APPENDIX B

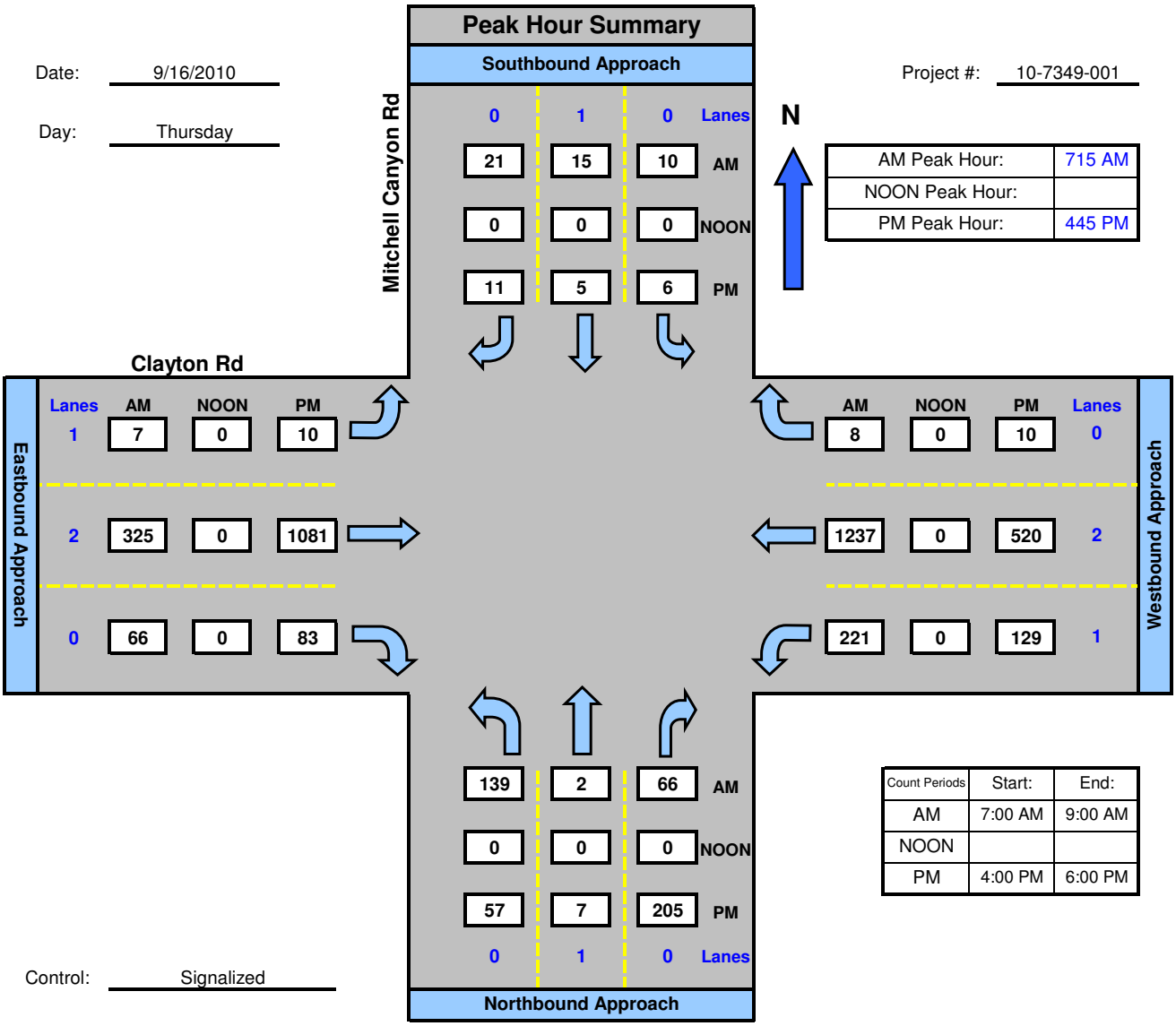
TRANSPORTATION, CIRCULATION, AND PARKING DATA

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Mitchell Canyon Rd and Clayton Rd , City of Clayton



Date: 9/16/2010

Day: Thursday

Project #: 10-7349-001

AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

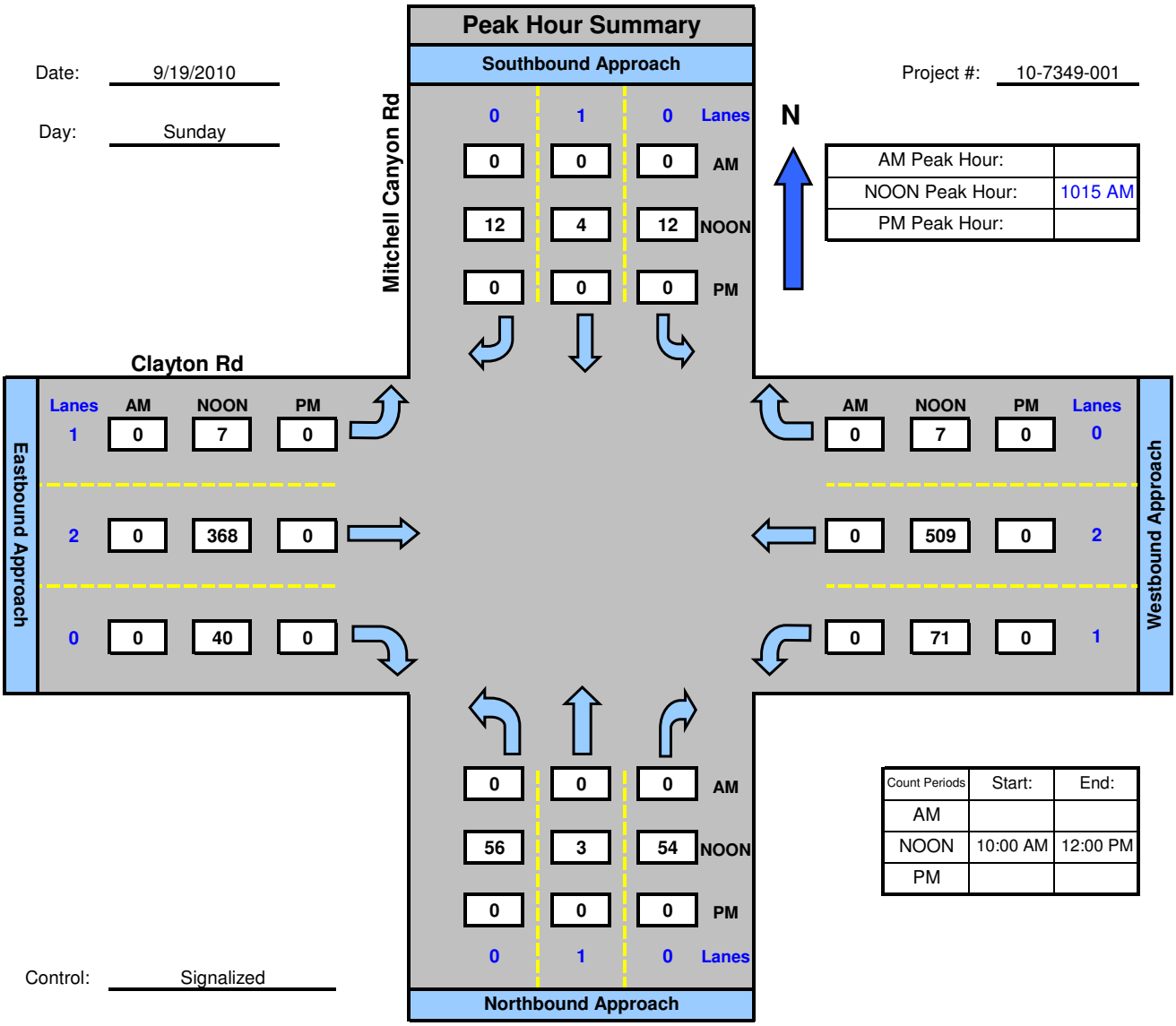
National Data & Surveying Services

Mitchell Canyon Rd and Clayton Rd , City of Clayton

Date: 9/19/2010

Day: Sunday

Project #: 10-7349-001



AM Peak Hour:	
NOON Peak Hour:	1015 AM
PM Peak Hour:	

Count Periods	Start:	End:
AM		
NOON	10:00 AM	12:00 PM
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

