx				
ApproachLOS:	D					F					*					*				

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[466.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	5	0	90	0	2	0	6	1429	18	71	1379	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	94	0	2	0	6	1504	19	75	1451	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	94	0	2	0	6	1504	19	75	1451	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2394	3120	752	xxxx	3138	xxxxx	1453	xxxx	xxxxx	1523	xxxx	xxxxx
Potent Cap.:	18	12	357	xxxx	11	xxxxx	472	xxxx	xxxxx	444	xxxx	xxxxx
Move Cap.:	14	9	357	xxxx	9	xxxxx	472	xxxx	xxxxx	444	xxxx	xxxxx
Volume/Cap:	0.35	0.00	0.26	xxxx	0.17	xxxx	0.01	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.4	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	466	xxxxx	12.7	xxxx	xxxxx	14.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	161	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	58.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		58.2			466.4			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Morning Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	32	55	8	0	23	33	537	20	15	8	38	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	58	8	0	24	35	565	21	16	8	40	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	58	8	0	24	35	565	21	16	8	40	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:	34	58	8	0	24	35	565	21	16	8	40	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:	0.34	0.58	0.08	1.00	0.41	0.59	0.94	0.03	0.03	0.16	0.78	0.06
Final Sat.:	199	341	47	501	232	341	732	27	21	106	530	42
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.10	0.10	0.77	0.77	0.77	0.08	0.08	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	9.7	9.7	9.7	0.0	9.0	9.0	20.9	20.9	20.9	8.4	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:	9.7	9.7	9.7	0.0	9.0	9.0	20.9	20.9	20.9	8.4	8.4	8.4
LOS by Move:	A	A	A	*	A	A	C	C	C	A	A	A
ApproachDel:		9.7			9.0			20.9			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.0			20.9			8.4	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.1	0.1	2.9	2.9	2.9	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Year 2035 Without Project
Evening Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	15	6	8	6	38	74	91	64	49	8	43	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	6	8	6	40	78	96	67	51	8	45	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	6	8	6	40	78	96	67	51	8	45	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	6	8	6	40	78	96	67	51	8	45	11
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:	0.53	0.21	0.26	1.00	0.34	0.66	0.45	0.31	0.24	0.12	0.70	0.18
Final Sat.:	380	152	190	615	249	487	366	256	195	98	549	137
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.16	0.16	0.26	0.26	0.26	0.08	0.08	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	7.9	7.9	7.9	8.4	8.2	8.2	8.7	8.7	8.7	7.8	7.8	7.8
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:	7.9	7.9	7.9	8.4	8.2	8.2	8.7	8.7	8.7	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.2			8.7			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.2			8.7			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

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Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	17	42	107	28	21	22	1116	19	21	862	19
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	35	26	64	163	43	32	33	1696	29	32	1310	29
Added Vol:	0	0	3	5	0	0	0	85	0	2	49	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	26	67	168	43	32	33	1781	29	34	1359	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	27	70	176	45	34	35	1875	30	36	1431	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	27	70	176	45	34	35	1875	30	36	1431	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	27	70	176	45	34	35	1875	30	36	1431	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1086	814	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.10	0.04	0.04	0.02	0.49	0.02	0.02	0.38	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.13	0.66	0.66	0.08	0.61	0.61
Volume/Cap:	0.09	0.07	0.17	0.46	0.19	0.19	0.16	0.75	0.02	0.26	0.61	0.03
Delay/Veh:	41.3	40.9	42.5	48.2	42.8	42.8	52.2	8.0	3.1	61.0	9.7	5.4
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:	41.3	40.9	42.5	48.2	42.8	42.8	52.2	8.0	3.1	61.0	9.7	5.4
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	1	1	2	6	2	2	1	14	0	2	11	0

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

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Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	231	25	27	42	24	22	21	839	118	28	819	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	351	38	41	64	36	33	32	1275	179	43	1245	33
Added Vol:	11	0	0	0	0	0	0	24	4	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	38	41	64	36	33	32	1299	183	43	1316	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	381	40	43	67	38	35	34	1368	193	45	1385	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	40	43	67	38	35	34	1368	193	45	1385	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	40	43	67	38	35	34	1368	193	45	1385	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	913	987	1800	991	909	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.04	0.04	0.04	0.04	0.04	0.02	0.36	0.10	0.02	0.36	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.49	0.49	0.14	0.53	0.53
Volume/Cap:	0.69	0.14	0.14	0.12	0.13	0.13	0.18	0.74	0.21	0.17	0.69	0.04
Delay/Veh:	35.5	24.0	24.0	23.8	23.8	23.8	40.8	17.9	11.4	37.3	14.2	7.9
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:	35.5	24.0	24.0	23.8	23.8	23.8	40.8	17.9	11.4	37.3	14.2	7.9
LOS by Move:	D	C	C	C	C	C	D	B	B	D	B	A
HCM2kAvgQ:	11	2	2	1	1	1	1	15	2	1	13	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	43	43	57	54	28	49	1145	282	46	901	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	268	65	65	87	82	43	74	1740	429	70	1370	33
Added Vol:	7	0	0	0	0	0	0	81	13	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	65	65	87	82	43	74	1821	442	70	1417	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	289	69	69	91	86	45	78	1917	465	74	1491	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	69	69	91	86	45	78	1917	465	74	1491	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	69	69	91	86	45	78	1917	465	74	1491	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	950	950	1800	1251	649	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.05	0.07	0.07	0.04	0.50	0.24	0.04	0.39	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.12	0.66	0.66	0.08	0.62	0.62
Volume/Cap:	0.75	0.34	0.34	0.24	0.32	0.32	0.36	0.76	0.37	0.53	0.64	0.03
Delay/Veh:	59.9	45.4	45.4	43.6	45.0	45.0	57.1	8.3	4.8	71.6	9.6	5.2
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:	59.9	45.4	45.4	43.6	45.0	45.0	57.1	8.3	4.8	71.6	9.6	5.2
LOS by Move:	E	D	D	D	D	D	E	A	A	E	A	A
HCM2kAvgQ:	12	4	4	3	4	4	3	15	4	4	12	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 60 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	147	188	84	128	176	421	261	942	74	85	1107	99
Added Vol:	0	0	0	5	0	0	0	24	0	0	71	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	188	84	133	176	421	261	966	74	85	1178	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	155	198	88	140	186	443	275	1017	78	90	1240	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	198	88	140	186	443	275	1017	78	90	1240	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	155	198	88	140	186	443	275	1017	78	90	1240	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.08	0.05	0.23	0.15	0.27	0.04	0.05	0.33	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.39	0.39	0.14	0.39	0.39
Volume/Cap:	0.22	0.13	0.12	0.20	0.13	0.60	1.10	0.69	0.11	0.36	0.84	0.16
Delay/Veh:	14.1	13.0	13.1	13.8	13.0	19.5	117.6	19.3	13.0	32.1	23.9	13.5
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:	14.1	13.0	13.1	13.8	13.0	19.5	117.6	19.3	13.0	32.1	23.9	13.5
LOS by Move:	B	B	B	B	B	B	F	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	8	14	10	1	2	15	1

