Appendix B

Traffic Study

MAMMOTH LAKES EAGLE LODGE

TRAFFIC IMPACT ANALYSIS

Prepared for the

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EXECUTIVE SUMMARY

PURPOSE

The Eagle Lodge project proposes to construct a permanent base lodge facility at 3256 Meridian Boulevard on the north side of Meridian Boulevard between its eastern and western intersections with Majestic Pines Drive. The project would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa, and locker club. Access to the commercial uses would be provided at two locations on Meridian Boulevard, while access to the lodging and service uses would be provided along Majestic Pines Drive (one entrance-only drive to the west and one exit-only drive to the east). The purpose of this report is to analyze potential traffic, parking, and transit impacts associated with the development.

CONCLUSIONS

The findings of the Traffic Impact Analysis are as follows:

1. Upon project build out during a typical winter Saturday, the project would generate a total of 914 PM peak-hour vehicle-trips (320 entering and 594 exiting). The project's net impact on the site's winter trip generation is 509 PM peak-hour trips (219 entering and 290 exiting).

2. The project is expected to generate 556 PM peak-hour vehicle-trips on a summer Saturday (259 entering, 297 exiting), which is roughly 39 percent less than the levels generated in the winter.

3. The project is expected to generate 1,438 PM peak-hour VMT and 8,035 daily VMT on a typical winter Saturday.

4. The Meridian Boulevard/Minaret Road intersection will operate at LOS E in 2024 with the project.

5. The Majestic Pine Drive East/Meridian Boulevard (east) intersection will operate with a worst approach LOS of LOS F with or without the project in 2024.

6. Without mitigation, the project will result in a parking shortfall of 311 parking spaces.

RECOMMENDATIONS

The following recommendations are proposed to mitigate traffic impacts:

1. The Minaret Road/Meridian Boulevard intersection is forecast to operate at LOS E exceeding LOS thresholds with or without the project under 2024 plus project conditions. However, construction of a separate eastbound right-turn lane at this location would mitigate LOS to an acceptable LOS D.

2. The Majestic Pines Drive/Meridian Boulevard (east) intersection is forecast to operate at worst approach and total intersection LOS F with the project under 2024 plus project conditions. However, a single-lane roundabout with a 100-foot inscribed diameter would operate at worst approach LOS B and total intersection LOS A.

3. The following improvements should be provided in order to improve internal site circulation:

   a. The distance between sawtooth bus bays should be increased to 15 feet in order to provide adequate maneuvering space for buses exiting the bays.

   b. A sign with an arrow posted along the north side of Meridian Boulevard to direct skiers to the "Skier Drop-Off" zone is recommended. In addition, "Bus Only" signage should be posted at the entrance to the bus drop zone to discourage autos from entering the bus drop zone. "No Parking" signs should be posted along Meridian Boulevard adjacent to the auto drop zone, and "Do Not Enter" signs are needed at the west end of the auto and bus drop zones.

   c. A "No Left Turn" sign is recommended to be placed at the hotel exit. In addition, it is recommended that a "Do Not Enter," "No Left Turn," and "No Right Turn" signs be posted at the appropriate hotel access approaches.

   d. In order to decrease the potential for vehicular conflict in the ski school drop zone, the circulating area should be striped for one lane of traffic circulation and one-way operation.

   e. It is recommended that the curbs at the west end of the auto drop zone be modified to move the intersection of the drop zone and the main parking garage access further north.

4. The project has an overall parking shortfall of 311 parking spaces. The following are potential mitigation measures to this parking shortfall.

   a. Mitigation Option A: Transit service to the site could be expanded such that an additional 950 skiers per day would use transit to access the site on a typical winter Saturday. In addition, the project would be required to provide parking monitoring and enforcement.

   b. Mitigation Option B: To mitigate potential parking impacts, the project could also provide off-site employee parking for all employees, increased transit service to provide transit for 750 additional skiers, and provide parking monitoring and enforcement.

   c. Mitigation Option C: The project could request a zone code amendment from the Town to develop an in lieu of parking fee program. This would allow the project to pay a fee that would go towards the construction of off-site parking lots. The fee owed by the project would be calculated based upon the additional number of spaces that are required.

      If the parking structures are not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lots would need to be provided.

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Section 1
INTRODUCTION

This engineering report documents the findings and conclusions of a Traffic Impact Analysis (TIA) for the Eagle Lodge project proposed to be located in Mammoth Lakes, California. The Eagle Lodge project proposes to construct a permanent base lodge facility at 3256 Meridian Boulevard on the north side of Meridian Boulevard between its eastern and western intersections with Majestic Pines Drive. The project would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa, and locker club. Access to the commercial uses would be provided at two locations on Meridian Boulevard, while access to the lodging and service uses would be provided along Majestic Pines Drive (one entrance-only drive to the west and one exit-only drive to the east).

The study examines the site-generated traffic volumes for build out of the project only. This study also provides the technical basis for the Eagle Lodge EIR Traffic Section.

SCOPE OF STUDY

This traffic engineering study analyzes traffic data, intersection capacity and level of service, and traffic impacts of the proposed project in accordance with the requirements of the Town of Mammoth Lakes and Caltrans standards. Based upon input provided by the Town of Mammoth Lakes, the following intersections were identified for analysis:

- Old Mammoth Road/Main Street
- Old Mammoth Road/Meridian Boulevard
- Minaret Road/Meridian Boulevard
- Minaret Road/Main Street
- Lake Mary Road/Kelly Road
- Meridian Boulevard/Majestic Pines Drive (East)
- Meridian Boulevard/Majestic Pines Drive (West)
- Meridian Boulevard/Drop Off Area
- Majestic Pines Drive/Hotel Exit
- Majestic Pines Drive/Hotel Entrance

In order to accommodate two phases of development, this analysis considers the following five scenarios:

- Existing (2005) no project
- Future (2009) no project
- Future (2009) plus proposed project
- Future (2024) no project
- Future (2024) plus proposed project

The results of this traffic study are used to develop recommendations to mitigate project traffic impacts.

Section 2
EXISTING CONDITIONS

This section documents the existing setting and operational traffic conditions in the vicinity of the site, providing a foundation for comparison to future conditions. Existing roadway conditions were studied to identify if the roadways are currently operating in a safe and efficient manner. The study area and the intersections evaluated are shown in Figure 1.

EXISTING SETTING

Existing Roadways

The roadways within the study area are described below.

SR 203 (Main Street)

The major access into the Town of Mammoth Lakes is provided by State Route 203, which intersects with US Highway 395 just to the east of the Town limits. SR 203 (also named Main Street through the center of Town) is a four-lane road from US 395 through the majority of the developed portion of the Town. SR 203 returns to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area Main Lodge, and terminates at the Mono-Madera county line. Portions of SR 203 are augmented by frontage roads. According to Caltrans' classification system, State Route 203 is a minor arterial for the first 8.5 miles from US 395 eastward through the Town, and a minor collector for the westernmost 0.7 miles. Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access from the Town to US 395 to the north.

Meridian Boulevard

Meridian Boulevard is an arterial with an east-west alignment. The roadway contains a four-lane cross section west of Sierra Park Road and a two-lane cross section east of Sierra Park Road. This roadway provides access to the Cerro Coso College, commercial uses near Old Mammoth Road, residential uses, and lodging uses.

Minaret Road

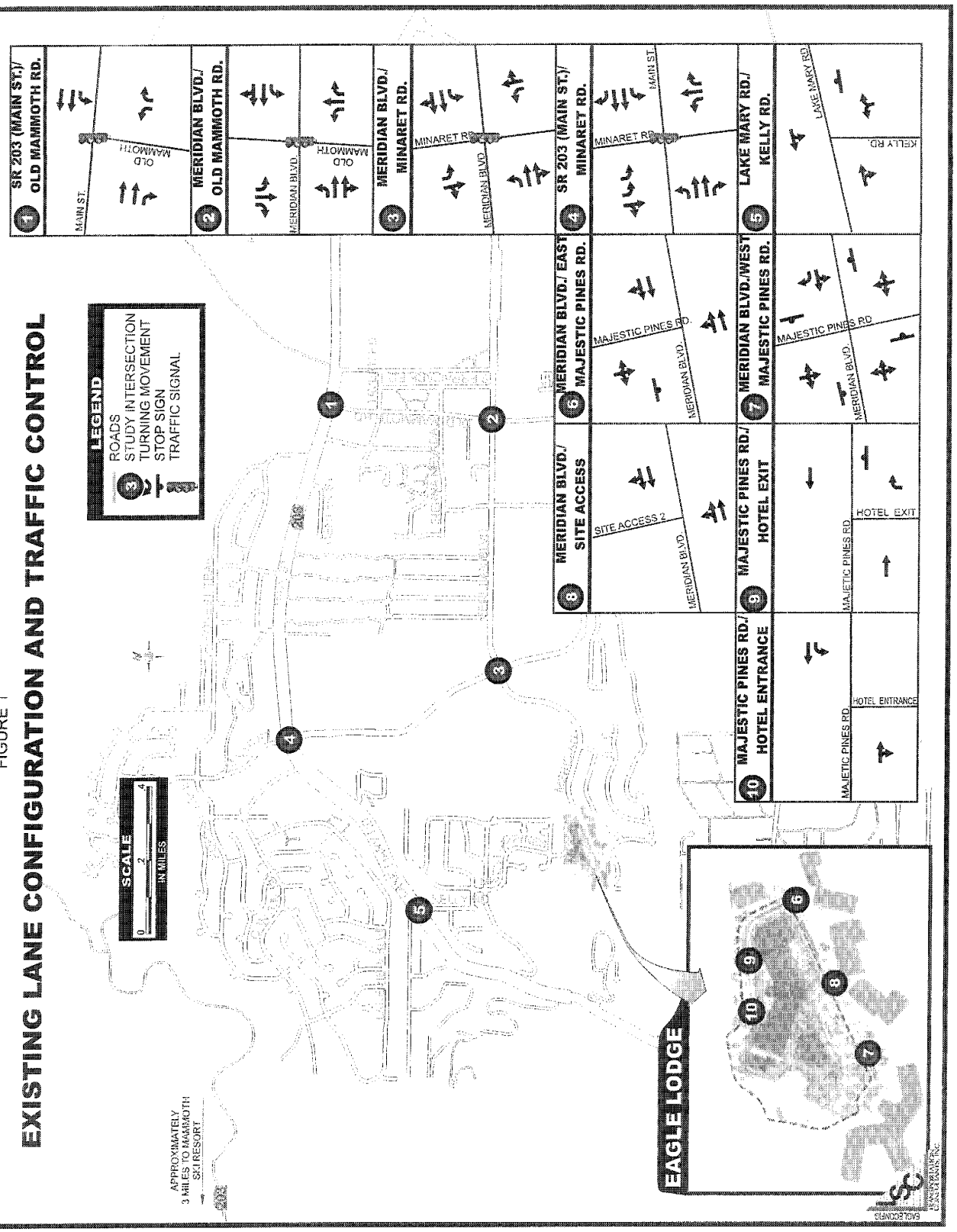
Minaret Road is a two-lane arterial with a north-south alignment. It provides access to the Village area, as well as residential areas to the south. Its intersections with both Main Street and Meridian Boulevard are signalized.