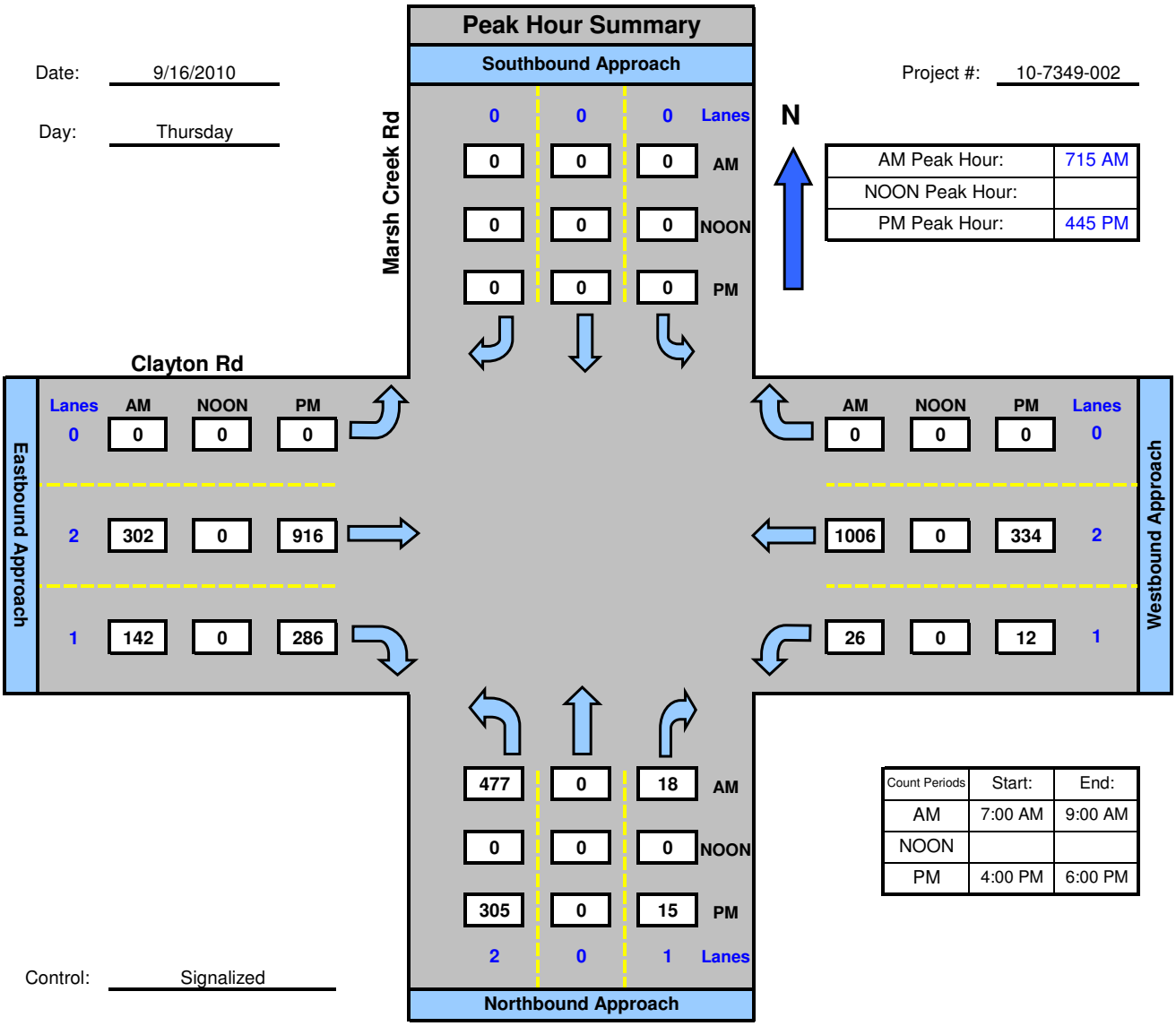
National Data & Surveying Services

Marsh Creek Rd and Clayton Rd , City of Clayton

Date: 9/16/2010

Day: Thursday

Project #: 10-7349-002



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

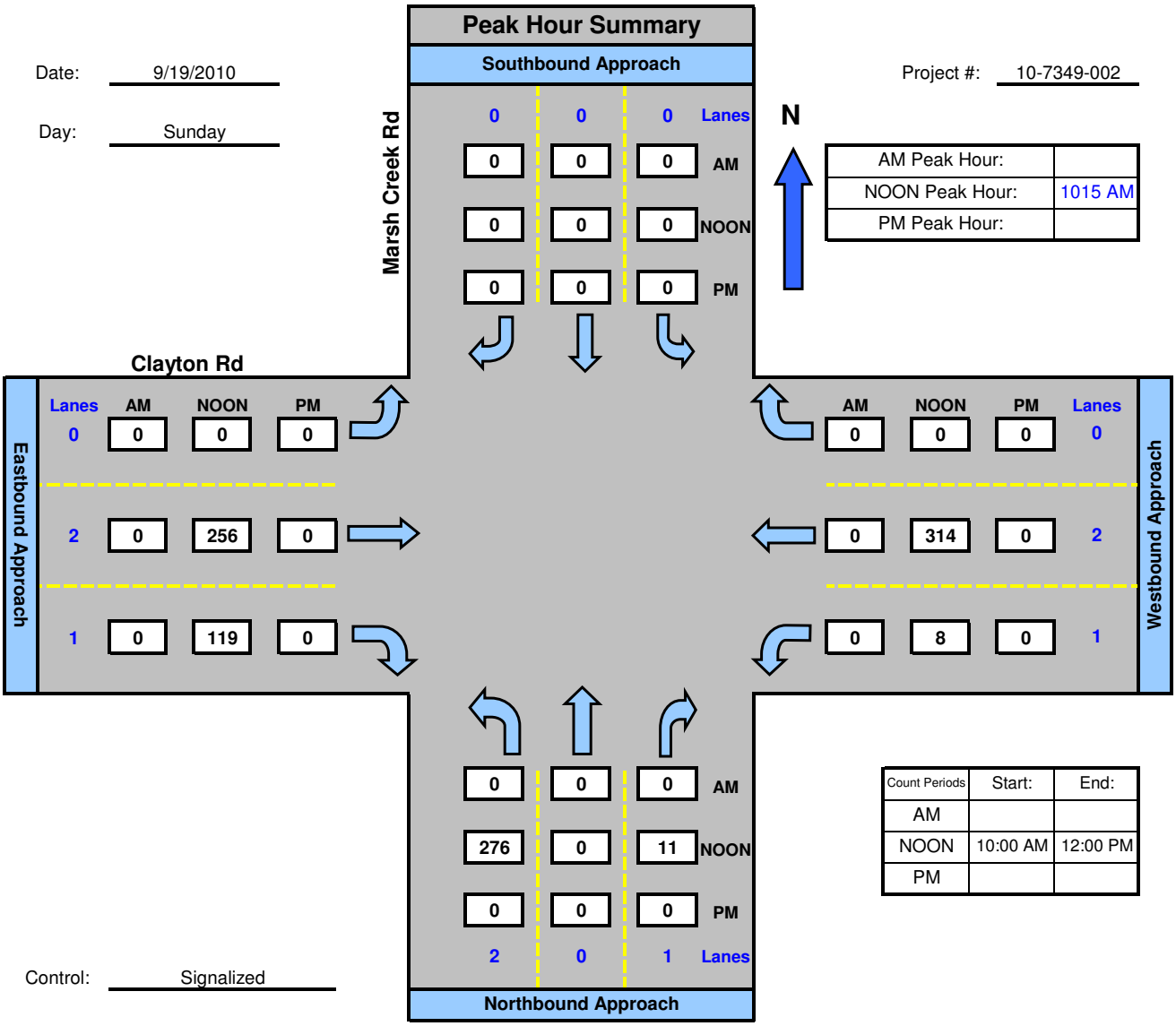
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Marsh Creek Rd and Clayton Rd , City of Clayton



Date: 9/19/2010

Day: Sunday

Project #: 10-7349-002

AM Peak Hour:	
NOON Peak Hour:	1015 AM
PM Peak Hour:	

Count Periods	Start:	End:
AM		
NOON	10:00 AM	12:00 PM
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