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 125 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	157	268	167	236	233	385	447	1408	135	149	1643	137
Added Vol:	0	0	0	16	0	0	0	81	0	0	47	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	268	167	252	233	385	447	1489	135	149	1690	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	282	176	265	245	405	470	1567	142	157	1779	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	282	176	265	245	405	470	1567	142	157	1779	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	165	282	176	265	245	405	470	1567	142	157	1779	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.09	0.15	0.06	0.21	0.26	0.41	0.07	0.09	0.47	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.26	0.60	0.60	0.13	0.47	0.47
Volume/Cap:	0.41	0.33	0.41	0.66	0.29	0.95	1.00	0.69	0.12	0.69	1.00	0.17
Delay/Veh:	44.5	41.7	44.4	52.2	41.1	80.8	88.3	11.4	6.4	67.7	49.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	41.7	44.4	52.2	41.1	80.8	88.3	11.4	6.4	67.7	49.0	16.1
LOS by Move:	D	D	D	D	D	F	F	B	A	E	D	B
HCM2kAvgQ:	6	4	6	10	4	20	25	14	1	7	42	2

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	7	70	9	13	16	12	563	36	47	834	1
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	46	11	106	14	20	24	18	856	55	71	1268	2
Added Vol:	0	0	0	0	0	0	0	29	0	0	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	11	106	14	20	24	18	885	55	71	1353	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	11	112	14	21	26	19	931	58	75	1424	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	11	112	14	21	26	19	931	58	75	1424	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:	48	11	112	14	21	26	19	931	58	75	1424	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.01	0.01	0.01	0.01	0.25	0.03	0.04	0.37	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.49	0.49	0.15	0.57	0.57
Volume/Cap:	0.18	0.03	0.27	0.10	0.05	0.06	0.14	0.50	0.06	0.27	0.66	0.00
Delay/Veh:	57.7	40.4	44.2	57.3	40.7	40.9	58.1	18.3	13.6	50.9	14.0	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	40.4	44.2	57.3	40.7	40.9	58.1	18.3	13.6	50.9	14.0	7.8
LOS by Move:	E	D	D	E	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	0	4	1	1	1	1	10	1	3	14	0

****

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

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Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0 1	0	1	1 0 1	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	64	21	87	8	15	33	23	1553	44	99	1677	21
Added Vol:	0	0	0	0	0	0	0	97	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	21	87	8	15	33	23	1650	44	99	1733	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	22	91	8	16	35	24	1737	46	104	1824	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	22	91	8	16	35	24	1737	46	104	1824	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	67	22	91	8	16	35	24	1737	46	104	1824	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.00	0.01	0.02	0.01	0.46	0.02	0.06	0.48	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.55	0.55	0.09	0.57	0.57
Volume/Cap:	0.26	0.05	0.22	0.06	0.04	0.09	0.17	0.83	0.04	0.62	0.84	0.02
Delay/Veh:	58.9	40.7	43.3	56.4	40.5	41.2	58.8	20.0	9.1	72.8	19.1	7.9
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:	58.9	40.7	43.3	56.4	40.5	41.2	58.8	20.0	9.1	72.8	19.1	7.9
LOS by Move:	E	D	D	E	D	D	E	C	A	E	B	A
HCM2kAvgQ:	2	1	3	0	0	1	1	25	1	5	26	0

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	53	40	44	143	44	140	78	862	50	40	1034	56
Added Vol:	14	7	0	5	0	0	0	29	0	0	71	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	47	44	148	44	140	78	891	50	40	1105	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	49	46	156	46	147	82	938	53	42	1163	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	49	46	156	46	147	82	938	53	42	1163	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	49	46	156	46	147	82	938	53	42	1163	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.51	0.49	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	976	924	1800	455	1445	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.09	0.10	0.10	0.05	0.25	0.03	0.02	0.31	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.43	0.43	0.19	0.51	0.51
Volume/Cap:	0.13	0.16	0.16	0.28	0.33	0.33	0.41	0.58	0.06	0.12	0.60	0.07
Delay/Veh:	22.2	22.5	22.5	24.1	24.7	24.7	43.3	18.3	13.2	30.7	13.0	8.5
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:	22.2	22.5	22.5	24.1	24.7	24.7	43.3	18.3	13.2	30.7	13.0	8.5
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	A
HCM2kAvgQ:	1	2	2	3	4	4	3	9	1	1	9	1

****

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

****

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Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	9	27	21	49	25	57	127	947	29	27	1125	75
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	14	41	32	74	38	87	193	1439	44	41	1710	114
Added Vol:	9	5	0	16	0	0	0	97	0	0	47	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	46	32	90	38	87	193	1536	44	41	1757	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	48	34	95	40	91	203	1617	46	43	1849	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	48	34	95	40	91	203	1617	46	43	1849	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	24	48	34	95	40	91	203	1617	46	43	1849	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1122	778	1800	579	1321	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.05	0.07	0.07	0.11	0.43	0.02	0.02	0.49	0.07
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.63	0.63	0.11	0.60	0.60
Volume/Cap:	0.06	0.20	0.20	0.25	0.32	0.32	0.81	0.68	0.04	0.21	0.81	0.11
Delay/Veh:	40.9	42.9	42.9	43.8	45.0	45.0	78.5	9.7	4.8	54.8	15.0	6.6
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:	40.9	42.9	42.9	43.8	45.0	45.0	78.5	9.7	4.8	54.8	15.0	6.6
LOS by Move:	D	D	D	D	D	D	E	A	A	D	B	A
HCM2kAvgQ:	1	2	2	3	4	4	10	13	0	2	23	1

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[17.1]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	6	1			140	1	72			36	72	0			1	133	22		
Growth Adj:	1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52		
Initial Bse:	0	9	2			213	2	109			55	109	0			2	202	33		
Added Vol:	0	0	0			0	0	0			0	7	0			0	21	21		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	9	2			213	2	109			55	116	0			2	223	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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	10	2			224	2	115			58	123	0			2	235	57		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	10	2			224	2	115			58	123	0			2	235	57		
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2			7.1	6.5	6.2			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	533	123			510	505	264			292	xxxx	xxxxx			123	xxxx	xxxxx		
Potent Cap.:	xxxx	455	934			477	473	780			1281	xxxx	xxxxx			1477	xxxx	xxxxx		
Move Cap.:	xxxx	434	934			451	450	780			1281	xxxx	xxxxx			1477	xxxx	xxxxx		
Volume/Cap:	xxxx	0.02	0.00			0.50	0.00	0.15			0.04	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			2.7	xxxx	xxxxx			0.1	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			20.6	xxxx	xxxxx			7.9	xxxx	xxxxx			7.4	xxxx	xxxxx		
LOS by Move:	*	*	*			C	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	470			xxxx	xxxx	772			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	0.1			xxxxx	xxxx	0.5			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	12.9			xxxxx	xxxx	10.5			7.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	B			*	*	B			A	*	*			*	*	*		
ApproachDel:		12.9					17.1					xxxxxx					xxxxxx			
ApproachLOS:		B					C					*					*			

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[14.7]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	10		1		28		3		39	36	159		0		0	131		14	
Growth Adj:	1.52	1.52		1.52		1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52		1.52	
Initial Bse:	0	15		2		43		5		59	55	242		0		0	199		21	
Added Vol:	0	0		0		0		0		0	0	24		0		0	14		14	
PasserByVol:	0	0		0		0		0		0	0	0		0		0	0		0	
Initial Fut:	0	15		2		43		5		59	55	266		0		0	213		35	
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0	16		2		45		5		62	58	280		0		0	224		37	
Reduct Vol:	0	0		0		0		0		0	0	0		0		0	0		0	
FinalVolume:	0	16		2		45		5		62	58	280		0		0	224		37	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		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	656		280		647		638		243	261	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	388		764		387		397		801	1315	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	370		764		361		379		801	1315	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.04		0.00		0.12		0.01		0.08	0.04	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4		xxxx		xxxxx	0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		16.4		xxxx		xxxxx	7.9	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		C		*		*	A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		388		xxxx		xxxx		742	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.3	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		14.7		xxxxx		xxxx		10.3	7.9	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		B		*		*		B	A	*		*		*	*		*	
ApproachDel:		14.7						12.8			xxxxxx						xxxxxx			
ApproachLOS:		B						B			*						*			