Old Mammoth Road

Old Mammoth Road serves as a north-south arterial in the eastern portion of Mammoth Lakes, as well as an east-west arterial in the southern portion of Mammoth Lakes. East of Minaret Road, Old Mammoth Road is an arterial roadway that provides access to commercial, residential, and

FIGURE 1

EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL



lodging facilities. Within the study area, the roadway is a three-lane roadway with two travel lanes and a center two-way left-turn lane.

Lake Mary Road

Lake Mary Road is a collector roadway which connects Main Street (SR 203) with the western portion of town, including the Tamarack Lodge and Twin Lakes. Within the past five years, a traffic signal was installed at its intersection with realigned Canyon Boulevard, which provides access to residential uses and a skier portal.

Majestic Pines Drive

Majestic Pines Drive is a two-lane collector roadway which connects residential uses with Meridian Boulevard. Along with Kelly Road, it provides an alternate north-south through route between Meridian Boulevard and Lake Mary Road.

Kelly Road

Kelly Road is a two-lane collector roadway connecting residential uses to Lake Mary Road. Along with Majestic Pines Drive, it provides an alternate north-south through route between Meridian Boulevard and Lake Mary Road.

Major Intersections

The major existing or proposed intersections in the study area requiring analysis are:

- Old Mammoth Road/Main Street
- Old Mammoth Road/Meridian Boulevard
- Minaret Road/Meridian Boulevard
- Minaret Road/Main Street
- Lake Mary Road/Kelly Road
- Meridian Boulevard/Majestic Pines Drive (East)
- Meridian Boulevard/Majestic Pines Drive (West)
- Meridian Boulevard/Drop Off Area
- Majestic Pines Drive/Hotel Exit
- Majestic Pines Drive/Hotel Entrance

The lane configuration of the study intersections are depicted in Figure 1.

EXISTING TRAFFIC VOLUMES

The traffic volumes throughout the Town of Mammoth Lakes vary greatly by time of day, day of week and, more importantly, by season. Particularly in areas with these high variations in traffic levels, it is important to decide what hourly traffic volumes should be used as the basis of design. To avoid the development of facilities that are only needed a relatively few days per year, the traffic engineering profession has adopted a standard procedure of basing roadway design on volumes slightly below the absolute peak volumes.

For this reason the Town of Mammoth Lakes, for example, has focused its design policies on a typical winter Saturday peak hour, rather than the highest winter peak hour. *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2001) indicates "*the design hourly volume for rural highways should generally be the 30th highest volume of the future year chosen for design.*" (page 61). It is true that during winter peak periods, traffic volumes occasionally exceed the resulting intersection and roadway capacity. However, to avoid the development of facilities that are only needed during peak periods on a relatively few days per year, the typical winter Saturday peak hour was analyzed, which is consistent with standard engineering design practice.

The 2005 existing winter weekday PM peak-hour traffic volumes were estimated as follows:

1. Traffic turning-movement counts were conducted at the following intersections on the following dates:

    - Old Mammoth Road/SR 203 (Main Street) (December 17, 2005)
    - Old Mammoth Road/Meridian Boulevard (December 17, 2005 and January 14, 2006)
    - Old Minaret Road/Meridian Boulevard (December 17, 2005)
    - Minaret Road/SR 203 (Main Street) (December 17, 2005 and January 14, 2006)
    - Kelly Road/Lake Mary Road (December 17, 2005)
    - Majestic Pines Drive (East)/Meridian Boulevard (December 17, 2005)
    - Majestic Pines Drive (West)/Meridian Boulevard (December 17, 2005 and January 14, 2006)

2. Next, the estimated number of skiers visiting Mammoth Mountain Ski Area (MMSA) at the Eagle Lodge portal and all other portals throughout December 2005 and January 2006 was provided by MMSA. The number of skiers accessing the mountain during the January 14, 2006 counts was slightly lower than the number that visit the mountain on a typical Saturday, and during the December 17, 2006 traffic counts, skier numbers were relatively low. Therefore, the design volumes were estimated by starting with the January 14, 2006 counts, while the December counts were used to fill in the gaps in data.

3. Typical Saturday PM peak-hour traffic volumes were estimated based upon the January 14, 2006 traffic counts by applying an adjustment to account for the additional skiers that would be on the roadway on a typical Saturday versus on January 17, 2006.

4. Next, a comparison of roadway link data for the adjusted January counts to the unadjusted December counts was made at the intersections for which count data for both days was available. A December count to typical Saturday count adjustment factor for each roadway link was then calculated in order to estimate typical Saturday traffic volumes at the remaining intersections.

5. The resulting traffic volumes were checked to make sure they reasonably balance along roadway links.

6. The traffic volumes were also compared to traffic volume counts collected as a part of the Mammoth Lakes General Plan Update, to verify that they reasonably represent typical Saturday PM peak-hour traffic volumes.

The resulting 2005 no project traffic volumes are shown in Figure 2.

2009 NO PROJECT TRAFFIC VOLUMES

The 2009 no project traffic volumes were forecasted as follows:

1. A list of projects assumed to be built by 2009 was provided by the Town of Mammoth Lakes, as described in Chapter 4 (Cumulative Effects) of the EIR.

2. These projects were added to the existing land uses defined in the Mammoth Lakes Transportation Demand Model.

3. The growth at the external nodes was estimated by straight line interpolation between the volumes at each node in the 2004 and 2024 traffic models.

4. The Mammoth Lakes Transportation Demand Model was run to estimate a set of 2009 traffic volumes, assuming development on the Eagle Lodge site.

5. The traffic volumes generated by the Eagle Lodge Transportation Analysis Zone (TAZ) in the model were then subtracted from the model-generated traffic volumes.

6. The traffic currently generated by the site (from the 2005 counts) was then added to the traffic volumes, as the no project condition assumes no change in traffic from today's current condition.

The resulting 2009 no project traffic volumes are shown in Figure 3.

2024 NO PROJECT TRAFFIC VOLUMES

The 2024 no project traffic volumes were forecasted as follows:

1. The land uses contained in the 2024 Existing General Plan Mammoth Lakes Transportation Demand Model were updated to better represent the current development proposals for the Cerro Coso College site. The need for this update was generated based upon comments received as a part of the General Plan Update process.

2. The 2024 Mammoth Lakes Transportation Demand Model was then re-run to develop a set of 2024 traffic volumes that assume development on the Eagle Lodge site consistent with the model assumptions.