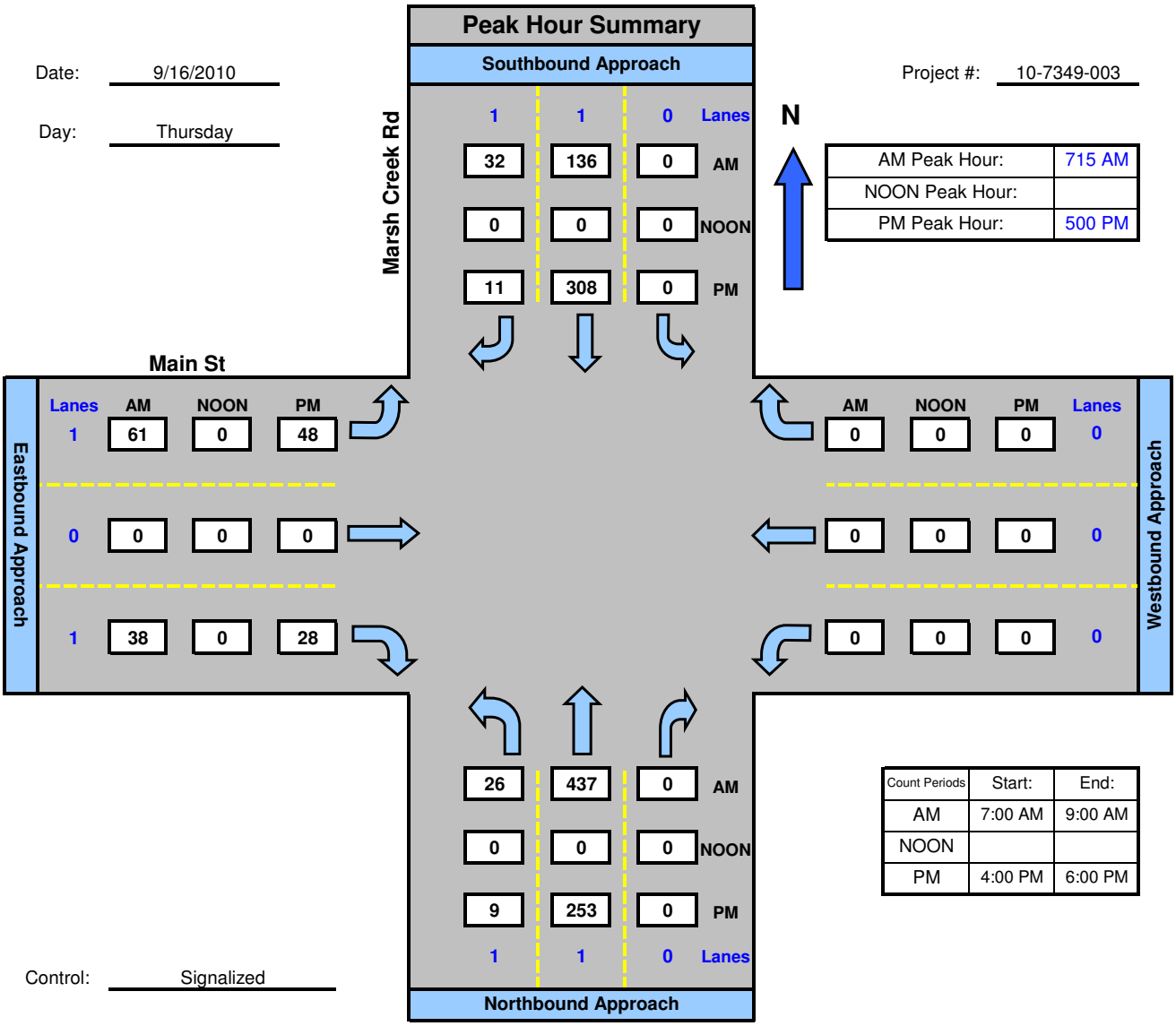
National Data & Surveying Services

Marsh Creek Rd and Main St , City of Clayton

Date: 9/16/2010

Day: Thursday

Project #: 10-7349-003



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

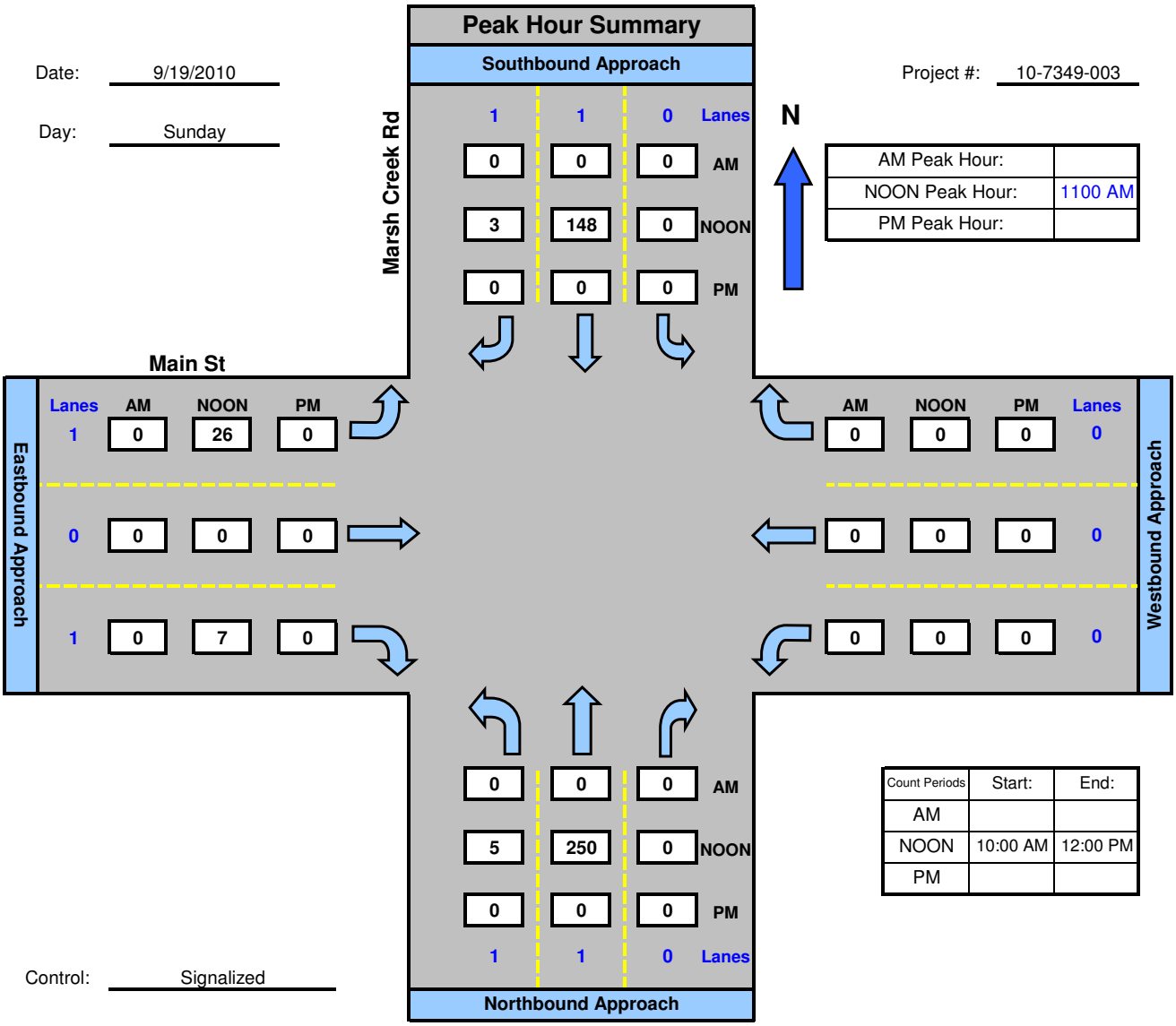
National Data & Surveying Services

Marsh Creek Rd and Main St , City of Clayton

Date: 9/19/2010

Day: Sunday

Project #: 10-7349-003



AM Peak Hour:	
NOON Peak Hour:	1100 AM
PM Peak Hour:	

Count Periods	Start:	End:
AM		
NOON	10:00 AM	12:00 PM
PM		

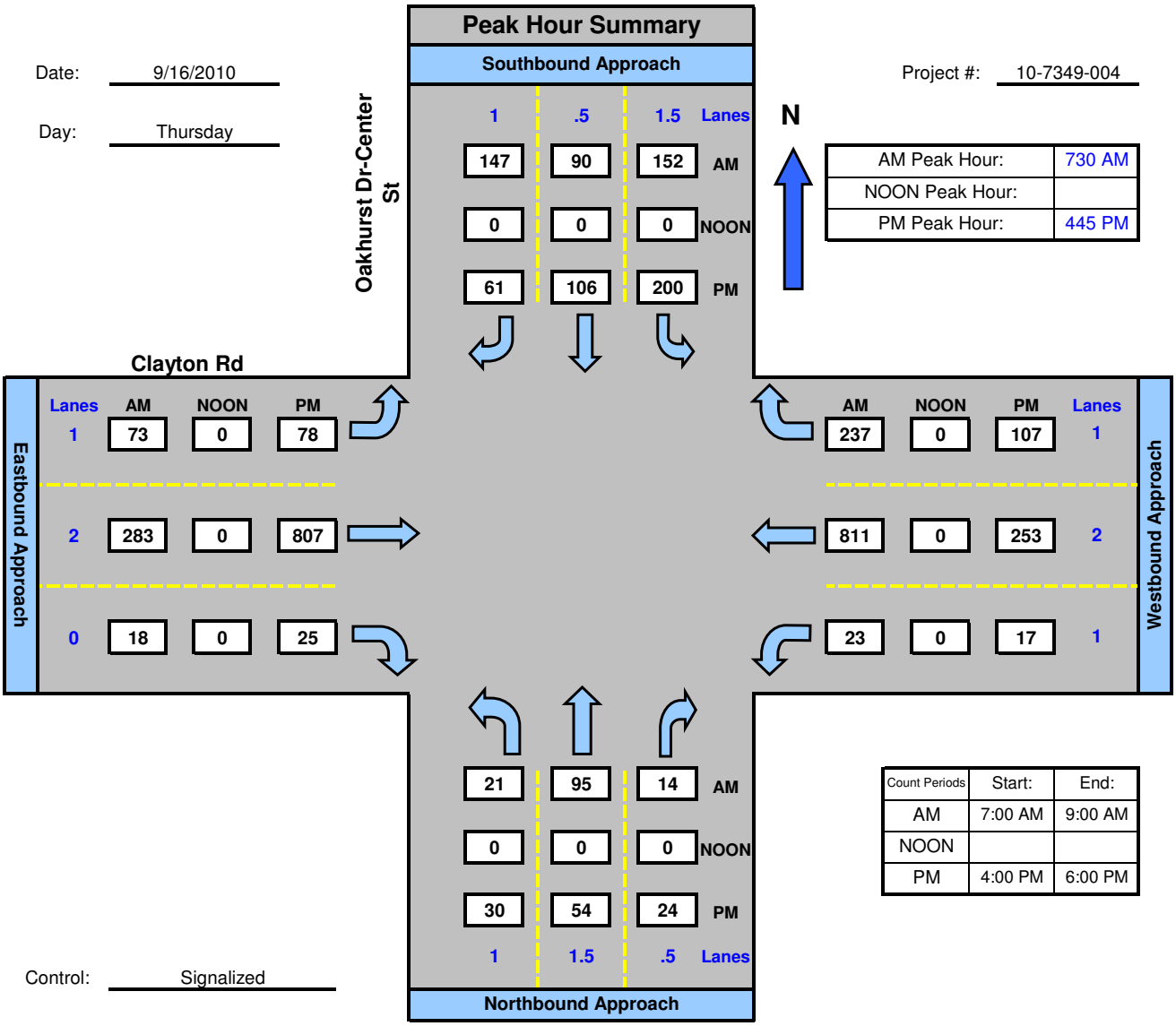
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Oakhurst Dr-Center St and Clayton Rd , City of Clayton