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	28	2	3	6	0	2	2	96	6	5	111	1								
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52								
Initial Bse:	43	3	5	9	0	3	3	146	9	8	169	2								
Added Vol:	0	0	0	0	0	0	0	7	0	0	42	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	43	3	5	9	0	3	3	153	9	8	211	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	45	3	5	10	0	3	3	161	10	8	222	2								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	45	3	5	10	0	3	3	161	10	8	222	2								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	412	412	166	415	416	223	223	xxxx	xxxxx	171	xxxx	xxxxx								
Potent Cap.:	554	533	884	552	531	822	1357	xxxx	xxxxx	1419	xxxx	xxxxx								
Move Cap.:	548	529	884	543	526	822	1357	xxxx	xxxxx	1419	xxxx	xxxxx								
Volume/Cap:	0.08	0.01	0.01	0.02	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	566	xxxxx	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	12.0	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*								
ApproachDel:	12.0			11.2			xxxxxx			xxxxxx										
ApproachLOS:	B			B			*			*										

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	5	3	16	3	5	5	167	43	12	105	16
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	27	8	5	24	5	8	8	254	65	18	160	24
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	8	5	24	5	8	8	278	65	18	188	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	8	5	26	5	8	8	292	69	19	197	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	8	5	26	5	8	8	292	69	19	197	26
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	598	604	327	598	626	210	223	xxxx	xxxxx	361	xxxx	xxxxx
Potent Cap.:	417	415	719	417	403	835	1358	xxxx	xxxxx	1209	xxxx	xxxxx
Move Cap.:	402	406	719	401	395	835	1358	xxxx	xxxxx	1209	xxxx	xxxxx
Volume/Cap:	0.07	0.02	0.01	0.06	0.01	0.01	0.01	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	425	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		14.4			13.8			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

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Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	0	0	0	0	0	0	572	0	0	103	0
Added Vol:	0	0	0	1	0	13	0	7	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	13	0	579	0	0	133	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	14	0	609	0	0	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	14	0	609	0	0	140	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	749	749	140	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	382	343	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	382	343	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	831	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.4		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	134	0	0	87	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	0	0	0	0	0	0	204	0	0	132	0
Added Vol:	0	0	0	1	0	8	0	24	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	8	0	228	0	0	151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	8	0	240	0	0	159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	8	0	240	0	0	159	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	399	399	159	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	611	542	891	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	611	542	891	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	848	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	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.3		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	0	0	0	0	0	0	572	0	0	103	0
Added Vol:	0	0	0	1	0	13	0	9	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	13	0	581	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	14	0	611	0	0	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	14	0	611	0	0	127	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	738	738	127	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	388	348	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	388	348	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	845	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.3		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.2]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	134	0	0	87	0								
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52								
Initial Bse:	0	0	0	0	0	0	0	204	0	0	132	0								
Added Vol:	0	0	0	1	0	8	0	25	0	0	11	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	8	0	229	0	0	143	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	8	0	241	0	0	151	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	8	0	241	0	0	151	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	391	391	151	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	617	547	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	617	547	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	857	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	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.2		xxxxxx				xxxxxx									
ApproachLOS:	*				A			*			*									

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[41.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 2	0 1		1 0 2	0 0	
Volume Module:												
Base Vol:	4	0	1	0	0	0	0	654	2	0	678	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	6	0	2	0	0	0	0	994	3	0	1031	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	2	0	0	0	0	1028	3	0	1109	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	2	0	0	0	0	1082	3	0	1167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	1082	3	0	1167	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1666	2249	541	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	89	42	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	89	42	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.00	xxxx	xxxx	xxxx	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	107	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	41.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		41.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[195.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	6	0	2	0	0	0	0	972	3	0	1043	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	9	0	3	0	0	0	0	1477	5	0	1585	0
Added Vol:	0	0	0	0	0	0	0	113	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	3	0	0	0	0	1590	5	0	1636	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	0	3	0	0	0	0	1674	5	0	1722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	3	0	0	0	0	1674	5	0	1722	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2535	3397	837	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	23	8	314	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	23	8	314	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.42	0.00	0.01	xxxx	xxxx	xxxx	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	30	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	195	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	195.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 107.1 Worst Case Level Of Service: F[661.2]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	1		0		212		1		1		2		3		629		5		41		717		0	
Growth Adj:	1.52	1.52		1.52		1.52	1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52
Initial Bse:	2		0		322		2		2		3		5		956		8		62		1090		0	
Added Vol:	78		0		14		0		0		0		0		0		34		5		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	80		0		336		2		2		3		5		956		42		67		1090		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95
PHF Volume:	84		0		354		2		2		3		5		1006		44		71		1147		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	84		0		354		2		2		3		5		1006		44		71		1147		0	
Critical Gap Module:																								
Critical Gp:	7.5	6.5		6.9			7.5	6.5		6.9			4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0		3.3			3.5	4.0		3.3			2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1732	2305		503			1802	2349		574			1147	xxxx	xxxxx				1050	xxxx	xxxxx			
Potent Cap.:	58	39		519			51	36		467			616	xxxx	xxxxx				670	xxxx	xxxxx			
Move Cap.:	50	35		519			15	32		467			616	xxxx	xxxxx				670	xxxx	xxxxx			
Volume/Cap:	1.66	0.00		0.68			0.11	0.05		0.01			0.01	xxxx	xxxx				0.11	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.0	xxxx	xxxxx				0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			10.9	xxxx	xxxxx				11.0	xxxx	xxxxx			
LOS by Move:	*	*		*			*	*		*			B	*	*				B	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		187		xxxxx		xxxx		39		xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		35.9		xxxxx		xxxxx		0.5		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx		661		xxxxx		xxxxx		115		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		F		*		*		F		*		*	*	*				*	*	*			
ApproachDel:			661.2						114.5					xxxxxx						xxxxxx				
ApproachLOS:			F						F					*						*				

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

****

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 109.2 Worst Case Level Of Service: F[2241.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	5	0	90	0	2	0	6	1429	18	71	1379	2
Added Vol:	51	0	9	0	0	0	0	0	113	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	0	99	0	2	0	6	1429	131	87	1379	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	0	104	0	2	0	6	1504	138	92	1451	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	104	0	2	0	6	1504	138	92	1451	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2427	3154	752	xxxx	3290	xxxxx	1453	xxxx	xxxxx	1642	xxxx	xxxxx
Potent Cap.:	17	11	357	xxxx	9	xxxxx	472	xxxx	xxxxx	399	xxxx	xxxxx
Move Cap.:	11	8	357	xxxx	7	xxxxx	472	xxxx	xxxxx	399	xxxx	xxxxx
Volume/Cap:	5.11	0.00	0.29	xxxx	0.24	xxxx	0.01	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.5	xxxxx	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	661	xxxxx	12.7	xxxx	xxxxx	16.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	B	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	30	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	19.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	2241	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2241.1			661.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[16.1]