3. The traffic volumes generated by the Eagle Lodge TAZ were then subtracted from the model traffic volumes.

FIGURE 2

2005 TYPICAL WINTER SATURDAY PM PEAK-HOUR TRAFFIC VOLUMES

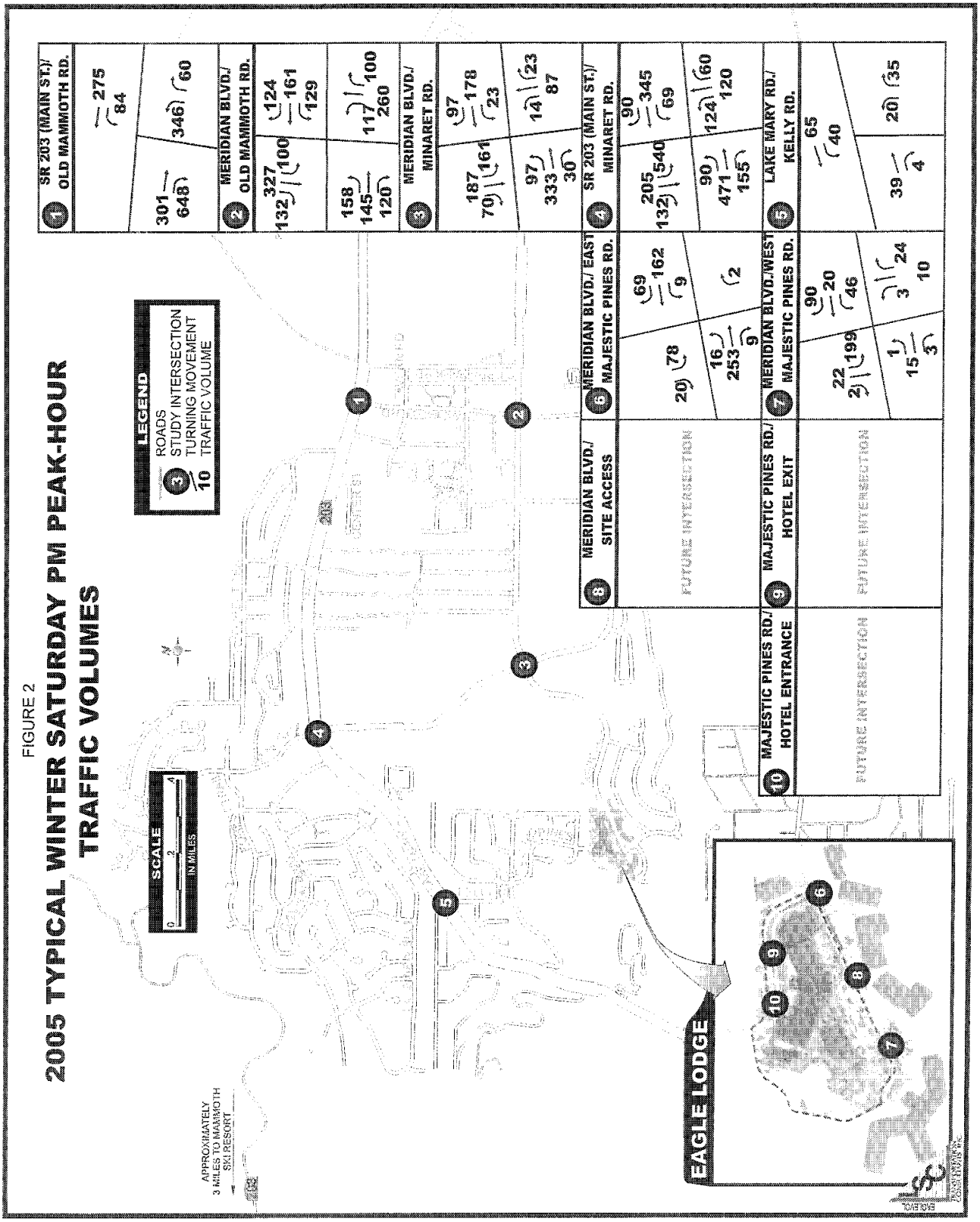
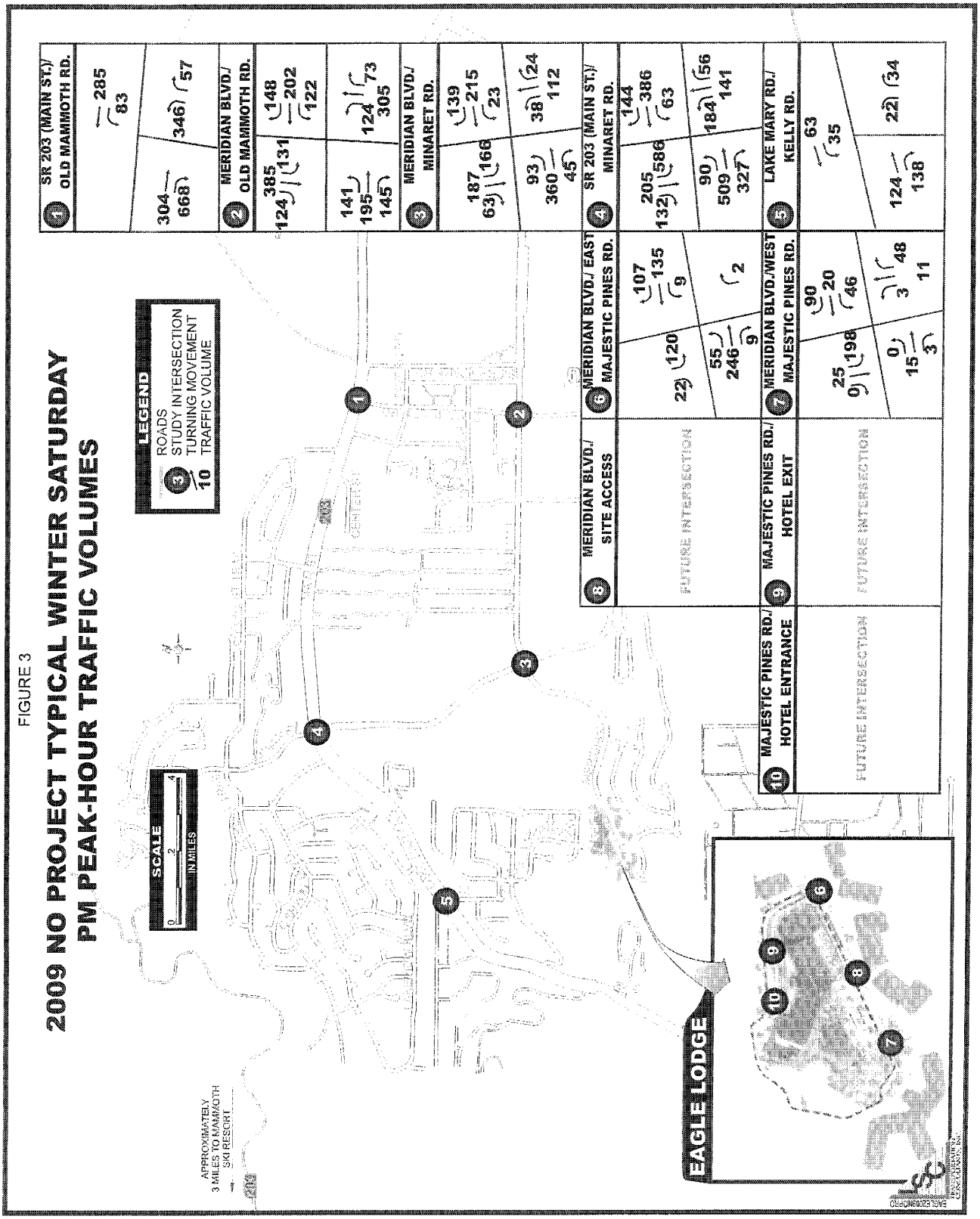


FIGURE 3

2009 NO PROJECT TYPICAL WINTER SATURDAY PM PEAK-HOUR TRAFFIC VOLUMES



4. The traffic currently generated by the site was then added to the traffic volumes.

The resulting 2024 no project traffic volumes are shown in Figure 4.

EXISTING TRANSIT SERVICE

Mammoth Area Shuttle (MAS) offers several free shuttles available to anyone in the Town of Mammoth Lakes during the winter season. The following five routes operate during daytime hours:

- The **Main Lodge/Snow Creek Line (Red Line)** provides service to and from the Main Lodge and Snowcreek Athletic Club, traveling along Minaret Road, Main Street, Old Mammoth Road, and Chateau Road. At Gondola Village riders can transfer to all other lines. The Red Line service begins daily at 7:00 AM at the Snowcreek Athletic Club and ends at 5:30 PM, with 15-minute headways.

- The **Canyon Lodge Line (Blue Line)** provides service to and from Gondola Village and Canyon Lodge, traveling along Lakeview Boulevard, Canyon Boulevard, and Forest Trail. Riders can transfer to all other lines at Gondola Village. Service begins daily at Gondola Village at 7:00 AM and ends at 5:30 PM, with half-hour headways.

- The **Juniper Springs Line (Green Line)** provides service to and from Eagle Lodge and Old Mammoth Road, traveling along Azimuth, Meridian, and Sierra Nevada Boulevards. Riders can transfer to all other lines at stop #32 (the intersection of Sierra Nevada Boulevard and Old Mammoth Road). The Green Line operates daily beginning at 7:30 AM and ends at 5:30 PM, providing half-hour headways.

- The **Canyon Lodge/Juniper Springs Line (Yellow Line)** provides service to and from Canyon Lodge and Chair 15 Outpost (Juniper Springs), traveling along Canyon Boulevard, Lake Mary Road, Kelly Road, and Majestic Pines Drive. Riders can transfer to all other lines at Gondola Village. Providing up to half-hour headways, the Yellow Line operates daily from 7:30 AM to 5:30 PM.