Date: 9/16/2010

Day: Thursday

Project #: 10-7349-004

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

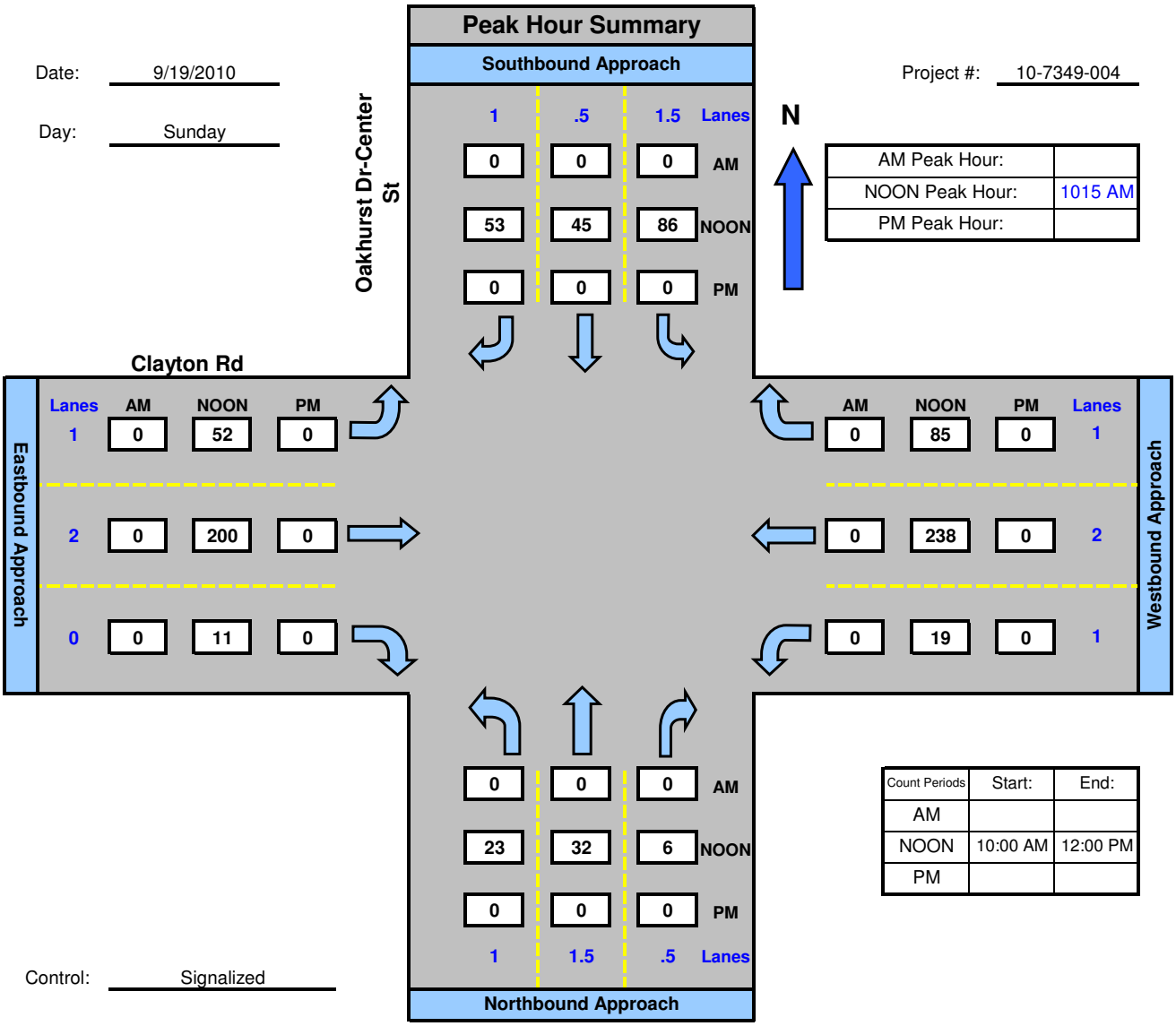
Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Oakhurst Dr-Center St and Clayton Rd , City of Clayton



Date: 9/19/2010

Day: Sunday

Project #: 10-7349-004

AM Peak Hour:	
NOON Peak Hour:	1015 AM
PM Peak Hour:	

Count Periods	Start:	End:
AM		
NOON	10:00 AM	12:00 PM
PM		

Control: Signalized

Clayton Trip Generation Study

Project #: 10-7349-001 and 10-7349-002 Occupancy
Location: Diablo View Middle School Dwys
City: Clayton

Day: Sunday
Date: 10/10/2010

Time (15 minutes)	Outbound Vehicles	Inbound Vehicles	Time (1 hour)	Peak-Hour Vehicles Out	In	Total
8:30 AM to 8:45 AM	2	27				
8:45 AM to 9:00 AM	3	40				
9:00 AM to 9:15 AM	1	36				
9:15 AM to 9:30 AM	0	15	8:30 AM to 9:30 AM	6	118	124
9:30 AM to 9:45 AM	0	2	8:45 AM to 9:45 AM	4	93	97
9:45 AM to 10:00 AM	0	2	9:00 AM to 10:00 AM	1	55	56
10:00 AM to 10:15 AM	0	2	9:15 AM to 10:15 AM	0	21	21
10:15 AM to 10:30 AM	28	8	9:30 AM to 10:30 AM	28	14	42
10:30 AM to 10:45 AM	37	41	9:45 AM to 10:45 AM	65	53	118
10:45 AM to 11:00 AM	21	36	10:00 AM to 11:00 AM	86	87	173
11:00 AM to 11:15 AM	6	7	10:15 AM to 11:15 AM	92	92	184
11:15 AM to 11:30 AM	10	4	10:30 AM to 11:30 AM	74	88	162
11:30 AM to 11:45 AM	2	1	10:45 AM to 11:45 AM	39	48	87
11:45 AM to 12:00 PM	3	2	11:00 AM to 12:00 PM	21	14	35
12:00 PM to 12:15 PM	38	5	11:15 AM to 12:15 PM	53	12	65
12:15 PM to 12:30 PM	46	5	11:30 AM to 12:30 PM	89	13	102
12:30 PM to 12:45 PM	27	2	11:45 AM to 12:45 PM	114	14	128
12:45 PM to 1:00 PM	12	1	12:00 PM to 1:00 PM	123	13	136
Total	236	236				

According to attendance data provided by the Clayton Community Church, the average attendance at the Sunday gatherings on October 10, 2010 was 253 people (i.e., 242 people at the 9:00 a.m. gathering and 263 people at the 10:45 a.m. gathering).

Based on a total of 184 trips (92 inbound and 92 outbound) generated by 253 people between 10:15 a.m. and 11:15 a.m., the equivalent Sunday peak-hour trip generation is 0.73 trips per person (50% inbound and 50% outbound).