****

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	0	1	0	0 0	1!	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	391	0	0	37	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	594	0	0	56	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	10	0	0	0	0	38	92	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	594	0	0	56	38	92	0	21	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	626	0	0	59	40	97	0	22	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	626	0	0	59	40	97	0	22	0	0	0	0	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:	99	xxxx	xxxxx	xxxx	xxxx	xxxxx	726	726	79	xxxx	xxxx	xxxxx				
Potent Cap.:	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	354	987	xxxx	xxxx	xxxxx				
Move Cap.:	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	351	987	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	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:	7.4	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	442	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			16.1			xxxxxx						
ApproachLOS:	*			*			C			*						

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.3]

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	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	71	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	108	0	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	32	0	0	0	0	129	60	0	14	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	108	0	0	119	129	60	0	14	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	114	0	0	125	136	63	0	15	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	114	0	0	125	136	63	0	15	0	0	0	0	0	0	0	0	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:	261	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	374	193	xxxx	xxxx	xxxxx								
Potent Cap.:	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	560	854	xxxx	xxxx	xxxxx								
Move Cap.:	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	619	546	854	xxxx	xxxx	xxxxx								
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.02	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.8	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	653	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx										
ApproachLOS:	*			*			B			*										

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	32	55	8	0	23	33	537	20	15	8	38	3
Added Vol:	0	0	0	4	0	17	7	3	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	55	8	4	23	50	544	23	15	8	38	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	58	8	4	24	53	572	24	16	8	40	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	58	8	4	24	53	572	24	16	8	40	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	34	58	8	4	24	53	572	24	16	8	40	5
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:	0.34	0.58	0.08	1.00	0.31	0.69	0.93	0.04	0.03	0.15	0.75	0.10
Final Sat.:	197	338	47	501	180	399	717	30	20	100	498	66
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.01	0.13	0.13	0.80	0.80	0.80	0.08	0.08	0.08
Crit Moves:		****				****	****			****		
Delay/Veh:	9.8	9.8	9.8	9.5	9.2	9.2	22.9	22.9	22.9	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	9.5	9.2	9.2	22.9	22.9	22.9	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		9.8			9.2			22.9			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			9.2			22.9			8.5	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.1	0.1	3.2	3.2	3.2	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	15	6	8	6	38	74	91	64	49	8	43	11
Added Vol:	0	0	0	3	0	11	24	2	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	6	8	9	38	85	115	66	49	8	43	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	6	8	10	40	90	121	69	51	8	45	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	6	8	10	40	90	121	69	51	8	45	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	6	8	10	40	90	121	69	51	8	45	20
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:	0.53	0.21	0.26	1.00	0.31	0.69	0.50	0.29	0.21	0.11	0.62	0.27
Final Sat.:	369	148	185	603	222	500	403	230	170	86	482	211
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.18	0.18	0.30	0.30	0.30	0.09	0.09	0.09
Crit Moves:		****			****			****			****	
Delay/Veh:	8.0	8.0	8.0	8.5	8.4	8.4	9.2	9.2	9.2	7.9	7.9	7.9
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:	8.0	8.0	8.0	8.5	8.4	8.4	9.2	9.2	9.2	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.4			9.2			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.4			9.2			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1

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

Year 2035 With Project – With Improvements

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	26	10	14	76	9	18	12	725	10	17	902	8
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	40	15	21	116	14	27	18	1102	15	26	1371	12
Added Vol:	0	0	1	1	0	0	0	25	0	3	75	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	15	22	117	14	27	18	1127	15	29	1446	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	16	23	123	14	29	19	1186	16	30	1522	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	23	123	14	29	19	1186	16	30	1522	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	42	16	23	123	14	29	19	1186	16	30	1522	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	633	1267	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.07	0.02	0.02	0.01	0.31	0.01	0.02	0.40	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.59	0.59	0.15	0.66	0.66
Volume/Cap:	0.11	0.04	0.06	0.32	0.11	0.11	0.14	0.53	0.01	0.12	0.61	0.01
Delay/Veh:	41.5	40.5	40.8	45.1	41.5	41.5	58.1	10.2	6.5	49.1	6.1	3.0
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:	41.5	40.5	40.8	45.1	41.5	41.5	58.1	10.2	6.5	49.1	6.1	3.0
LOS by Move:	D	D	D	D	D	D	E	B	A	D	A	A
HCM2kAvgQ:	1	0	1	4	1	1	1	9	0	1	8	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #1 Pioneertown Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	17	42	107	28	21	22	1116	19	21	862	19
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	35	26	64	163	43	32	33	1696	29	32	1310	29
Added Vol:	0	0	3	5	0	0	0	85	0	2	49	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	26	67	168	43	32	33	1781	29	34	1359	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	27	70	176	45	34	35	1875	30	36	1431	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	27	70	176	45	34	35	1875	30	36	1431	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	27	70	176	45	34	35	1875	30	36	1431	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1086	814	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.10	0.04	0.04	0.02	0.49	0.02	0.02	0.38	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.13	0.66	0.66	0.08	0.61	0.61
Volume/Cap:	0.09	0.07	0.17	0.46	0.19	0.19	0.16	0.75	0.02	0.26	0.61	0.03
Delay/Veh:	41.3	40.9	42.5	48.2	42.8	42.8	52.2	8.0	3.1	61.0	9.7	5.4
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:	41.3	40.9	42.5	48.2	42.8	42.8	52.2	8.0	3.1	61.0	9.7	5.4
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	1	1	2	6	2	2	1	14	0	2	11	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

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Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

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Cycle (sec): 95 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	231	25	27	42	24	22	21	839	118	28	819	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	351	38	41	64	36	33	32	1275	179	43	1245	33
Added Vol:	11	0	0	0	0	0	0	24	4	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	38	41	64	36	33	32	1299	183	43	1316	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	381	40	43	67	38	35	34	1368	193	45	1385	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	40	43	67	38	35	34	1368	193	45	1385	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	40	43	67	38	35	34	1368	193	45	1385	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	913	987	1800	991	909	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.04	0.04	0.04	0.04	0.04	0.02	0.36	0.10	0.02	0.36	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.49	0.49	0.14	0.53	0.53
Volume/Cap:	0.69	0.14	0.14	0.12	0.13	0.13	0.18	0.74	0.21	0.17	0.69	0.04
Delay/Veh:	35.5	24.0	24.0	23.8	23.8	23.8	40.8	17.9	11.4	37.3	14.2	7.9
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:	35.5	24.0	24.0	23.8	23.8	23.8	40.8	17.9	11.4	37.3	14.2	7.9
LOS by Move:	D	C	C	C	C	C	D	B	B	D	B	A
HCM2kAvgQ:	11	2	2	1	1	1	1	15	2	1	13	0