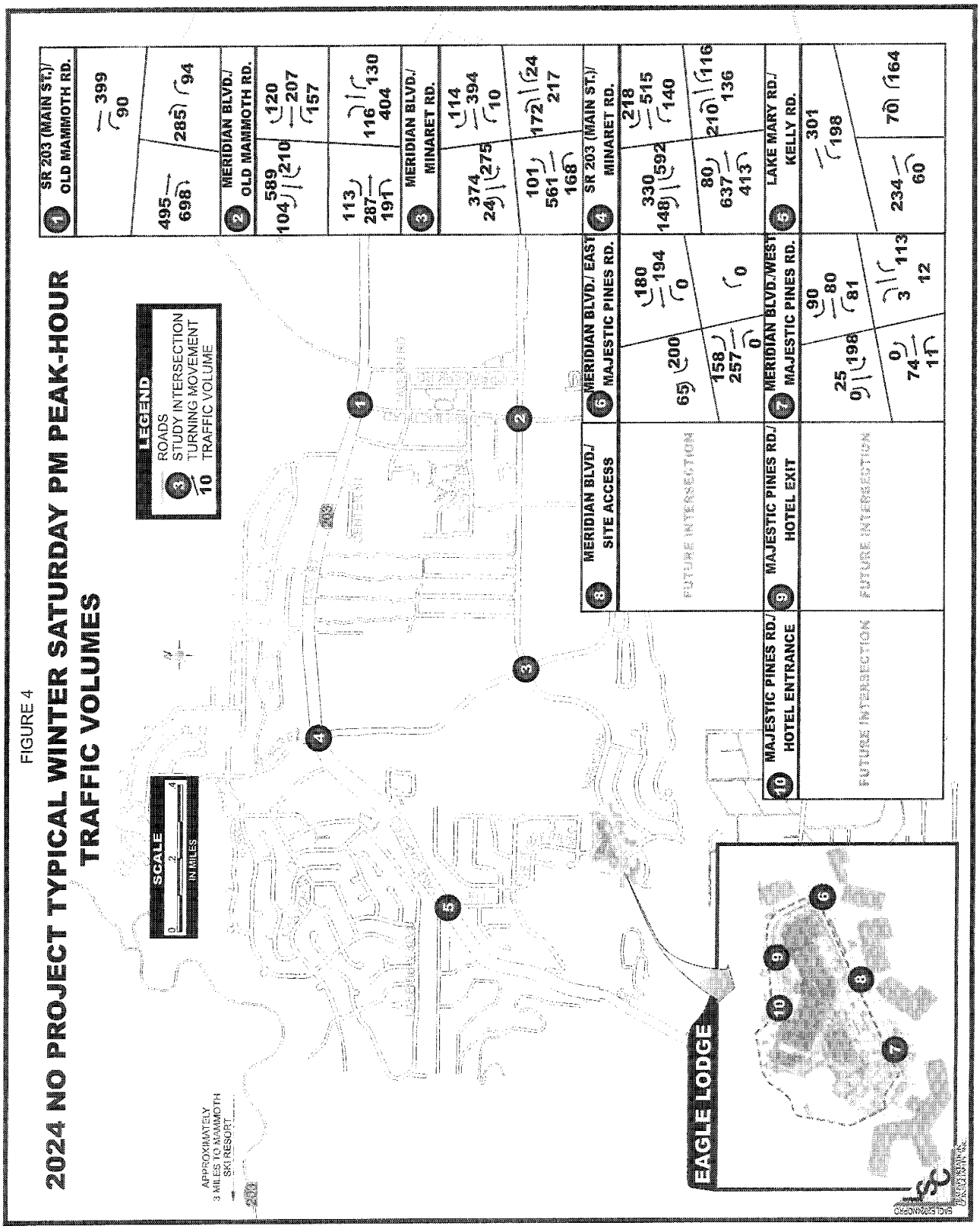
- The **Tamarack Lodge/Gondola Village Line (Orange Line)** provides service to and from Tamarack Lodge and Gondola Village, traveling along Lake Mary Road. Riders can transfer to all other lines at Gondola Village. The bus departs from Tamarack Lodge three times a day (9:00 AM, noon, and 4 PM).

There are also three "Nightline" routes which provide service during evening hours. Riders can transfer between the following four Nightlines at Gondola Village:

- The **Gondola Village/Snowcreek Nightline (Red Line)** provides service to and from Gondola Village and Snowcreek Athletic Club. The Red Line services Main Street, Old Mammoth Road, Chateau Road, and Minaret Road. Beginning at Gondola Village, the bus departs every half-hour from 5:00 PM to Midnight.

FIGURE 4

2024 NO PROJECT TYPICAL WINTER SATURDAY PM PEAK-HOUR TRAFFIC VOLUMES



- The **Canyon Lodge Nightline (Blue Line)** provides service to and from Gondola Village and Canyon Lodge. The Green Line night service operates on Friday and Saturday nights only, every half hour from 5:00 PM to Midnight.

- The **Juniper Springs Line (Green Line)** provides night service to and from Eagle Lodge and Old Mammoth Road, traveling along Azimuth, Meridian, and Sierra Nevada Boulevards. The Green Line night service operates on Friday and Saturday nights only, every half hour from 5:00 PM to Midnight.

- The **Canyon Lodge/Juniper Springs Line (Yellow Line)** provides service to and from Canyon Lodge and Chair 15 Outpost (Juniper Springs), traveling along Canyon Boulevard, Lake Mary Road, Kelly Road, and Majestic Pines Drive. The Yellow Line night service operates on Friday and Saturday nights only, every half hour from 5:00 PM to Midnight.

In addition, the Town of Mammoth Lakes, through Inyo-Mono Transit, operates "The Lift" bus service during the non-winter seasons as well as a summer-only rubber-tired Trolley program. These services do not serve the Eagle Lodge site. The entire town (including the Eagle Lodge site) is served by a Dial-A-Ride program.

EXISTING PARKING CONDITIONS

Due to snow storage and parking efficiency variations from day-to-day, the Eagle Lodge site currently contains roughly 220 to 240 parking spaces, 26 of which are designated for Juniper Springs. In addition, skiers park vehicles in parallel parking spaces along Meridian Boulevard. Parking is allowed along Meridian Boulevard from the west Majestic Pines Drive/Meridian Boulevard intersection eastward to Sierra Star Parkway. However, on most ski weekends, vehicles are parked along Meridian Boulevard from the west Majestic Pines Drive/Meridian Boulevard intersection all the way to Minaret Road. In fact, on very busy days vehicles sometimes are parked in the area that begins to widen to provide an eastbound left-turn lane at the Meridian Boulevard/Minaret Road intersection.

Section 3
PROPOSED CONDITIONS

The project location, the size of the project, and the time of the project completion are all important elements that need to be considered to determine the safety and capacity impacts of the development. It is also important to examine how the project will operate with the existing transportation system, estimate how much new traffic it will generate, and identify how traffic generated by the site will be distributed.

PROJECT DESCRIPTION

The Eagle Lodge project proposes to construct a permanent base lodge facility at 3256 Meridian Boulevard on the north side of Meridian Boulevard between its eastern and western intersection with Majestic Pines Drive. The project would include visitor lodging and a mix of ski-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space, and restrooms. In addition, the lodge would include a convenience market, restaurant, day spa, and locker club. Access to the commercial and skier uses would be provided at two locations on Meridian Boulevard, while access to the lodging and service uses would be provided along Majestic Pines Drive.

A peak maintain design capacity of 5,000-5,960 skiers per day has been estimated for the site. The traffic analysis contained in this report is based upon a maximum of 6,000 skiers per day in order to analyze the worst case scenario.

PROJECT ACCESS

Properly located access points are essential to allow for the safe and orderly movement of traffic in and out of a site. Access to the commercial and skier uses would be provided at two locations on Meridian Boulevard, while access to the lodging and service uses would be provided along Majestic Pines Drive.

TRIP GENERATION AND DISTRIBUTION

Because of the unique transportation factors impacting ski area access and the need to consider the interaction between the various uses proposed for the site, as well as the interaction with other nearby land uses, the evaluation of trip generation for the Eagle Lodge project is a relatively complicated process.

Winter Trip Generation

The vehicle trip generation associated with the project is summarized in Table 1. Details regarding the trip generation assumptions are summarized in Appendix A. As the table indicates, upon project build out during a typical winter Saturday, the project would generate a total of 914 PM peak-hour trips (320 entering and 594 exiting). However, note that this does not account for the fact that the project site already generates traffic. The project's net impact on traffic is 509 PM peak-hour trips (219 entering and 290 exiting).

TABLE 1: Eagle Lodge External Auto Trip Generation – Winter

Use	PM Peak-Hour External Trips			Reductions for External Walking Trips	PM Peak-Hour External Auto Trips			Percent Pass-By	PM Peak-Hour New External Auto Trips		
	In	Out	Total		In	Out	Total		In	Out	Total
Skiers [1]	213	415	628	--	213	415	628	0%	213	415	628
Base Lodge	0	43	43	0%	0	43	43	0%	0	43	43
Ice Rink	3	3	6	5%	3	3	6	0%	3	3	6
Commercial	175	172	347	42%	102	100	202	25%	77	75	152
Lodging	20	51	71	0%	20	51	71	0%	20	51	71
Buses	2	2	4	0%	2	2	4	0%	2	2	4
Trucks	5	5	10	0%	5	5	10	0%	5	5	10
Total	**418**	**691**	**1,109**		**345**	**619**	**964**		**320**	**594**	**914**
Existing Traffic Generated by Site									**101**	**304**	**405**
Project's Net Impact on Trip Generation									**219**	**290**	**509**

Note 1: Reduction for walking trips reflected in Table A.

Summer Trip Generation

While the traffic analysis focuses on typical winter Saturday conditions to represent the worst case, a summer trip generation analysis is also provided in this report. A portion of the summer trip generation will consist of mountain bikers. According to Dave Geirman (MMSA), approximately 25,000 bikers per year visit the mountain, a number which has been growing at a rate of 5 to 8 percent per year. The mountain bike park hopes to increase this number to 40,000 bikers per year in the next five years, which represents an annual growth rate of 9.9 percent per year. Currently, approximately 600 bikers per day visit the mountain on a typical summer weekend day. Approximately half of these bikers are downhill bikers, while the other half are cross-country bikers.