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 3 Marsh Creek Road/Main Street	B	12.5	0.600	B	12.5	0.600	+ 0.000 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	139	2	66	10	15	21	7	325	66	221	1237	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2	66	10	15	21	7	325	66	221	1237	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	2	66	10	15	21	7	325	66	221	1237	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	2	66	10	15	21	7	325	66	221	1237	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	2	66	10	15	21	7	325	66	221	1237	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	2	66	10	15	21	7	325	66	221	1237	8
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.22	0.32	0.46	1.00	1.66	0.34	1.00	1.99	0.01
Final Sat.:	1720	51	1669	374	561	785	1720	2859	581	1720	3418	22
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.03	0.03	0.03	0.00	0.11	0.11	0.13	0.36	0.36
Crit Moves:	****						****				****	

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	477	0	18	0	0	0	0	302	142	26	1006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	0	18	0	0	0	0	302	142	26	1006	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	0	18	0	0	0	0	302	142	26	1006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	477	0	18	0	0	0	0	302	0	26	1006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	0	18	0	0	0	0	302	0	26	1006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	525	0	18	0	0	0	0	302	0	26	1006	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.00	0.02	0.29	0.00
Crit Moves:	****						****				****	

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	26	437	0	0	136	32	61	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	437	0	0	136	32	61	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	437	0	0	136	32	61	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	437	0	0	136	0	61	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	437	0	0	136	0	61	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	437	0	0	136	0	61	0	38	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	657	728	0	0	682	783	528	0	639	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.60	xxxx	xxxx	0.20	0.00	0.12	xxxx	0.06	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.3	14.6	0.0	0.0	9.1	0.0	9.8	0.0	8.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	14.6	0.0	0.0	9.1	0.0	9.8	0.0	8.2	0.0	0.0	0.0
LOS by Move:	A	B	*	*	A	*	A	*	A	*	*	*
ApproachDel:		14.2			9.1			9.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.2			9.1			9.2			xxxxxx	
LOS by Appr:		B			A			A			*	
AllWayAvgQ:	0.0	1.4	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	21	95	14	152	90	147	73	283	18	23	811	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	95	14	152	90	147	73	283	18	23	811	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	95	14	152	90	147	73	283	18	23	811	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	95	14	152	90	147	73	283	18	23	811	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	95	14	152	90	147	73	283	18	23	811	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	95	14	167	90	147	73	283	18	23	811	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.30	0.70	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1650	2876	424	2145	1155	1650	1650	3103	197	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.08	0.08	0.09	0.04	0.09	0.09	0.01	0.25	0.00
Crit Moves:		****		****			****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 3 Marsh Creek Road/Main Street	B	10.5	0.427	B	10.5	0.427	+ 0.000 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	57	7	205	6	5	11	10	1081	83	129	520	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	7	205	6	5	11	10	1081	83	129	520	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	7	205	6	5	11	10	1081	83	129	520	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	7	205	6	5	11	10	1081	83	129	520	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	7	205	6	5	11	10	1081	83	129	520	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:	57	7	205	6	5	11	10	1081	83	129	520	10
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.27	0.23	0.50	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	1720	57	1663	469	391	860	1720	3195	245	1720	3375	65
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.01	0.01	0.01	0.01	0.34	0.34	0.08	0.15	0.15
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	305	0	15	0	0	0	0	916	286	12	334	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	0	15	0	0	0	0	916	286	12	334	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	0	15	0	0	0	0	916	286	12	334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	305	0	15	0	0	0	0	916	0	12	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	0	15	0	0	0	0	916	0	12	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	336	0	15	0	0	0	0	916	0	12	334	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.00	0.01	0.10	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	9	253	0	0	308	11	48	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	253	0	0	308	11	48	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	253	0	0	308	11	48	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	253	0	0	308	0	48	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	253	0	0	308	0	48	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	253	0	0	308	0	48	0	28	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	649	717	0	0	722	835	534	0	649	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	xxxx	xxxx	0.43	0.00	0.09	xxxx	0.04	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.2	10.3	0.0	0.0	11.2	0.0	9.6	0.0	8.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	10.3	0.0	0.0	11.2	0.0	9.6	0.0	8.0	0.0	0.0	0.0
LOS by Move:	A	B	*	*	B	*	A	*	A	*	*	*
ApproachDel:		10.2			11.2			9.0			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		10.2			11.2			9.0			xxxxxx	
LOS by Appr:		B			B			A			*	
AllWayAvgQ:	0.0	0.5	0.0	0.0	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	30	54	24	200	106	61	78	807	25	17	253	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	54	24	200	106	61	78	807	25	17	253	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	54	24	200	106	61	78	807	25	17	253	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	54	24	200	106	61	78	807	25	17	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	54	24	200	106	61	78	807	25	17	253	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	54	24	220	106	61	78	807	25	17	253	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.35	0.65	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1650	2285	1015	2227	1073	1650	1650	3201	99	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.04	0.05	0.25	0.25	0.01	0.08	0.00
Crit Moves:		****		****				****		****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.193	A	xxxxx	0.193	+ 0.000 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.180	A	xxxxx	0.180	+ 0.000 V/C
# 3 Marsh Creek Road/Main Street	A	9.2	0.328	A	9.2	0.328	+ 0.000 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.157	A	xxxxx	0.157	+ 0.000 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	56	3	54	12	4	12	7	368	40	71	509	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	3	54	12	4	12	7	368	40	71	509	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3	54	12	4	12	7	368	40	71	509	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3	54	12	4	12	7	368	40	71	509	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3	54	12	4	12	7	368	40	71	509	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	3	54	12	4	12	7	368	40	71	509	7
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.43	0.14	0.43	1.00	1.80	0.20	1.00	1.97	0.03
Final Sat.:	1720	91	1629	737	246	737	1720	3103	337	1720	3393	47
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.00	0.12	0.12	0.04	0.15	0.15
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.180
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	276	0	11	0	0	0	0	256	119	8	314	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	0	11	0	0	0	0	256	119	8	314	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	0	11	0	0	0	0	256	119	8	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	276	0	11	0	0	0	0	256	0	8	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	0	11	0	0	0	0	256	0	8	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	304	0	11	0	0	0	0	256	0	8	314	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.09	0.00
Crit Moves:	****						****				****	

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	5	250	0	0	148	3	26	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	250	0	0	148	3	26	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	250	0	0	148	3	26	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	250	0	0	148	0	26	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	250	0	0	148	0	26	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	250	0	0	148	0	26	0	7	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	687	762	0	0	749	874	577	0	713	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	xxxx	xxxx	0.20	0.00	0.05	xxxx	0.01	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	7.9	9.7	0.0	0.0	8.6	0.0	8.9	0.0	7.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	9.7	0.0	0.0	8.6	0.0	8.9	0.0	7.4	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	*	A	*	A	*	*	*
ApproachDel:	9.6			8.6			8.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.6			8.6			8.6			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.157
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	0 1	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	23	32	6	86	45	53	52	200	11	19	238	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	32	6	86	45	53	52	200	11	19	238	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	32	6	86	45	53	52	200	11	19	238	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	32	6	86	45	53	52	200	11	19	238	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	32	6	86	45	53	52	200	11	19	238	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	23	32	6	95	45	53	52	200	11	19	238	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.36	0.64	1.00	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1650	2779	521	2236	1064	1650	1650	3128	172	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.03	0.03	0.06	0.06	0.01	0.07	0.00
Crit Moves:	****			****			****			****		

Cumulative Projects Trip Generation Summary

	Land Use	Size	Unit	ADT	Weekday AM Peak Hour			Weekday PM Peak Hour			Sunday Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates[1]													
820	Shopping Center		TSF	42.94	0.61	0.39	1.00	1.83	1.90	3.73	1.53	1.59	3.12
210	Single-Family Residential		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01	0.46	0.40	0.86
230	Townhome/Condominium		DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52	0.22	0.23	0.45
Cumulative Projects Trip Generation													
	Creekside Terrace												
1	Retail	7.200	TSF	309	4	3	7	13	14	27	11	11	22
	Single-Family Residential	7	DU	67	1	4	5	4	3	7	3	3	6
	Total			***376***	***6***	***7***	***12***	***18***	***16***	***34***	***14***	***14***	***28***
	Silver Oak Estates												
2	Single-Family Residential	9	DU	86	2	5	7	6	3	9	4	4	8
	Townhome/Condominium	55	DU	320	4	20	24	19	9	29	12	13	25
	Total			***406***	***6***	***25***	***31***	***25***	***13***	***38***	***16***	***16***	***32***
	Diablo Pointe												
3	Single-Family Residential	24	DU	230	5	14	18	15	9	24	11	10	21
	Total			***230***	***5***	***14***	***18***	***15***	***9***	***24***	***11***	***10***	***21***
	Oak Creek Canyon												
4	Single-Family Residential	5	DU	48	1	3	4	3	2	5	2	2	4
	Total			***48***	***1***	***3***	***4***	***3***	***2***	***5***	***2***	***2***	***4***
Total				**1,059**	**17**	**48**	**65**	**61**	**40**	**101**	**44**	**42**	**86**

[1] Trip rates referenced from the Institute of Transportation Engineers *Trip Generation* , 8th Edition (2008).