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

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Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #2 Sage Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	43	43	57	54	28	49	1145	282	46	901	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	268	65	65	87	82	43	74	1740	429	70	1370	33
Added Vol:	7	0	0	0	0	0	0	81	13	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	65	65	87	82	43	74	1821	442	70	1417	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	289	69	69	91	86	45	78	1917	465	74	1491	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	69	69	91	86	45	78	1917	465	74	1491	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	69	69	91	86	45	78	1917	465	74	1491	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	950	950	1800	1251	649	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.05	0.07	0.07	0.04	0.50	0.24	0.04	0.39	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.12	0.66	0.66	0.08	0.62	0.62
Volume/Cap:	0.75	0.34	0.34	0.24	0.32	0.32	0.36	0.76	0.37	0.53	0.64	0.03
Delay/Veh:	59.9	45.4	45.4	43.6	45.0	45.0	57.1	8.3	4.8	71.6	9.6	5.2
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:	59.9	45.4	45.4	43.6	45.0	45.0	57.1	8.3	4.8	71.6	9.6	5.2
LOS by Move:	E	D	D	D	D	D	E	A	A	E	A	A
HCM2kAvgQ:	12	4	4	3	4	4	3	15	4	4	12	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 60 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	97	124	55	84	116	277	172	620	49	56	728	65
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	147	188	84	128	176	421	261	942	74	85	1107	99
Added Vol:	0	0	0	5	0	0	0	24	0	0	71	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	188	84	133	176	421	261	966	74	85	1178	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	155	198	88	140	186	443	275	1017	78	90	1240	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	198	88	140	186	443	275	1017	78	90	1240	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	155	198	88	140	186	443	275	1017	78	90	1240	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.08	0.05	0.23	0.15	0.27	0.04	0.05	0.33	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.39	0.39	0.14	0.39	0.39
Volume/Cap:	0.22	0.13	0.12	0.20	0.13	0.60	1.10	0.69	0.11	0.36	0.84	0.16
Delay/Veh:	14.1	13.0	13.1	13.8	13.0	19.5	117.6	19.3	13.0	32.1	23.9	13.5
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:	14.1	13.0	13.1	13.8	13.0	19.5	117.6	19.3	13.0	32.1	23.9	13.5
LOS by Move:	B	B	B	B	B	B	F	B	B	C	C	B
HCM2kAvgQ:	2	1	1	2	1	8	14	10	1	2	15	1

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #3 Old Woman Springs Road (NS) at Twentynine Palms Highway SR-62 (E

Cycle (sec): 125 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	103	176	110	155	153	253	294	926	89	98	1081	90
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	157	268	167	236	233	385	447	1408	135	149	1643	137
Added Vol:	0	0	0	16	0	0	0	81	0	0	47	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	268	167	252	233	385	447	1489	135	149	1690	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	282	176	265	245	405	470	1567	142	157	1779	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	282	176	265	245	405	470	1567	142	157	1779	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	165	282	176	265	245	405	470	1567	142	157	1779	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.09	0.15	0.06	0.21	0.26	0.41	0.07	0.09	0.47	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.26	0.60	0.60	0.13	0.47	0.47
Volume/Cap:	0.41	0.33	0.41	0.66	0.29	0.95	1.00	0.69	0.12	0.69	1.00	0.17
Delay/Veh:	44.5	41.7	44.4	52.2	41.1	80.8	88.3	11.4	6.4	67.7	49.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	41.7	44.4	52.2	41.1	80.8	88.3	11.4	6.4	67.7	49.0	16.1
LOS by Move:	D	D	D	D	D	F	F	B	A	E	D	B
HCM2kAvgQ:	6	4	6	10	4	20	25	14	1	7	42	2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

****

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10		28		28	10		28		28	10		18		18	10		18		18
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:		30		7	70		9		13	16		12	563		36		47	834		1
Growth Adj:	1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52		
Initial Bse:		46		11	106		14		20	24		18	856		55		71	1268		2
Added Vol:		0		0	0		0		0	0		0	29		0		0	85		0
PasserByVol:		0		0	0		0		0	0		0	0		0		0	0		0
Initial Fut:		46		11	106		14		20	24		18	885		55		71	1353		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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:		48		11	112		14		21	26		19	931		58		75	1424		2
Reduct Vol:		0		0	0		0		0	0		0	0		0		0	0		0
Reduced Vol:		48		11	112		14		21	26		19	931		58		75	1424		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:		48		11	112		14		21	26		19	931		58		75	1424		2
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	1.00	1.00			0.95	1.00	1.00			0.95	1.00	1.00			0.95	1.00	1.00		
Lanes:	2.00	1.00	1.00			1.00	1.00	1.00			1.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	3400	1900	1900			1800	1900	1900			1800	3800	1900			1800	3800	1900		
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.06			0.01	0.01	0.01			0.01	0.25	0.03			0.04	0.37	0.00		
Crit Moves:			****			****					****						****			
Green/Cycle:	0.08	0.22	0.22			0.08	0.22	0.22			0.08	0.49	0.49			0.15	0.57	0.57		
Volume/Cap:	0.18	0.03	0.27			0.10	0.05	0.06			0.14	0.50	0.06			0.27	0.66	0.00		
Delay/Veh:	57.7	40.4	44.2			57.3	40.7	40.9			58.1	18.3	13.6			50.9	14.0	7.8		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	57.7	40.4	44.2			57.3	40.7	40.9			58.1	18.3	13.6			50.9	14.0	7.8		
LOS by Move:		E		D	D		E		D	D		E		B	B		D		B	A
HCM2kAvgQ:		1		0	4		1		1	1		1		10	1		3		14	0

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #4 Avalon Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	18	18	10	18	18
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	42	14	57	5	10	22	15	1022	29	65	1103	14
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	64	21	87	8	15	33	23	1553	44	99	1677	21
Added Vol:	0	0	0	0	0	0	0	97	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	21	87	8	15	33	23	1650	44	99	1733	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	22	91	8	16	35	24	1737	46	104	1824	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	22	91	8	16	35	24	1737	46	104	1824	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	67	22	91	8	16	35	24	1737	46	104	1824	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.00	0.01	0.02	0.01	0.46	0.02	0.06	0.48	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.55	0.55	0.09	0.57	0.57
Volume/Cap:	0.26	0.05	0.22	0.06	0.04	0.09	0.17	0.83	0.04	0.62	0.84	0.02
Delay/Veh:	58.9	40.7	43.3	56.4	40.5	41.2	58.8	20.0	9.1	72.8	19.1	7.9
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:	58.9	40.7	43.3	56.4	40.5	41.2	58.8	20.0	9.1	72.8	19.1	7.9
LOS by Move:	E	D	D	E	D	D	E	C	A	E	B	A
HCM2kAvgQ:	2	1	3	0	0	1	1	25	1	5	26	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	35	26	29	94	29	92	51	567	33	26	680	37
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	53	40	44	143	44	140	78	862	50	40	1034	56
Added Vol:	14	7	0	5	0	0	0	29	0	0	71	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	47	44	148	44	140	78	891	50	40	1105	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	49	46	156	46	147	82	938	53	42	1163	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	49	46	156	46	147	82	938	53	42	1163	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	49	46	156	46	147	82	938	53	42	1163	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.51	0.49	1.00	0.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	976	924	1800	455	1445	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.09	0.10	0.10	0.05	0.25	0.03	0.02	0.31	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.43	0.43	0.19	0.51	0.51
Volume/Cap:	0.13	0.16	0.16	0.28	0.33	0.33	0.41	0.58	0.06	0.12	0.60	0.07
Delay/Veh:	22.2	22.5	22.5	24.1	24.7	24.7	43.3	18.3	13.2	30.7	13.0	8.5
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:	22.2	22.5	22.5	24.1	24.7	24.7	43.3	18.3	13.2	30.7	13.0	8.5
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	A
HCM2kAvgQ:	1	2	2	3	4	4	3	9	1	1	9	1

****

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

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Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #5 Yucca Mesa Road/La Contenta Road (NS) at Twentynine Palms Highwa