According to the existing Town of Mammoth Lakes General Plan, the number of people at one time the Town can accommodate is expected to grow at a rate of 2.6 percent a year over the next 20 years. Applying this growth rate indicates that by 2024 approximately 977 bikers per day will visit the mountain. Assuming that the number of downhill bikers will grow at twice the rate as the cross-country bikers, a total of 426 cross-country bikers and 551 downhill bikers per day will be on the mountain by 2024. As Eagle Lodge provides primary access to cross-country bikers, approximately 426 bikers will access the Eagle Lodge lift on a summer weekend day by 2024. It is also assumed that 50 percent of the bikers will bike to the site, while the remaining 50 percent will drive.

The summer trip rates for the Day Care, Mountain Biking Employees, Day Spa, Convenience Market, Sit-Down Restaurant, and Hotel land uses were assumed to equal the winter trip rates. In the off season, the community room/conference room can be rented out and used by people not residing at the lodge. The trip generation of this facility is estimated assuming a 200 person-at-

one-time capacity, a maximum of two events occurring on one day, an average vehicle occupancy of 2.5 persons per vehicle, and as a worst-case one event ending and one event starting during the PM peak hour.

Without reductions for internal and walking trips and as shown in Table 2, the project is expected to generate 757 PM peak-hour trips on a summer Saturday (360 entering, 397 exiting). With reductions for internal and walking trips, the site is expected to generate 556 PM peak-hour trips on a summer Saturday (259 entering, 297 exiting), which is roughly 39 percent less than the levels generated in the winter. The project's net impact on summer PM peak-hour traffic is 523 trips, which is 3 percent higher than the winter net impact. However, as traffic volumes are greater during the winter and because the site generates 40 percent less traffic during the summer than the winter, the winter condition is analyzed in this document as the worst case.

TABLE 2: Eagle Lodge External Auto Trip Generation - Summer

Use	P.M. Peak-Hour External Trips			Reductions for External Walking Trips	P.M. Peak-Hour External Auto Trips			Percent Pass-By	P.M. Peak-Hour New External Auto Trips		
	In	Out	Total		In	Out	Total		In	Out	Total
Mountain Bikers	0	38	38	--	0	38	38	0%	0	38	38
Mountain Biking Employees	0	9	9	0%	0	9	9	0%	0	9	9
Day Spa	11	10	21	10%	10	9	19	0%	10	9	19
Convenience Market	154	154	308	50%	77	77	154	25%	58	58	116
Sit-Down Restaurant	38	28	66	10%	34	25	59	0%	34	25	59
Conference Facilities	80	80	160	0%	80	80	160	0%	80	80	160
Lodging	70	71	141	0%	70	71	141	0%	70	71	141
Buses	2	2	4	0%	2	2	4	0%	2	2	4
Trucks	5	5	10	0%	5	5	10	0%	5	5	10
Total	**360**	**397**	**757**		**278**	**316**	**594**		**259**	**297**	**556**
Existing Traffic Generated by Site									**0**	**33**	**33**
Project's Net Impact on Trip Generation									**259**	**264**	**523**

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the site-generated traffic was estimated as follows:

1. The distribution of commercial trips was estimated based upon the location of nearby residential areas, considering the "market area" of competing convenience retail in the downtown and Village areas.

2. The distribution of lodging trips was estimated based upon the location of commercial areas and recreational areas throughout the town, as well as to regional access (SR 203 to the east).

3. The distribution of skier trips was estimated based upon the location of residential/lodging areas and the assumptions identified in Appendix A regarding percentage of people in nearby residential/lodging areas that walk or travel to other ski portals.

4. The distribution of truck traffic was based upon the location of regional access (SR 203) as well as other commercial areas in Mammoth Lakes that may also be serviced by larger delivery trucks as part of combined routes.

The project-generated traffic distribution is shown in Table 3.

TABLE 3: Eagle Lodge Trip Distribution

Area	Commercial	Lodging	Skiers	Trucks
Main to the East of Old Mammoth	1%	3%	5%	0%
Meridian to the East of Old Mammoth	4%	14%	12%	25%
Old Mammoth South of Meridian	1%	10%	2%	0%
Old Mammoth Between Main and Meridian	3%	15%	17%	25%
Main Between Minaret and Old Mammoth	3%	17%	6%	25%
Meridian Between Minaret and Old Mammoth	8%	3%	12%	0%
Minaret Between Main and Meridian	5%	3%	4%	0%
Minaret South of Meridian	7%	2%	21%	0%
Minaret North of Main	2%	22%	2%	10%
Canyon Boulevard North of Lake Mary	1%	1%	1%	15%
Lakeview Northwest of Lake Mary	5%	5%	1%	0%
Lake Mary West of Kelly Road	2%	5%	2%	0%
Meridian Between Majestic Pines and Minaret	15%	0%	2%	0%
Majestic Pines North Neighborhood	23%	0%	5%	0%
Majestic Pines to the South	20%	0%	8%	0%
Total	100%	100%	100%	100%

Using the trip generation estimates and traffic distribution pattern, traffic assignments are estimated for the winter PM peak hour of traffic activity. The impact of the project on winter traffic volumes is shown in Figure 5, while the 2009 and 2024 plus project turning-movement volumes are shown in Figures 6 and 7, respectively.

VEHICLE MILES OF TRAVEL

The PM peak-hour Vehicle Miles of Travel (VMT) generated by the project was calculated based upon the PM peak-hour trip generation, daily trip generation, and estimated trip length to distribution area. As Table 4 indicates, the project is expected to generate 1,438 PM peak-hour VMT and 8,035 daily VMT on a typical winter Saturday.

TABLE 4: Project-Generated Vehicle Miles of Travel (VMT)

Use	PM Peak-Hour New External Auto Trips	Average Trip Length (miles)	PM Peak-Hour VMT	Daily VMT
Skiers [1]	223	4.56	1,017	3,606
Base Lodge	43	1.63	70	355
Ice Rink	6	1.67	10	154
Commercial	152	1.28	195	2,064
Lodging	71	1.73	123	1,626
Buses	4	1.75	7	70
Trucks	10	1.6	16	160
Total	**509**	**--**	**1,438**	**8,035**

Note 1: Excludes existing skier trips to the site.

Note 2: Based upon trip distribution and distance of distribution point to site.