Creekside Terrace Trip Distribution

40% west on Clayton Road, 10% east on Clayton Road, 5% north on Mitchell Canyon Road, 15% north on Oakhurst Drive, 5% south on Oak Street, 20% south on Marsh Creek Road, 5% south on Mitchell Canyon Road

Silver Oak Estates Trip Distribution

10% east on Clayton Road (east of Oakhurst Drive) and 90% outside of study area (northwest on Oakhurst Drive-Concord Boulevard)

Diablo Pointe Trip Distribution

90% west on Clayton Road and 10% outside of study area (southeast on Marsh Creek Road)

Oak Creek Canyon Trip Distribution

90% west on Clayton Road and 10% outside of study area (southeast on Marsh Creek Road)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.445	A	xxxxx	0.447	+ 0.002 V/C
# 3 Marsh Creek Road/Main Street	B	12.5	0.600	B	12.7	0.609	+ 0.008 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.401	A	xxxxx	0.402	+ 0.001 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	139	2	66	10	15	21	7	325	66	221	1237	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2	66	10	15	21	7	325	66	221	1237	8
Added Vol:	0	0	4	0	0	0	0	1	0	5	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	2	70	10	15	21	7	326	66	226	1238	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	2	70	10	15	21	7	326	66	226	1238	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	2	70	10	15	21	7	326	66	226	1238	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	2	70	10	15	21	7	326	66	226	1238	8
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.22	0.32	0.46	1.00	1.66	0.34	1.00	1.99	0.01
Final Sat.:	1720	48	1672	374	561	785	1720	2861	579	1720	3418	22
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.03	0.03	0.03	0.00	0.11	0.11	0.13	0.36	0.36
Crit Moves:	****						****				****	

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	477	0	18	0	0	0	0	302	142	26	1006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	0	18	0	0	0	0	302	142	26	1006	0
Added Vol:	6	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	0	18	0	0	0	0	302	142	26	1006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	483	0	18	0	0	0	0	302	0	26	1006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	0	18	0	0	0	0	302	0	26	1006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	531	0	18	0	0	0	0	302	0	26	1006	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.00	0.02	0.29	0.00
Crit Moves:	****						****				****	

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	26	437	0	0	136	32	61	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	437	0	0	136	32	61	0	38	0	0	0
Added Vol:	0	6	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	443	0	0	136	32	61	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	443	0	0	136	0	61	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	443	0	0	136	0	61	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	443	0	0	136	0	61	0	38	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	657	728	0	0	681	782	527	0	637	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.61	xxxx	xxxx	0.20	0.00	0.12	xxxx	0.06	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.3	14.8	0.0	0.0	9.1	0.0	9.9	0.0	8.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	14.8	0.0	0.0	9.1	0.0	9.9	0.0	8.2	0.0	0.0	0.0
LOS by Move:	A	B	*	*	A	*	A	*	A	*	*	*
ApproachDel:		14.4			9.1			9.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.4			9.1			9.2			xxxxxx	
LOS by Appr:		B			A			A			*	
AllWayAvgQ:	0.0	1.5	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	0 1	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	21	95	14	152	90	147	73	283	18	23	811	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	95	14	152	90	147	73	283	18	23	811	237
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	95	14	155	90	147	73	283	18	23	811	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	95	14	155	90	147	73	283	18	23	811	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	95	14	155	90	147	73	283	18	23	811	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	95	14	171	90	147	73	283	18	23	811	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.31	0.69	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1650	2876	424	2160	1140	1650	1650	3103	197	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.08	0.08	0.09	0.04	0.09	0.09	0.01	0.25	0.00
Crit Moves:		****		****			****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.537	A	xxxxx	0.551	+ 0.015 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.371	A	xxxxx	0.375	+ 0.004 V/C
# 3 Marsh Creek Road/Main Street	B	10.5	0.427	B	10.6	0.428	+ 0.001 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	57	7	205	6	5	11	10	1081	83	129	520	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	7	205	6	5	11	10	1081	83	129	520	10
Added Vol:	0	0	13	1	0	0	0	2	0	11	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	7	218	7	5	11	10	1083	83	140	522	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	7	218	7	5	11	10	1083	83	140	522	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	7	218	7	5	11	10	1083	83	140	522	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:	57	7	218	7	5	11	10	1083	83	140	522	11
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.30	0.22	0.48	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	1720	54	1666	523	374	823	1720	3195	245	1720	3369	71
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.01	0.01	0.01	0.34	0.34	0.08	0.15	0.15
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	305	0	15	0	0	0	0	916	286	12	334	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	0	15	0	0	0	0	916	286	12	334	0
Added Vol:	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
Initial Fut:	319	0	15	0	0	0	0	916	286	12	334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	319	0	15	0	0	0	0	916	0	12	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	0	15	0	0	0	0	916	0	12	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	351	0	15	0	0	0	0	916	0	12	334	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.00	0.01	0.10	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	9	253	0	0	308	11	48	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	253	0	0	308	11	48	0	28	0	0	0
Added Vol:	0	14	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	267	0	0	308	11	48	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	267	0	0	308	0	48	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	267	0	0	308	0	48	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	267	0	0	308	0	48	0	28	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	649	717	0	0	720	832	532	0	644	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	xxxx	xxxx	0.43	0.00	0.09	xxxx	0.04	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.2	10.5	0.0	0.0	11.2	0.0	9.6	0.0	8.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	10.5	0.0	0.0	11.2	0.0	9.6	0.0	8.0	0.0	0.0	0.0
LOS by Move:	A	B	*	*	B	*	A	*	A	*	*	*
ApproachDel:	10.4			11.2			9.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	10.4			11.2			9.0			xxxxxx		
LOS by Appr:	B			B			A			*		
AllWayAvgQ:	0.0	0.6	0.0	0.0	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	30	54	24	200	106	61	78	807	25	17	253	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	54	24	200	106	61	78	807	25	17	253	107
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	54	24	201	106	61	78	807	25	17	253	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	54	24	201	106	61	78	807	25	17	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	54	24	201	106	61	78	807	25	17	253	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	54	24	221	106	61	78	807	25	17	253	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.35	0.65	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1650	2285	1015	2231	1069	1650	1650	3201	99	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.04	0.05	0.25	0.25	0.01	0.08	0.00
Crit Moves:		****		****				****		****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.193	A	xxxxx	0.205	+ 0.012 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.180	A	xxxxx	0.183	+ 0.004 V/C
# 3 Marsh Creek Road/Main Street	A	9.2	0.328	A	9.3	0.344	+ 0.016 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.157	A	xxxxx	0.158	+ 0.001 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.205
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 | Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	56	3	54	12	4	12	7	368	40	71	509	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	3	54	12	4	12	7	368	40	71	509	7
Added Vol:	0	0	10	1	0	0	0	1	0	10	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3	64	13	4	12	7	369	40	81	510	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3	64	13	4	12	7	369	40	81	510	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3	64	13	4	12	7	369	40	81	510	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	3	64	13	4	12	7	369	40	81	510	8
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	0.45	0.14	0.41	1.00	1.80	0.20	1.00	1.97	0.03
Final Sat.:	1720	77	1643	771	237	712	1720	3104	336	1720	3387	53
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.00	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.183
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	276	0	11	0	0	0	0	256	119	8	314	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	0	11	0	0	0	0	256	119	8	314	0
Added Vol:	12	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	11	0	0	0	0	256	119	8	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	288	0	11	0	0	0	0	256	0	8	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	11	0	0	0	0	256	0	8	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	317	0	11	0	0	0	0	256	0	8	314	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.09	0.00
Crit Moves:	****						****				****	

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	5	250	0	0	148	3	26	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	250	0	0	148	3	26	0	7	0	0	0
Added Vol:	0	12	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	262	0	0	148	3	26	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	262	0	0	148	0	26	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	262	0	0	148	0	26	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	262	0	0	148	0	26	0	7	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	687	762	0	0	746	872	573	0	707	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	xxxx	xxxx	0.20	0.00	0.05	xxxx	0.01	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	7.9	9.8	0.0	0.0	8.6	0.0	8.9	0.0	7.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	9.8	0.0	0.0	8.6	0.0	8.9	0.0	7.5	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	*	A	*	A	*	*	*
ApproachDel:		9.8			8.6			8.6			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.8			8.6			8.6			xxxxxx	
LOS by Appr:		A			A			A			*	
AllWayAvgQ:	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.158
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	23	32	6	86	45	53	52	200	11	19	238	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	32	6	86	45	53	52	200	11	19	238	85
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	32	6	88	45	53	52	200	11	19	238	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	32	6	88	45	53	52	200	11	19	238	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	32	6	88	45	53	52	200	11	19	238	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	23	32	6	97	45	53	52	200	11	19	238	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.37	0.63	1.00	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1650	2779	521	2253	1047	1650	1650	3128	172	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.03	0.03	0.06	0.06	0.01	0.07	0.00
Crit Moves:		****		****			****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.447	A	xxxxx	0.453	+ 0.006
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.445	A	xxxxx	0.452	+ 0.007
# 3 Marsh Creek Road/Main Street	B	12.5	0.600	B	13.0	0.623	+ 0.023
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.401	A	xxxxx	0.407	+ 0.006

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 | Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	139	2	66	10	15	21	7	325	66	221	1237	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2	66	10	15	21	7	325	66	221	1237	8
Added Vol:	0	0	3	3	0	0	0	24	0	2	18	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	2	69	13	15	21	7	349	66	223	1255	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	2	69	13	15	21	7	349	66	223	1255	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	2	69	13	15	21	7	349	66	223	1255	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:	139	2	69	13	15	21	7	349	66	223	1255	10
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.26	0.31	0.43	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1720	48	1672	456	527	737	1720	2893	547	1720	3413	27
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.03	0.03	0.03	0.00	0.12	0.12	0.13	0.37	0.37
Crit Moves:	****						****				****	