Cycle (sec): 130 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	9	27	21	49	25	57	127	947	29	27	1125	75
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	14	41	32	74	38	87	193	1439	44	41	1710	114
Added Vol:	9	5	0	16	0	0	0	97	0	0	47	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	46	32	90	38	87	193	1536	44	41	1757	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	48	34	95	40	91	203	1617	46	43	1849	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	48	34	95	40	91	203	1617	46	43	1849	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	24	48	34	95	40	91	203	1617	46	43	1849	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1122	778	1800	579	1321	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.05	0.07	0.07	0.11	0.43	0.02	0.02	0.49	0.07
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.63	0.63	0.11	0.60	0.60
Volume/Cap:	0.06	0.20	0.20	0.25	0.32	0.32	0.81	0.68	0.04	0.21	0.81	0.11
Delay/Veh:	40.9	42.9	42.9	43.8	45.0	45.0	78.5	9.7	4.8	54.8	15.0	6.6
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:	40.9	42.9	42.9	43.8	45.0	45.0	78.5	9.7	4.8	54.8	15.0	6.6
LOS by Move:	D	D	D	D	D	D	E	A	A	D	B	A
HCM2kAvgQ:	1	2	2	3	4	4	10	13	0	2	23	1

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[17.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	6	1	140	1	72	36	72	0	1	133	22
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	9	2	213	2	109	55	109	0	2	202	33
Added Vol:	0	0	0	0	0	0	0	7	0	0	21	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	9	2	213	2	109	55	116	0	2	223	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	10	2	224	2	115	58	123	0	2	235	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	10	2	224	2	115	58	123	0	2	235	57
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	533	123	510	505	264	292	xxxx	xxxxx	123	xxxx	xxxxx
Potent Cap.:	xxxx	455	934	477	473	780	1281	xxxx	xxxxx	1477	xxxx	xxxxx
Move Cap.:	xxxx	434	934	451	450	780	1281	xxxx	xxxxx	1477	xxxx	xxxxx
Volume/Cap:	xxxx	0.02	0.00	0.50	0.00	0.15	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	20.6	xxxx	xxxxx	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	470	xxxx	xxxx	772	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.5	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	12.9	xxxxx	xxxx	10.5	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	A	*	*	*	*	*
ApproachDel:		12.9			17.1			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #6 La Contenta Road (NS) at Yucca Trail/Alta Loma Drive (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[14.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	10		1		28		3		39	36	159		0		0	131		14	
Growth Adj:	1.52	1.52		1.52		1.52		1.52		1.52	1.52	1.52		1.52		1.52	1.52		1.52	
Initial Bse:	0	15		2		43		5		59	55	242		0		0	199		21	
Added Vol:	0	0		0		0		0		0	0	24		0		0	14		14	
PasserByVol:	0	0		0		0		0		0	0	0		0		0	0		0	
Initial Fut:	0	15		2		43		5		59	55	266		0		0	213		35	
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0	16		2		45		5		62	58	280		0		0	224		37	
Reduct Vol:	0	0		0		0		0		0	0	0		0		0	0		0	
FinalVolume:	0	16		2		45		5		62	58	280		0		0	224		37	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1		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	656		280		647		638		243	261	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	388		764		387		397		801	1315	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	370		764		361		379		801	1315	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.04		0.00		0.12		0.01		0.08	0.04	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4		xxxx		xxxxx	0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		16.4		xxxx		xxxxx	7.9	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		C		*		*	A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		388		xxxx		xxxx		742	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.1		xxxxx		xxxx		0.3	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		14.7		xxxxx		xxxx		10.3	7.9	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		B		*		*		B	A	*		*		*	*		*	
ApproachDel:		14.7						12.8			xxxxxx					xxxxxx				
ApproachLOS:		B						B			*					*				

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	28		2		3	6		0		2	2		96		6	5		111		1
Growth Adj:	1.52	1.52		1.52		1.52	1.52		1.52		1.52	1.52		1.52		1.52	1.52		1.52	
Initial Bse:	43		3		5	9		0		3	3		146		9	8		169		2
Added Vol:	0		0		0	0		0		0	0		7		0	0		42		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	43		3		5	9		0		3	3		153		9	8		211		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:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	45		3		5	10		0		3	3		161		10	8		222		2
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	45		3		5	10		0		3	3		161		10	8		222		2
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	412	412		166		415	416		223		223	xxxx		xxxxx		171	xxxx		xxxxx	
Potent Cap.:	554	533		884		552	531		822		1357	xxxx		xxxxx		1419	xxxx		xxxxx	
Move Cap.:	548	529		884		543	526		822		1357	xxxx		xxxxx		1419	xxxx		xxxxx	
Volume/Cap:	0.08	0.01		0.01		0.02	0.00		0.00		0.00	xxxx		xxxx		0.01	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		0.0	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.7	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	566		xxxxx		xxxx	593		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	0.3		xxxxx		xxxxx	0.1		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	12.0		xxxxx		xxxxx	11.2		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	B		*		*	B		*		*	*		*		*	*		*	
ApproachDel:		12.0					11.2					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #7 Sherwood Road (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	5	3	16	3	5	5	167	43	12	105	16
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	27	8	5	24	5	8	8	254	65	18	160	24
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	8	5	24	5	8	8	278	65	18	188	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	8	5	26	5	8	8	292	69	19	197	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	8	5	26	5	8	8	292	69	19	197	26
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	598	604	327	598	626	210	223	xxxx	xxxxx	361	xxxx	xxxxx
Potent Cap.:	417	415	719	417	403	835	1358	xxxx	xxxxx	1209	xxxx	xxxxx
Move Cap.:	402	406	719	401	395	835	1358	xxxx	xxxxx	1209	xxxx	xxxxx
Volume/Cap:	0.07	0.02	0.01	0.06	0.01	0.01	0.01	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	425	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		14.4			13.8			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

****

Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0								
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52								
Initial Bse:	0	0	0	0	0	0	0	572	0	0	103	0								
Added Vol:	0	0	0	1	0	13	0	7	0	0	30	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	13	0	579	0	0	133	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	14	0	609	0	0	140	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	14	0	609	0	0	140	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	749	749	140	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	382	343	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	382	343	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	831	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.4		xxxxxx				xxxxxx									
ApproachLOS:	*				A		*				*									

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

****

Intersection #8 Project West Access (NS) at Alta Loma Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	134	0	0	87	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	0	0	0	0	0	0	204	0	0	132	0
Added Vol:	0	0	0	1	0	8	0	24	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	8	0	228	0	0	151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	8	0	240	0	0	159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	8	0	240	0	0	159	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	399	399	159	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	611	542	891	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	611	542	891	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	848	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	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.3		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

****

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

****

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	68	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	0	0	0	0	0	0	572	0	0	103	0
Added Vol:	0	0	0	1	0	13	0	9	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	13	0	581	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1	0	14	0	611	0	0	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	14	0	611	0	0	127	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	738	738	127	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	388	348	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	388	348	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	845	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.3		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #9 Project East Access (NS) at Alta Loma Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	134	0	0	0	0	87	0		
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52		
Initial Bse:	0	0	0	0	0	0	0	0	0	0	204	0	0	132	0					
Added Vol:	0	0	0	1	0	8	0	25	0	0	11	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	1	0	8	0	229	0	0	143	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	1	0	8	0	241	0	0	151	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	1	0	8	0	241	0	0	151	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	391	391	151	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	617	547	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	617	547	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	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	xxxxx	xxxx	857	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	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				9.2		xxxxxx				xxxxxx									
ApproachLOS:	*				A			*				*								

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	1	0	0	0	0	654	2	0	682	0								
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52								
Initial Bse:	0	0	2	0	0	0	0	994	3	0	1037	0								
Added Vol:	0	0	0	0	0	0	0	34	0	0	78	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	2	0	0	0	0	1028	3	0	1115	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	2	0	0	0	0	1082	3	0	1173	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	2	0	0	0	0	1082	3	0	1173	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	541	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	12.4			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