FIGURE 5

PROJECTS NET IMPACT ON TYPICAL WINTER SATURDAY PM PEAK-HOUR TRAFFIC VOLUMES

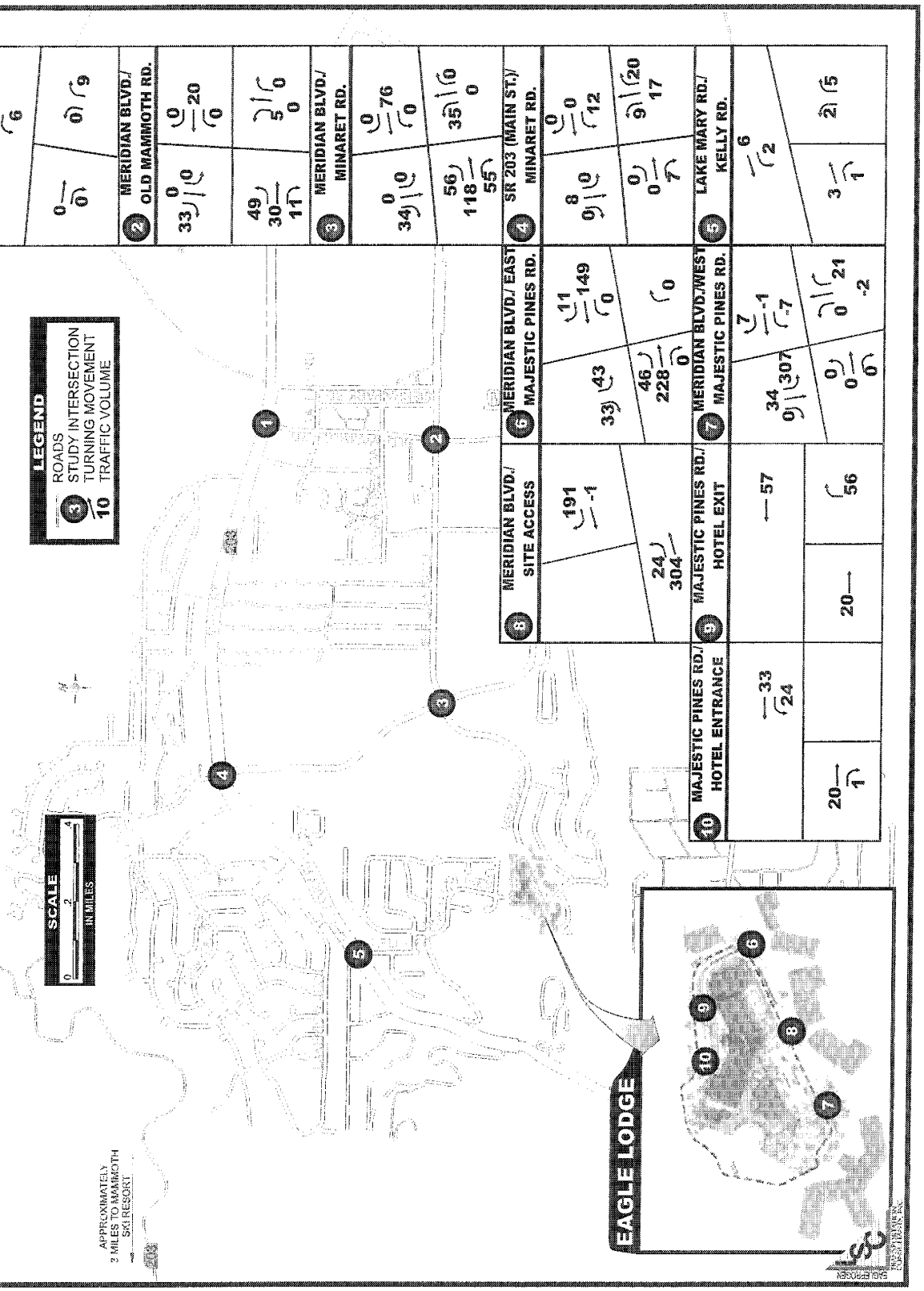


FIGURE 6

2009 PLUS PROJECT TYPICAL WINTER SATURDAY PM PEAK-HOUR TRAFFIC VOLUMES

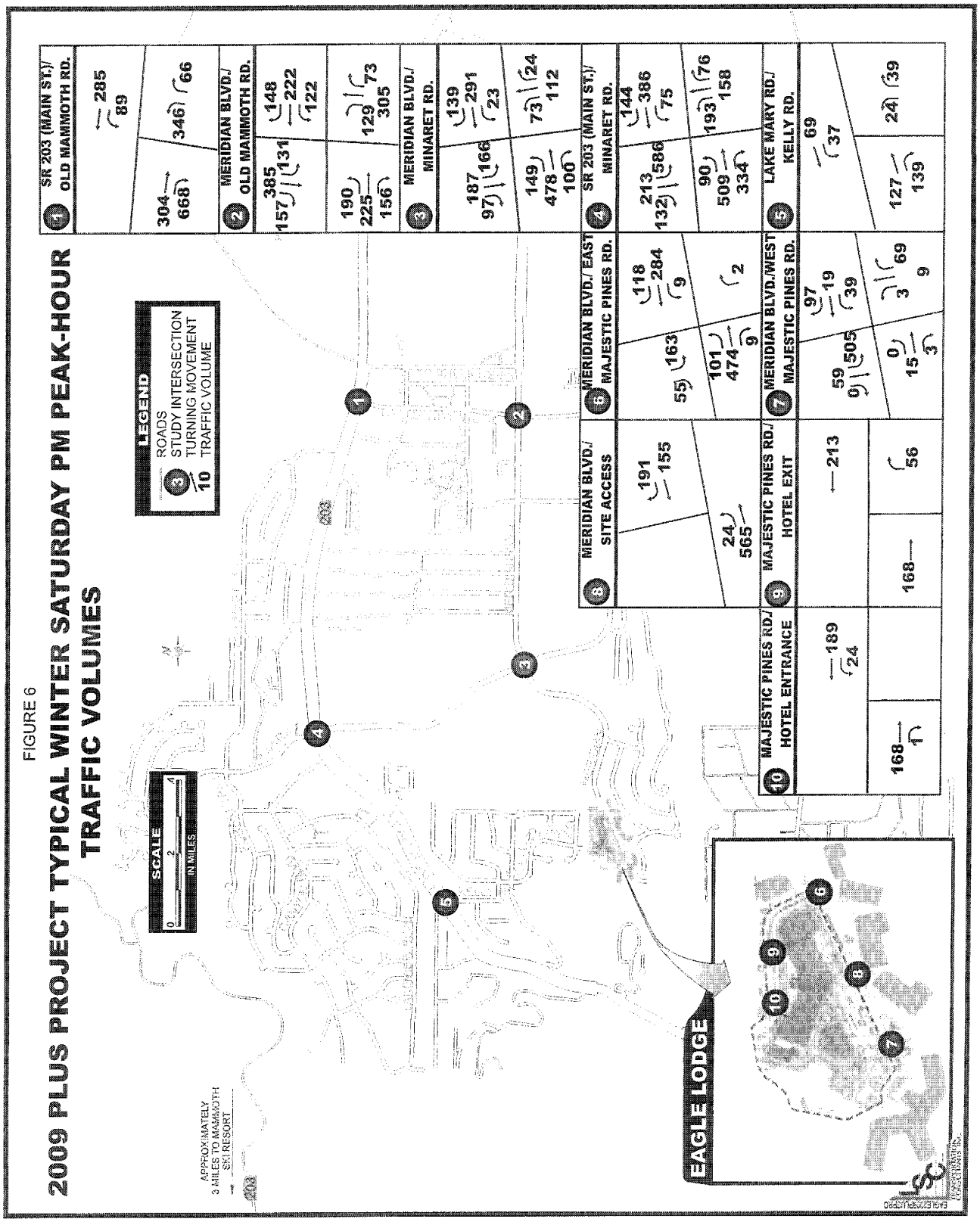
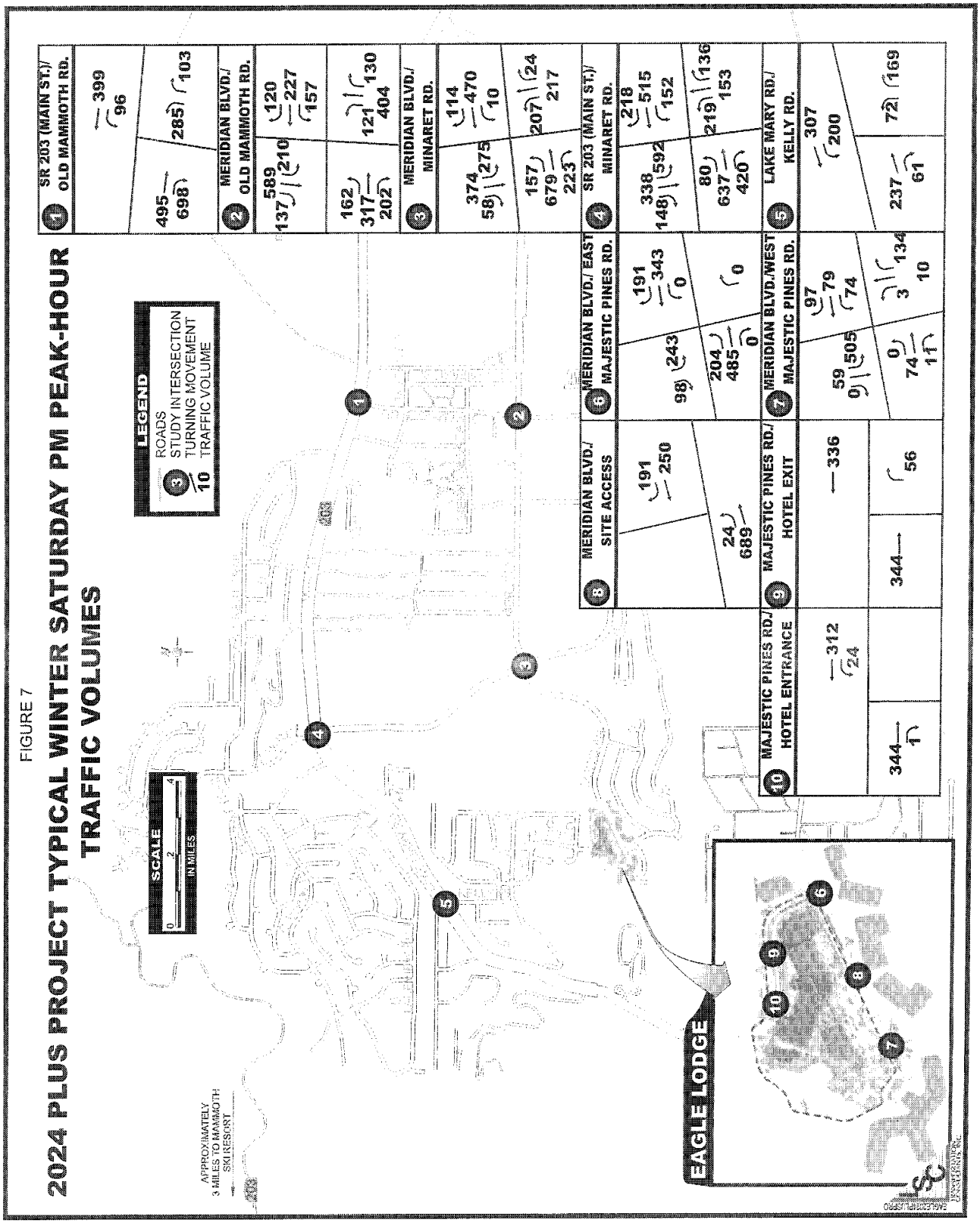


FIGURE 7

2024 PLUS PROJECT TYPICAL WINTER SATURDAY PM PEAK-HOUR TRAFFIC VOLUMES



Section 4
LEVEL OF SERVICE ANALYSIS

LEVEL OF SERVICE DESCRIPTION

The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of roadway facility. They are given letter designations, from A to F, with Level of Service A representing the best operating conditions and Level of Service F the worst.

In general, the various levels of service are defined as follows for roadways (away from intersections):

Level of Service A represents free flow. Individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

Level of Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual drivers becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Level of Service D represents high density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

Level of Service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion. Level of Service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and Level of Service F is an appropriate designation for such points.

Level of Service at signalized and unsignalized intersections in terms of delay is summarized in Table 5.

Table 5: Level of Service Criteria for Unsignalized and Signalized Intersections

LOS	**Unsignalized Intersection** Average Delay per Vehicle (sec)	**Signalized Intersection** Average Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	>10 and ≤ 15	>10 and ≤ 20
C	>15 and ≤ 25	>20 and ≤ 35
D	>25 and ≤ 35	>35 and ≤ 55
E	>35 and ≤ 50	>55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual (TRB, 2000).

LEVEL OF SERVICE STANDARDS

The *Town of Mammoth Lakes General Plan Transportation Element*, adopted in 2001, currently contains the following Policy:

Policy 1.7: Establish and maintain a Level of Service D or better on a typical winter Saturday peak hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.