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	477	0	18	0	0	0	0	302	142	26	1006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	0	18	0	0	0	0	302	142	26	1006	0
Added Vol:	22	0	8	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	0	26	0	0	0	0	302	142	37	1006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	499	0	26	0	0	0	0	302	0	37	1006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	0	26	0	0	0	0	302	0	37	1006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	549	0	26	0	0	0	0	302	0	37	1006	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.02	0.00	0.00	0.00	0.00	0.09	0.00	0.02	0.29	0.00
Crit Moves:	****						****				****	

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	26	437	0	0	136	32	61	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	437	0	0	136	32	61	0	38	0	0	0
Added Vol:	13	6	0	0	2	9	24	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	0	0	138	41	85	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	443	0	0	138	0	85	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	0	0	138	0	85	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	443	0	0	138	0	85	0	47	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	641	711	0	0	659	753	525	0	634	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.62	xxxx	xxxx	0.21	0.00	0.16	xxxx	0.07	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.6	15.5	0.0	0.0	9.4	0.0	10.3	0.0	8.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	15.5	0.0	0.0	9.4	0.0	10.3	0.0	8.3	0.0	0.0	0.0
LOS by Move:	A	C	*	*	A	*	B	*	A	*	*	*
ApproachDel:	14.9			9.4			9.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.9			9.4			9.6			xxxxxx		
LOS by Appr:	B			A			A			*		
AllWayAvgQ:	0.1	1.5	0.0	0.0	0.2	0.0	0.2	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	21	95	14	152	90	147	73	283	18	23	811	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	95	14	152	90	147	73	283	18	23	811	237
Added Vol:	0	2	1	0	3	6	5	3	0	2	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	97	15	152	93	153	78	286	18	25	815	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	97	15	152	93	153	78	286	18	25	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	97	15	152	93	153	78	286	18	25	815	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	97	15	167	93	153	78	286	18	25	815	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.29	0.71	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1650	2858	442	2121	1179	1650	1650	3105	195	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.08	0.08	0.09	0.05	0.09	0.09	0.02	0.25	0.00
Crit Moves:		****		****			****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.537	A	xxxxx	0.556	+ 0.020 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.371	A	xxxxx	0.402	+ 0.031 V/C
# 3 Marsh Creek Road/Main Street	B	10.5	0.427	B	11.4	0.468	+ 0.041 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.385	A	xxxxx	0.394	+ 0.009 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 | Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	0	0 1! 0	0	1	0 1	1	0	1 0
Volume Module:												
Base Vol:	57	7	205	6	5	11	10	1081	83	129	520	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	7	205	6	5	11	10	1081	83	129	520	10
Added Vol:	0	0	6	6	0	0	0	44	0	6	50	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	7	211	12	5	11	10	1125	83	135	570	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	7	211	12	5	11	10	1125	83	135	570	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	7	211	12	5	11	10	1125	83	135	570	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:	57	7	211	12	5	11	10	1125	83	135	570	16
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.43	0.18	0.39	1.00	1.86	0.14	1.00	1.95	0.05
Final Sat.:	1720	55	1665	737	307	676	1720	3204	236	1720	3346	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.02	0.02	0.01	0.35	0.35	0.08	0.17	0.17
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	305	0	15	0	0	0	0	916	286	12	334	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	0	15	0	0	0	0	916	286	12	334	0
Added Vol:	63	0	22	0	0	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	0	37	0	0	0	0	916	286	31	334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	368	0	37	0	0	0	0	916	0	31	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	0	37	0	0	0	0	916	0	31	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	405	0	37	0	0	0	0	916	0	31	334	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.00	0.02	0.10	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	9	253	0	0	308	11	48	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	253	0	0	308	11	48	0	28	0	0	0
Added Vol:	23	16	0	0	3	17	69	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	269	0	0	311	28	117	0	54	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	269	0	0	311	0	117	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	269	0	0	311	0	117	0	54	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	269	0	0	311	0	117	0	54	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	605	664	0	0	665	756	527	0	636	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	xxxx	xxxx	0.47	0.00	0.22	xxxx	0.08	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.8	11.5	0.0	0.0	12.4	0.0	10.8	0.0	8.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	11.5	0.0	0.0	12.4	0.0	10.8	0.0	8.4	0.0	0.0	0.0
LOS by Move:	A	B	*	*	B	*	B	*	A	*	*	*
ApproachDel:	11.2			12.4			10.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	11.2			12.4			10.1			xxxxxx		
LOS by Appr:	B			B			B			*		
AllWayAvgQ:	0.1	0.6	0.0	0.0	0.8	0.0	0.2	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	30	54	24	200	106	61	78	807	25	17	253	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	54	24	200	106	61	78	807	25	17	253	107
Added Vol:	0	6	4	0	5	12	13	9	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	60	28	200	111	73	91	816	25	20	261	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	60	28	200	111	73	91	816	25	20	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	60	28	200	111	73	91	816	25	20	261	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	60	28	220	111	73	91	816	25	20	261	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.33	0.67	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1650	2250	1050	2193	1107	1650	1650	3202	98	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.10	0.04	0.06	0.25	0.25	0.01	0.08	0.00
Crit Moves:		****		****				****		****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.193	A	xxxxx	0.224	+ 0.031 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.180	A	xxxxx	0.213	+ 0.034 V/C
# 3 Marsh Creek Road/Main Street	A	9.2	0.328	B	10.2	0.395	+ 0.067 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.157	A	xxxxx	0.179	+ 0.022 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	56	3	54	12	4	12	7	368	40	71	509	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	3	54	12	4	12	7	368	40	71	509	7
Added Vol:	0	0	9	9	0	0	0	71	0	9	71	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3	63	21	4	12	7	439	40	80	580	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3	63	21	4	12	7	439	40	80	580	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3	63	21	4	12	7	439	40	80	580	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:	56	3	63	21	4	12	7	439	40	80	580	16
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.57	0.11	0.32	1.00	1.83	0.17	1.00	1.95	0.05
Final Sat.:	1720	78	1642	976	186	558	1720	3153	287	1720	3348	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.00	0.14	0.14	0.05	0.17	0.17
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	276	0	11	0	0	0	0	256	119	8	314	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	0	11	0	0	0	0	256	119	8	314	0
Added Vol:	88	0	31	0	0	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	0	42	0	0	0	0	256	119	39	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	364	0	42	0	0	0	0	256	0	39	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	42	0	0	0	0	256	0	39	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	400	0	42	0	0	0	0	256	0	39	314	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.00	0.02	0.09	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	5	250	0	0	148	3	26	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	250	0	0	148	3	26	0	7	0	0	0
Added Vol:	37	22	0	0	4	27	97	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	272	0	0	152	30	123	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	272	0	0	152	0	123	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	272	0	0	152	0	123	0	44	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	272	0	0	152	0	123	0	44	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	626	689	0	0	664	758	561	0	687	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	xxxx	xxxx	0.23	0.00	0.22	xxxx	0.06	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.7	11.0	0.0	0.0	9.5	0.0	10.4	0.0	7.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	11.0	0.0	0.0	9.5	0.0	10.4	0.0	7.9	0.0	0.0	0.0
LOS by Move:	A	B	*	*	A	*	B	*	A	*	*	*
ApproachDel:	10.7			9.5			9.8			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	10.7			9.5			9.8			xxxxxx		
LOS by Appr:	B			A			A			*		
AllWayAvgQ:	0.1	0.6	0.0	0.0	0.3	0.0	0.2	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.179
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Oakhurst Drive								Clayton Road							
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				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	23	32	6		86	45	53		52	200	11		19	238	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	32	6		86	45	53		52	200	11		19	238	85	
Added Vol:	0	8	5		0	8	19		19	12	0		5	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	40	11		86	53	72		71	212	11		24	250	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	23	40	11		86	53	72		71	212	11		24	250	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	40	11		86	53	72		71	212	11		24	250	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	0.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	23	40	11		95	53	72		71	212	11		24	250	0	
Saturation Flow Module:																
Sat/Lane:	1650	1650	1650		1650	1650	1650		1650	1650	1650		1650	1650	1650	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.57	0.43		1.28	0.72	1.00		1.00	1.90	0.10		1.00	2.00	1.00	
Final Sat.:	1650	2588	712		2115	1185	1650		1650	3137	163		1650	3300	1650	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.04	0.04	0.04		0.04	0.07	0.07		0.01	0.08	0.00	
Crit Moves:		****			****				****					****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.447	A	xxxxx	0.453	+ 0.006 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.445	A	xxxxx	0.454	+ 0.009 V/C
# 3 Marsh Creek Road/Main Street	B	12.5	0.600	B	13.1	0.630	+ 0.030 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.401	A	xxxxx	0.408	+ 0.007 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	139	2	66	10	15	21	7	325	66	221	1237	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2	66	10	15	21	7	325	66	221	1237	8
Added Vol:	0	0	7	3	0	0	0	25	0	7	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	2	73	13	15	21	7	350	66	228	1255	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	2	73	13	15	21	7	350	66	228	1255	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	2	73	13	15	21	7	350	66	228	1255	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:	139	2	73	13	15	21	7	350	66	228	1255	11
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.26	0.31	0.43	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1720	46	1674	456	527	737	1720	2894	546	1720	3410	30
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.03	0.03	0.03	0.00	0.12	0.12	0.13	0.37	0.37
Crit Moves:	****						****				****	