****

Intersection #10 Torres Avenue (NS) at Twentynine Palms Highway SR-62 (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[16.6]

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Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	2			0	0	0			0	972	3			0	1049	0		
Growth Adj:	1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52			1.52	1.52	1.52		
Initial Bse:	0	0	3			0	0	0			0	1477	5			0	1594	0		
Added Vol:	0	0	0			0	0	0			0	113	0			0	51	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	3			0	0	0			0	1590	5			0	1645	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	3			0	0	0			0	1674	5			0	1732	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	3			0	0	0			0	1674	5			0	1732	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	837			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	314			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	314			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	16.6			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
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:	16.6					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	C					*					*					*				

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

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Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

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Cycle (sec): 80 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	28	28	28		28	28	28		10	18	18		10	18	18	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	5	0	212		1	1	2		3	629	5		41	717	0	
Growth Adj:	1.52	1.52	1.52		1.52	1.52	1.52		1.52	1.52	1.52		1.52	1.52	1.52	
Initial Bse:	8	0	322		2	2	3		5	956	8		62	1090	0	
Added Vol:	78	0	14		0	0	0		0	0	34		5	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	0	336		2	2	3		5	956	42		67	1090	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	90	0	354		2	2	3		5	1006	44		71	1147	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	0	354		2	2	3		5	1006	44		71	1147	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:	90	0	354		2	2	3		5	1006	44		71	1147	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.21	0.00	0.79		0.26	0.25	0.49		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	381	0	1498		468	468	937		1800	3800	1900		1800	3800	1900	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.26	0.02		0.04	0.30	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.35	0.00	0.35		0.35	0.35	0.35		0.13	0.39	0.39		0.18	0.45	0.00	
Volume/Cap:	0.67	0.00	0.67		0.01	0.01	0.01		0.02	0.68	0.06		0.21	0.67	0.00	
Delay/Veh:	26.2	0.0	26.2		15.9	15.9	15.9		30.9	20.9	14.0		29.2	16.7	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:	26.2	0.0	26.2		15.9	15.9	15.9		30.9	20.9	14.0		29.2	16.7	0.0	
LOS by Move:	C	A	C		B	B	B		C	C	B		C	B	A	
HCM2kAvgQ:	10	0	10		0	0	0		0	10	1		2	11	0	

****

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

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Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #11 Sunny Vista Road (NS) at Twentynine Palms Highway SR-62 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	9	0	59	0	1	0	4	940	12	47	907	1
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	14	0	90	0	2	0	6	1429	18	71	1379	2
Added Vol:	51	0	9	0	0	0	0	0	113	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	99	0	2	0	6	1429	131	87	1379	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	104	0	2	0	6	1504	138	92	1451	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	104	0	2	0	6	1504	138	92	1451	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:	68	0	104	0	2	0	6	1504	138	92	1451	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.41	0.00	0.59	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	736	0	1123	0	1900	0	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.07	0.05	0.38	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.22	0.00	0.12	0.65	0.65	0.08	0.61	0.61
Volume/Cap:	0.43	0.00	0.43	0.00	0.00	0.00	0.03	0.61	0.11	0.61	0.62	0.00
Delay/Veh:	47.4	0.0	47.4	0.0	40.1	0.0	50.3	6.6	3.8	74.0	9.7	5.2
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:	47.4	0.0	47.4	0.0	40.1	0.0	50.3	6.6	3.8	74.0	9.7	5.2
LOS by Move:	D	A	D	A	D	A	D	A	A	E	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	9	1	5	11	0

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[16.1]

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	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	391	0		0	37	0		0	0	0		0	0	0	
Growth Adj:	1.52	1.52	1.52		1.52	1.52	1.52		1.52	1.52	1.52		1.52	1.52	1.52	
Initial Bse:	0	594	0		0	56	0		0	0	0		0	0	0	
Added Vol:	10	0	0		0	0	38		92	0	21		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	594	0		0	56	38		92	0	21		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	626	0		0	59	40		97	0	22		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	11	626	0		0	59	40		97	0	22		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:	99	xxxx	xxxxx	xxxx	xxxx	xxxxx		726	726		79	xxxx	xxxx	xxxxx		
Potent Cap.:	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx		395	354		987	xxxx	xxxx	xxxxx		
Move Cap.:	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx		392	351		987	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx		0.25	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:	7.4	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	442	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	1.1	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	16.1	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*		*	C	*		*	*	*		
ApproachDel:	xxxxxx			xxxxxx					16.1			xxxxxx				
ApproachLOS:	*			*					C				*			

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #12 Sunny Vista Road (NS) at Project Access (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.3]

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 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	71	0	0	78	0	0	0	0	0	0	0
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	0	108	0	0	119	0	0	0	0	0	0	0
Added Vol:	32	0	0	0	0	129	60	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	108	0	0	119	129	60	0	14	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	114	0	0	125	136	63	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	114	0	0	125	136	63	0	15	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:	261	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	374	193	xxxx	xxxx	xxxxx
Potent Cap.:	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	560	854	xxxx	xxxx	xxxxx
Move Cap.:	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	619	546	854	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	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	653	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Tentative Tract Map No. 18255
Year 2035 With Project
Morning Peak Hour - With Improvements

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	36	5	0	15	22	353	13	10	5	25	2
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	32	55	8	0	23	33	537	20	15	8	38	3
Added Vol:	0	0	0	4	0	17	7	3	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	55	8	4	23	50	544	23	15	8	38	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	58	8	4	24	53	572	24	16	8	40	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	58	8	4	24	53	572	24	16	8	40	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	34	58	8	4	24	53	572	24	16	8	40	5
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:	0.34	0.58	0.08	1.00	0.31	0.69	0.93	0.04	0.03	0.15	0.75	0.10
Final Sat.:	197	338	47	501	180	399	717	30	20	100	498	66
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.01	0.13	0.13	0.80	0.80	0.80	0.08	0.08	0.08
Crit Moves:		****				****	****			****		
Delay/Veh:	9.8	9.8	9.8	9.5	9.2	9.2	22.9	22.9	22.9	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	9.5	9.2	9.2	22.9	22.9	22.9	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		9.8			9.2			22.9			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			9.2			22.9			8.5	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.1	0.1	3.2	3.2	3.2	0.1	0.1	0.1

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

Tentative Tract Map No. 18255
Year 2035 With Project
Evening Peak Hour - With Improvements

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

Intersection #13 Sunny Vista Road (NS) at Alta Loma Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			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 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	5	4	25	49	60	42	32	5	28	7
Growth Adj:	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
Initial Bse:	15	6	8	6	38	74	91	64	49	8	43	11
Added Vol:	0	0	0	3	0	11	24	2	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	6	8	9	38	85	115	66	49	8	43	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	6	8	10	40	90	121	69	51	8	45	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	6	8	10	40	90	121	69	51	8	45	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	6	8	10	40	90	121	69	51	8	45	20
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:	0.53	0.21	0.26	1.00	0.31	0.69	0.50	0.29	0.21	0.11	0.62	0.27
Final Sat.:	369	148	185	603	222	500	403	230	170	86	482	211
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.18	0.18	0.30	0.30	0.30	0.09	0.09	0.09
Crit Moves:		****			****			****			****	
Delay/Veh:	8.0	8.0	8.0	8.5	8.4	8.4	9.2	9.2	9.2	7.9	7.9	7.9
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:	8.0	8.0	8.0	8.5	8.4	8.4	9.2	9.2	9.2	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.4			9.2			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.4			9.2			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1