Therefore, the following LOS thresholds were applied in the General Plan traffic analysis (as described in the memo contained in Appendix A):

- **For Signalized Intersections:** Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, mitigation is required. It is assumed that this same threshold applies to roundabouts.

- **For Unsignalized Intersections:** In order to avoid the identification of a LOS failure for intersections that result in only a few vehicles experiencing a delay greater than 50 seconds (such as at a driveway serving a few homes that accesses onto a busy street), a LOS deficiency is not identified for all intersections with approach LOS E or F. Instead, a LOS deficiency is assumed to occur at an unsignalized intersection only if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle hours for a single lane approach and five vehicle hours for a multi-lane approach. In other words, a deficiency is found to occur if the average number of vehicles queued over the peak-hour exceeds four at a single-lane approach, or exceeds five at a multi-lane approach. Traffic operations at the study intersections were assessed in terms of Level of Service (LOS) and delay. LOS is a concept that was developed by transportation engineers to quantify the level of operation of intersections and roadways (*Highway Capacity Manual*, TRB, 2000). LOS measures are classified in grades "A" through "F," indicating the range of operation. LOS "A" signifies the best level of operation, while "F" represents the worst.

For signalized intersections, LOS is primarily measured in terms of average delay per vehicle entering the intersection. LOS at unsignalized intersections is quantified in terms of delay per vehicle for each approach/movement. The unsignalized intersection LOS is based upon the theory of gap acceptance for side-street stop sign-controlled approaches, while signalized intersection LOS is based upon the assessment of volume-to-capacity ratios and control delay.

ANALYSIS METHODOLOGY

Level of Service

Signalized and two-way stop-controlled intersection LOS was evaluated using Traffix software (Version 7.7, Trafficware 2004) based on the *2000 Highway Capacity Manual* methodologies at all study intersections. LOS at roundabouts was analyzed using the aaSIDRA software.

Roadway Capacity

The capacity of the roadways within Mammoth Lakes were estimated as follows:

1. A base saturation flow rate of 1,600 vehicles per hour per directions was assumed. This figure is slightly lower than is typically observed in urban areas, representing the reduction in effective capacity that results from both visitor drivers that are unfamiliar with the area, as well as the impacts of winter driving conditions. It is consistent with observed capacity in the Tahoe Region, which is similarly affected by visitor drivers.

2. According to Chapter 10 (Urban Street Concepts) of the *Highway Capacity Manual*, the default directional lane split for roadways with two lanes per direction is 52.5 percent in one lane and 47.5 percent in the other. Therefore, as no recent count data was available to determine the actual lane split, for roadways with two lanes in each direction, it was assumed that one lane would carry 52.5 percent of the directional traffic, while the second lane would carry 47.5 percent.

3. Reductions to roadway capacity were made, as required on individual segments, to account for the presence of pedestrian crossings, on-street parking maneuvers, vehicles searching for parking spaces, and conflicting driveway turning movements.

4. The resulting roadway capacities are shown in Table 6. Please note, however, that the roadway capacities applied in this study are for planning purposes only and are only based upon estimated effects of pedestrians, parking maneuvers, and driveway turning-movement conflicts.

Table 6: Roadway Capacity Summary

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)
Main Street East of Old Mammoth Road	2,600
Main Street West of Old Mammoth Road	2,600
Main Street East of Minaret Road	2,600
Lake Mary Road West of Minaret Road	1,600
Lake Mary Road West of Kelly Road	1,600
Old Mammoth Road South of Main Street	1,600
Old Mammoth Road North of Meridian Boulevard	1,600
Old Mammoth Road South of Meridian Boulevard	1,600
Meridian Boulevard East of Old Mammoth Road	1,600
Meridian Boulevard West of Old Mammoth Road	2,600
Meridian Boulevard East of Minaret Boulevard	2,600
Meridian Boulevard West of Minaret Road	2,600
Meridian Boulevard East of Majestic Pines Road North	2,600
Meridian Boulevard West of Majestic Pines Road North	2,600
Minaret Road Main Street to Forest Trail	1,300
Minaret Road South of Main	1,600
Majestic Pines Drive North of Meridian	1,600
Majestic Pines Drive South of Meridian Boulevard	800
Kelly Road South of Lake Mary Road	800

Note: Roadway capacity for 2005 and 2024 assumed to be the same.

LEVEL OF SERVICE AND ROADWAY CAPACITY ANALYSIS

2005 No Project Conditions

2005 Intersection LOS

Study intersections were evaluated to determine existing operational conditions during the typical Saturday winter PM peak hour. Using the traffic volumes presented as part of this study, it is possible to evaluate the LOS provided during peak periods at the intersections serving the study area. Appendix B presents the actual output from each of the LOS calculations for the study intersections, and Table 7 summarizes the results for existing (2005) no project conditions. As the table indicates, the LOS at all the study intersections are within the Town of Mammoth Lakes Level of Service standards without project implementation.

2005 Roadway Capacity Analysis

As Table 8 indicates, under 2005 no project conditions, the study roadways are operating below capacity.

2009 No Project and Plus Project Conditions

2009 Intersection LOS

The study intersections were evaluated to determine existing operational conditions during the 2009 typical Saturday winter PM peak hour both with and without the project. As Table 9 indicates, intersection LOS standards are not exceeded at any of the study intersections in 2009 even after project implementation. However, it should be noted that the proposed project worsens LOS on the southbound approach to the Majestic Pine Drive East/Meridian Boulevard intersection from a LOS C to a LOS F.

2009 Roadway Capacity Analysis

As Table 10 indicates, under 2009 no project and plus project conditions, the study roadways are operating below capacity, and therefore at acceptable levels of service.

2024 No Project and Plus Project Conditions

2024 Intersection LOS

The study intersections were evaluated to determine existing operational conditions during the 2024 typical Saturday winter PM peak hour both with and without the project. As Table 11 indicates, intersection LOS standards are not exceeded at any of the study intersections in 2024, with the following exceptions:

- The Meridian Boulevard/Minaret Road intersection would operate at LOS E with the project. However, the provision of an eastbound right-turn lane at this location would mitigate LOS to an acceptable LOS D condition.

Table 7: 2005 Typical Winter Saturday Intersection LOS

Intersection	Unmitigated Traffic Control	Approach	Delay (seconds per vehicle)	LOS
Old Mammoth Road/Main Street	Traffic Signal	Total Intersection	22.9	C
Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	21.4	C
Minaret Road/Meridian Boulevard	Traffic Signal	Total Intersection	20.5	C
Minaret Road/Main Street	Traffic Signal	Total Intersection	20.8	C
Lake Mary Road/Kelly Road (North)	Two-Way Stop Controlled	Worst Approach	3.5	A
		Total Intersection	1.5	A
Meridian Boulevard/Majestic Pines Drive (East)	Two-Way Stop Controlled	Worst Approach	8.3	A
		Total Intersection	1.6	A
Meridian Boulevard/Majestic Pines Drive (West)	All-Way Stop Controlled	Worst Approach	9.7	A
		Total Intersection	8.9	A

Table 8: 2005 Roadway Capacity Summary

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)	No Project Condition		
		Maximum Vehicles per Direction per Hour	Volume/ Capacity	Capacity Exceeded?
Main Street East of Old Mammoth Road	2,600	361	0.14	NO
Main Street West of Old Mammoth Road	2,600	949	0.37	NO
Main Street East of Minaret Road	2,600	1,071	0.41	NO
Lake Mary Road West of Minaret Road	1,600	716	0.45	NO
Lake Mary Road West of Kelly Road	1,600	85	0.05	NO
Old Mammoth Road South of Main Street	1,600	732	0.46	NO
Old Mammoth Road North of Meridian Boulevard	1,600	559	0.35	NO
Old Mammoth Road South of Meridian Boulevard	1,600	576	0.36	NO
Meridian Boulevard East of Old Mammoth Road	1,600	414	0.26	NO
Meridian Boulevard West of Old Mammoth Road	2,600	423	0.16	NO
Meridian Boulevard East of Minaret Boulevard	2,600	517	0.20	NO
Meridian Boulevard West of Minaret Road	2,600	460	0.18	NO
Meridian Boulevard East of Majestic Pines Road North	2,600	333	0.13	NO
Meridian Boulevard West of Majestic Pines Road North	2,600	278	0.11	NO
Minaret Road Main Street to Forest Trail	1,300	877	0.67	NO
Minaret Road South of Main	1,600	429	0.27	NO
Majestic Pines Drive North of Meridian	1,600	98	0.06	NO
Majestic Pines Drive South of Meridian Boulevard	800	71	0.09	NO
Kelly Road South of Lake Mary Road	800	55	0.07	NO

Table 9: 2009 Typical Winter Saturday Intersection LOS

Intersection	Unmitigated Traffic Control	Approach	No Project Delay (seconds per vehicle)	No Project LOS	Plus Project Delay (seconds per vehicle)	Plus Project LOS	Approach Vehicle Hours of Delay [1]
Old Mammoth Road/Main Street	Traffic Signal	Total Intersection	20.8	C	21.1	C	--
Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	23.8	C	25.6	C	--
Minaret Road/Meridian Boulevard	Traffic Signal	Total Intersection	21.3	C	27.4	C	--
Minaret Road/Main Street	Traffic Signal	Total Intersection	26.8	C	28.5	C	--
Lake Mary Road/Kelly Road (North)	Two-Way Stop Controlled	Worst Approach	10.2	B	10.3	B	--
		Total Intersection	2.0	A	2.2	A	--
Meridian Boulevard/Majestic Pines Drive (East)	Two-Way Stop Controlled	Worst Approach	15.1	C	52.0	F	3.3
		Total Intersection	3.8	A	10.1	B	--
Meridian Boulevard/Majestic Pines Drive (West)	All-Way Stop Controlled	Worst Approach	9.5	A	21.6	C	--
		Total Intersection	8.7	A	17.7	C	--
Meridian Boulevard/Drop Off Area	Two-Way Stop Controlled	Worst Approach	--	--	9.0	A	--
		Total Intersection	--	--	0.2	A	--
Majestic Pines Drive/Hotel Exit	Two-Way Stop Controlled	Worst Approach	--	--	9.4	A	--
		Total Intersection	--	--	1.2	A	--
Majestic Pines Drive/Hotel Entrance	Two-Way Stop Controlled	Worst Approach	--	--	12.0	B	--
		Total Intersection	--	--	0.5	A	--

Note 1: Worst approach vehicles hours of delay reported only if approach LOS exceeds threshold.