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	477	0	18	0	0	0	0	302	142	26	1006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	0	18	0	0	0	0	302	142	26	1006	0
Added Vol:	28	0	8	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	0	26	0	0	0	0	302	142	37	1006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	505	0	26	0	0	0	0	302	0	37	1006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	26	0	0	0	0	302	0	37	1006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	556	0	26	0	0	0	0	302	0	37	1006	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.02	0.00	0.00	0.00	0.00	0.09	0.00	0.02	0.29	0.00
Crit Moves:	****						****				****	

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	26	437	0	0	136	32	61	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	437	0	0	136	32	61	0	38	0	0	0
Added Vol:	13	11	0	0	2	9	24	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	448	0	0	138	41	85	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	448	0	0	138	0	85	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	448	0	0	138	0	85	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	448	0	0	138	0	85	0	47	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	641	711	0	0	659	752	524	0	631	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.63	xxxx	xxxx	0.21	0.00	0.16	xxxx	0.07	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.6	15.7	0.0	0.0	9.4	0.0	10.3	0.0	8.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	15.7	0.0	0.0	9.4	0.0	10.3	0.0	8.3	0.0	0.0	0.0
LOS by Move:	A	C	*	*	A	*	B	*	A	*	*	*
ApproachDel:	15.1			9.4			9.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	15.1			9.4			9.6			xxxxxx		
LOS by Appr:	C			A			A			*		
AllWayAvgQ:	0.1	1.6	0.0	0.0	0.2	0.0	0.2	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	21	95	14	152	90	147	73	283	18	23	811	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	95	14	152	90	147	73	283	18	23	811	237
Added Vol:	0	2	1	3	3	6	5	3	0	2	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	97	15	155	93	153	78	286	18	25	815	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	97	15	155	93	153	78	286	18	25	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	97	15	155	93	153	78	286	18	25	815	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	97	15	171	93	153	78	286	18	25	815	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.29	0.71	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1650	2858	442	2135	1165	1650	1650	3105	195	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.08	0.08	0.09	0.05	0.09	0.09	0.02	0.25	0.00
Crit Moves:		****		****			****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.537	A	xxxxx	0.570	+ 0.034 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.371	A	xxxxx	0.406	+ 0.035 V/C
# 3 Marsh Creek Road/Main Street	B	10.5	0.427	B	11.6	0.469	+ 0.042 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.385	A	xxxxx	0.394	+ 0.009 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	57	7	205	6	5	11	10	1081	83	129	520	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	7	205	6	5	11	10	1081	83	129	520	10
Added Vol:	0	0	18	6	0	0	0	46	0	17	52	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	7	223	12	5	11	10	1127	83	146	572	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	7	223	12	5	11	10	1127	83	146	572	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	7	223	12	5	11	10	1127	83	146	572	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:	57	7	223	12	5	11	10	1127	83	146	572	17
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	0.43	0.18	0.39	1.00	1.86	0.14	1.00	1.94	0.06
Final Sat.:	1720	52	1668	737	307	676	1720	3204	236	1720	3341	99
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.02	0.02	0.01	0.35	0.35	0.08	0.17	0.17
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	305	0	15	0	0	0	0	916	286	12	334	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	0	15	0	0	0	0	916	286	12	334	0
Added Vol:	76	0	22	0	0	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	0	37	0	0	0	0	916	286	31	334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	381	0	37	0	0	0	0	916	0	31	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	0	37	0	0	0	0	916	0	31	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	419	0	37	0	0	0	0	916	0	31	334	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.00	0.02	0.10	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	9	253	0	0	308	11	48	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	253	0	0	308	11	48	0	28	0	0	0
Added Vol:	23	29	0	0	3	17	69	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	282	0	0	311	28	117	0	54	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	282	0	0	311	0	117	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	282	0	0	311	0	117	0	54	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	282	0	0	311	0	117	0	54	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	604	664	0	0	663	754	523	0	631	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	xxxx	xxxx	0.47	0.00	0.22	xxxx	0.09	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.8	11.7	0.0	0.0	12.5	0.0	10.9	0.0	8.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	11.7	0.0	0.0	12.5	0.0	10.9	0.0	8.4	0.0	0.0	0.0
LOS by Move:	A	B	*	*	B	*	B	*	A	*	*	*
ApproachDel:		11.5			12.5			10.1			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.5			12.5			10.1			xxxxxx	
LOS by Appr:		B			B			B			*	
AllWayAvgQ:	0.1	0.7	0.0	0.0	0.8	0.0	0.2	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1	1 0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	30	54	24	200	106	61	78	807	25	17	253	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	54	24	200	106	61	78	807	25	17	253	107
Added Vol:	0	6	4	1	5	12	13	9	0	3	8	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	60	28	201	111	73	91	816	25	20	261	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	60	28	201	111	73	91	816	25	20	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	60	28	201	111	73	91	816	25	20	261	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	60	28	221	111	73	91	816	25	20	261	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.33	0.67	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1650	2250	1050	2197	1103	1650	1650	3202	98	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.10	0.04	0.06	0.25	0.25	0.01	0.08	0.00
Crit Moves:		****		****				****		****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Mitchell Canyon Road/Clayton R	A	xxxxx	0.193	A	xxxxx	0.236	+ 0.043 V/C
# 2 Marsh Creek Road/Clayton Road	A	xxxxx	0.180	A	xxxxx	0.217	+ 0.038 V/C
# 3 Marsh Creek Road/Main Street	A	9.2	0.328	B	10.3	0.412	+ 0.084 V/C
# 4 Oakhurst Drive/Clayton Road	A	xxxxx	0.157	A	xxxxx	0.180	+ 0.022 V/C

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

Intersection #1 Mitchell Canyon Road/Clayton Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Mitchell Canyon Road						Clayton Road					
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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	56	3	54	12	4	12	7	368	40	71	509	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	3	54	12	4	12	7	368	40	71	509	7
Added Vol:	0	0	19	10	0	0	0	72	0	19	72	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3	73	22	4	12	7	440	40	90	581	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3	73	22	4	12	7	440	40	90	581	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3	73	22	4	12	7	440	40	90	581	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:	56	3	73	22	4	12	7	440	40	90	581	17
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	0.58	0.10	0.32	1.00	1.83	0.17	1.00	1.94	0.06
Final Sat.:	1720	68	1652	996	181	543	1720	3153	287	1720	3342	98
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.00	0.14	0.14	0.05	0.17	0.17
Crit Moves:		****						****		****		

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

Intersection #2 Marsh Creek Road/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Marsh Creek Road						Clayton Road					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	276	0	11	0	0	0	0	256	119	8	314	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	0	11	0	0	0	0	256	119	8	314	0
Added Vol:	100	0	31	0	0	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	0	42	0	0	0	0	256	119	39	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	376	0	42	0	0	0	0	256	0	39	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	0	42	0	0	0	0	256	0	39	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	414	0	42	0	0	0	0	256	0	39	314	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3440	0	1720	0	0	0	0	3440	1720	1720	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.00	0.02	0.09	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Marsh Creek Road/Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Marsh Creek Road						Main Street					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	5	250	0	0	148	3	26	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	250	0	0	148	3	26	0	7	0	0	0
Added Vol:	37	34	0	0	4	27	97	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	284	0	0	152	30	123	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	284	0	0	152	0	123	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	284	0	0	152	0	123	0	44	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	284	0	0	152	0	123	0	44	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	626	689	0	0	663	756	559	0	683	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	xxxx	xxxx	0.23	0.00	0.22	xxxx	0.06	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.7	11.3	0.0	0.0	9.5	0.0	10.5	0.0	8.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	11.3	0.0	0.0	9.5	0.0	10.5	0.0	8.0	0.0	0.0	0.0
LOS by Move:	A	B	*	*	A	*	B	*	A	*	*	*
ApproachDel:	10.9			9.5			9.8			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	10.9			9.5			9.8			xxxxxx		
LOS by Appr:	B			A			A			*		
AllWayAvgQ:	0.1	0.7	0.0	0.0	0.3	0.0	0.3	0.0	0.1	0.0	0.0	0.0

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

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

Intersection #4 Oakhurst Drive/Clayton Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.180
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Oakhurst Drive						Clayton Road					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	23	32	6	86	45	53	52	200	11	19	238	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	32	6	86	45	53	52	200	11	19	238	85
Added Vol:	0	8	5	2	8	19	19	12	0	5	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	40	11	88	53	72	71	212	11	24	250	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	40	11	88	53	72	71	212	11	24	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	40	11	88	53	72	71	212	11	24	250	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	23	40	11	97	53	72	71	212	11	24	250	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.29	0.71	1.00	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1650	2588	712	2132	1168	1650	1650	3137	163	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.04	0.04	0.07	0.07	0.01	0.08	0.00
Crit Moves:		****		****			****				****	