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

APPENDIX E

Traffic Signal Warrant Worksheet

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

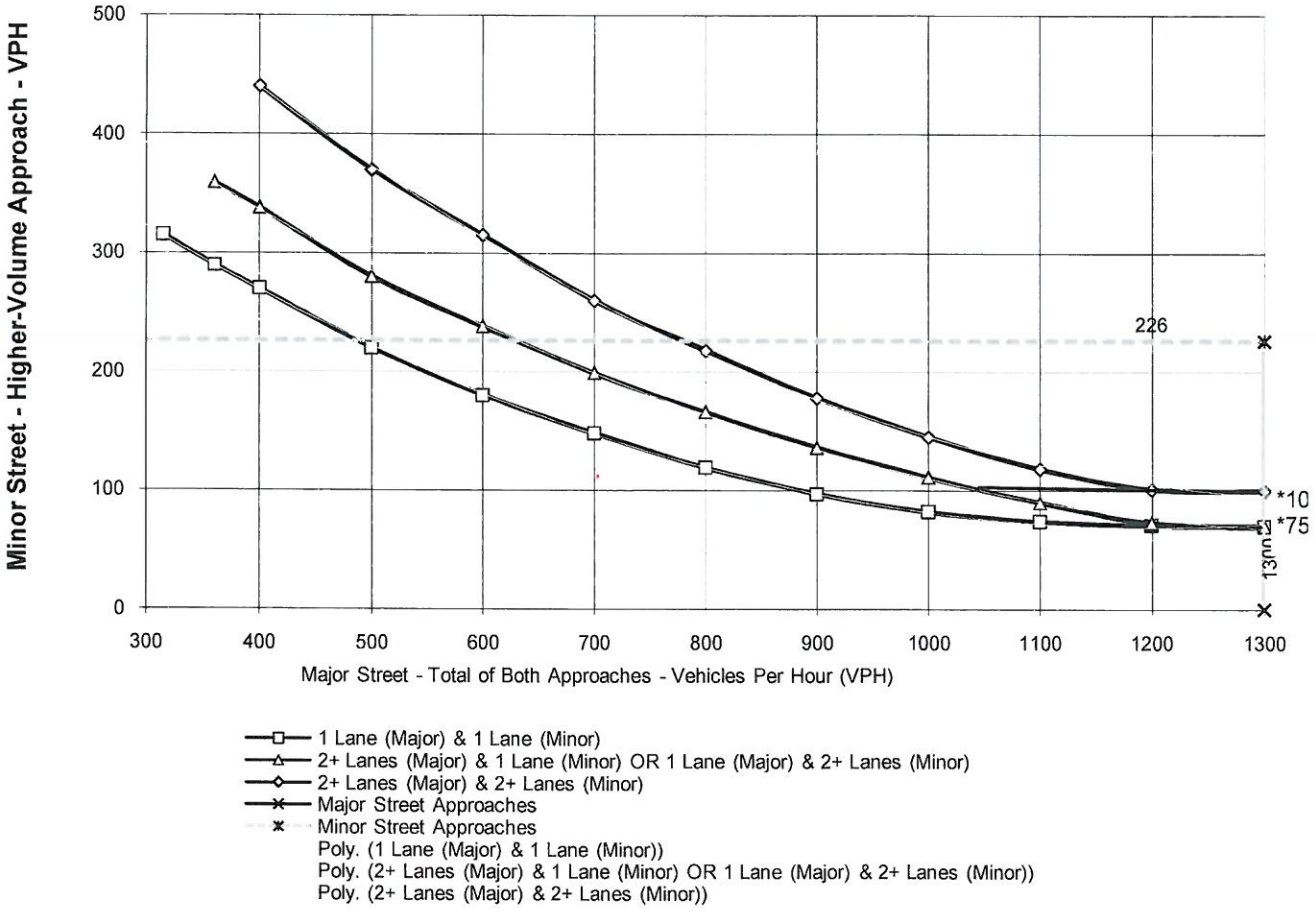
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

Major Street Name = **Twentynine Palms Hwy. SR-62** Total of Both Approaches (VPH) = **1478**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Sunny Vista Road** High Volume Approach (VPH) = **226** 230
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

APPENDIX F

Preliminary Construction Cost Estimates for Congestion Management Program

PRELIMINARY CONSTRUCTION COST ESTIMATES
FOR
CONGESTION MANAGEMENT PLAN

Add One Lane Each Direction on Freeway	
Asphalt Concrete Pavement	$2,300,000 Per Mile
Portland Cement Concrete Pavement	$2,800,000 Per Mile
Includes: Excavation Paving Section Barrier Shoulder Upgrade Drainage System Traffic Control Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Widening of Bridge Structures Added Retaining Walls Added Sound Walls

Widen Existing UC Structures	
Total Cost =	$160 Per Square Foot
Includes: Structure Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Traffic Control Ramp Modifications Signal/Lighting Up Grades Drainage Upgrades Added Retaining Walls Added Sound Walls

Diamond Interchanges			
$10,000,000	EACH	NEW IC	Minimal Row/Environmental
$15,000,000	EACH	NEW IC	Includes Row/Environmental
$20,000,000	EACH	EXISTING	Minimal Row/Environmental
$25,000,000	EACH	EXISTING	Includes Row/ Environmental
Includes: Structure Retaining Walls Soil Nail Walls Drainage System Ramps Mobilization @ 10% Design @ 11% Construction Mgt. @ 12.5%		**Excludes:** As listed	

Retaining Walls

Height Feet	Structure Cost $/LF	Mobilization Design Constr. Mgt. $/LF	Total $/LF
4	$190	$70	$260
6	$260	$90	$350
8	$380	$140	$520
10	$430	$150	$580
12	$480	$170	$650
14	$590	$210	$800
16	$660	$240	$900
	Excludes: Environmental Costs Right of Way		

12' High Sound Walls (Masonry Block on Footing)

Structure Cost $/Mile	Mobilization Design Constr. Mgt. $/Mile	Total $/Mile
$800,000	$300,000	$1,100,000

Widen Conventional Highway

1.	Add one outside lane (Work includes earthwork, modify existing drainage system and construct AC shoulder section. Asphalt Concrete Pavement	$1,000,000/Mile
2.	Add one outside lane each direction (Work includes earthwork, modify existing drainage system and construct AC shoulder section) Asphalt Concrete Pavement	$2,000,000/Mile
	With Median Concrete Barrier	$2,200,000/Mile
	With Median Double Thrie Beam Barrier	$2,300,000/Mile

Local Interchange Improvements

1.	New Interchange	
	Urban Interchange	$10,000,000 to $17,000,000
	Partial – Cloverleaf Interchange (Work includes new OC structure, earthwork, signal)	$6,000,000
	Diamond Interchange (Work includes new OC structure, earthwork, signal)	$5,000,000

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

Other Improvements		
1.	Construct new OC structure (Does not include roadway work)	$100/Sq. Ft.
2.	Construct Retaining Walls (Type 1)	$285/LF (H=8') $360/LF (H=10') $460/LF (H=12') $560/LF (H=14')
3.	Construct Soundwall	$1,000,000/Mile (H=12')
4.	Traffic Management Plan	10% of total construction costs

NOTE: This cost estimate does not include the following items:

1. R/W engineering, appraisal, acquisition and utilities relocation costs.
2. Minor items and supplemental work (10%).
3. Mobilization (10%).
4. Contingencies (25%).
5. Landscaping costs.

General Note: **When adding a through lane, the minimum distance is 600' approach and 600' departure to the next intersection.**