Table 10: 2009 Roadway Capacity Summary

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)	No Project Condition			Plus Project Condition			Percent Increase in Peak-Hour Traffic Generated by Project
		Maximum Vehicles per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicles per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	
Main Street East of Old Mammoth Road	2,600	368	0.14	NO	374	0.14	NO	2%
Main Street West of Old Mammoth Road	2,600	972	0.37	NO	972	0.37	NO	0%
Main Street East of Minaret Road	2,600	1,151	0.44	NO	1,171	0.45	NO	2%
Lake Mary Road West of Minaret Road	1,600	926	0.58	NO	933	0.58	NO	1%
Lake Mary Road West of Kelly Road	1,600	262	0.16	NO	266	0.17	NO	2%
Old Mammoth Road South of Main Street	1,600	751	0.47	NO	757	0.47	NO	1%
Old Mammoth Road North of Meridian Boulevard	1,600	640	0.40	NO	673	0.42	NO	5%
Old Mammoth Road South of Meridian Boulevard	1,600	652	0.41	NO	663	0.41	NO	2%
Meridian Boulevard East of Old Mammoth Road	1,600	472	0.30	NO	492	0.31	NO	4%
Meridian Boulevard West of Old Mammoth Road	2,600	481	0.19	NO	571	0.22	NO	19%
Meridian Boulevard East of Minaret Boulevard	2,600	550	0.21	NO	668	0.26	NO	21%
Meridian Boulevard West of Minaret Road	2,600	498	0.19	NO	727	0.28	NO	46%
Meridian Boulevard East of Majestic Pines Road North	2,600	368	0.14	NO	639	0.25	NO	74%
Meridian Boulevard West of Majestic Pines Road North	2,600	310	0.12	NO	584	0.22	NO	88%
Minaret Road Main Street to Forest Trail	1,300	923	0.71	NO	931	0.72	NO	1%
Minaret Road South of Main	1,600	595	0.37	NO	622	0.39	NO	5%
Majestic Pines Drive North of Meridian	1,600	162	0.10	NO	219	0.14	NO	35%
Majestic Pines Drive South of Meridian Boulevard	800	74	0.09	NO	101	0.13	NO	36%
Kelly Road South of Lake Mary Road	800	173	0.22	NO	176	0.22	NO	2%

Table 11: 2024 Typical Winter Saturday Intersection LOS

Bold text indicates LOS threshold is exceeded.

			No Project			Plus Project		
Intersection	Unmitigated Traffic Control	Approach	Delay (seconds per vehicle)	LOS	Approach Vehicle Hours of Delay [1]	Delay (seconds per vehicle)	LOS	Approach Vehicle Hours of Delay [1]
Old Mammoth Road/Main Street	Traffic Signal	Total Intersection	17.4	B	--	17.7	B	--
Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	34.8	C	--	36.7	D	--
Minaret Road/Meridian Boulevard	Traffic Signal	Total Intersection	45.7	D	--	69.6	**E**	--
Minaret Road/Main Street	Traffic Signal	Total Intersection	49.5	D	--	53.1	D	--
Lake Mary Road/Kelly Road (North)	Two-Way Stop Controlled	Worst Approach	22.3	C	--	23.4	C	--
		Total Intersection	6.7	A	--	7.0	A	--
Meridian Boulevard/Majestic Pines Drive (East)	Two-Way Stop Controlled	Worst Approach	43.1	E	3.3	394.8	**F**	39.4
		Total Intersection	12.1	B	--	87.3	**F**	--
Meridian Boulevard/Majestic Pines Drive (West)	All-Way Stop Controlled	Worst Approach	10.7	B	--	34.6	D	--
		Total Intersection	9.7	A	--	23.6	C	--
Meridian Boulevard/Drop Off Area	Two-Way Stop Controlled	Worst Approach	--	--	--	9.0	A	--
		Total Intersection	--	--	--	0.2	A	--
Majestic Pines Drive/Hotel Exit	Two-Way Stop Controlled	Worst Approach	--	--	--	10.7	B	--
		Total Intersection	--	--	--	0.8	A	--
Majestic Pines Drive/Hotel Entrance	Two-Way Stop Controlled	Worst Approach	--	--	--	8.0	A	--
		Total Intersection	--	--	--	0.3	A	--

Note 1: Worst approach vehicles hours of delay reported only if approach LOS exceeds threshold.

- The Majestic Pine Drive East/Meridian Boulevard intersection would operate with a worst approach LOS E without the project and LOS F with the project. However, under plus project conditions, the approach delay exceeds 4 vehicle-hours, thereby warranting an improvement such as a roundabout or traffic signal. Provision of additional turn lanes while maintaining the existing Stop sign control would not mitigate this impact. However, provided with a single-lane roundabout, this intersection would operate at worst approach LOS B and total intersection LOS A.

2024 Roadway Capacity Analysis

As Table 12 indicates, under 2024 no project and plus project conditions, the study roadways are operating below capacity and thus providing adequate LOS.

Table 12: 2024 Roadway Capacity Summary

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)	No Project Condition: Maximum Vehicles per Direction per Hour	No Project Condition: Volume/ Capacity	No Project Condition: Capacity Exceeded?	Plus Project Condition: Maximum Vehicles per Direction per Hour	Plus Project Condition: Volume/ Capacity	Plus Project Condition: Capacity Exceeded?	Percent Increase in Peak-Hour Traffic Generated by Project
Main Street East of Old Mammoth Road	2,600	589	0.23	NO	598	0.23	NO	2%
Main Street West of Old Mammoth Road	2,600	1,193	0.46	NO	1,193	0.46	NO	0%
Main Street East of Minaret Road	2,600	1,345	0.52	NO	1,365	0.53	NO	1%
Lake Mary Road West of Minaret Road	1,600	1,130	0.71	NO	1,137	0.71	NO	1%
Lake Mary Road West of Kelly Road	1,600	371	0.23	NO	379	0.24	NO	2%
Old Mammoth Road South of Main Street	1,600	788	0.49	NO	794	0.50	NO	1%
Old Mammoth Road North of Meridian Boulevard	1,600	903	0.56	NO	936	0.59	NO	4%
Old Mammoth Road South of Meridian Boulevard	1,600	937	0.59	NO	948	0.59	NO	1%
Meridian Boulevard East of Old Mammoth Road	1,600	627	0.39	NO	657	0.41	NO	5%
Meridian Boulevard West of Old Mammoth Road [1]	2,600	591	0.23	NO	681	0.26	NO	15%
Meridian Boulevard East of Minaret Boulevard [1]	2,600	860	0.33	NO	978	0.38	NO	14%
Meridian Boulevard West of Minaret Road [1]	2,600	830	0.32	NO	1,059	0.41	NO	28%
Meridian Boulevard East of Majestic Pines Road North [1]	2,600	457	0.18	NO	728	0.28	NO	59%
Meridian Boulevard West of Majestic Pines Road North [1]	2,600	415	0.16	NO	689	0.27	NO	66%
Minaret Road Main Street to Forest Trail	1,300	1,070	0.82	NO	1,078	0.83	NO	1%
Minaret Road South of Main	1,600	883	0.55	NO	910	0.57	NO	3%
Majestic Pines Drive North of Meridian	1,600	338	0.21	NO	395	0.25	NO	17%
Majestic Pines Drive South of Meridian Boulevard	800	128	0.16	NO	147	0.18	NO	15%
Kelly Road South of Lake Mary Road	800	258	0.32	NO	261	0.33	NO	1%

Note 1: As a three-lane roadway, the capacity of Meridian would be reduced to 1,600 vehicles per hour per direction.

Section 5
PARKING ANALYSIS

PARKING DEMAND

The purpose of the parking analysis is to evaluate the demand for parking generated by the various elements of the project, assess the potential to reduce parking supply through the shared use of parking, and provide information useful in the development of parking supply strategies. With careful consideration of the individual uses to be accommodated on the site and variation in the need for parking over the day, it is possible to meet all of the parking needs while also minimizing the total amount of parking spaces that must be provided. Existing parking count data is provided in Appendix A.

The following are the primary assumptions that were used to estimate parking demand.

- In general, the Town of Mammoth Lakes parking requirements were applied in this analysis unless the parking requirement rates were found to not be applicable (as discussed below).

- As most of the uses contained in the Base Lodge are skier amenities, no customer parking is required aside from the skier parking. In other words, no additional customers would be generated by these amenities other than persons accessing the ski lifts. However, parking would be required for employees, the ice rink, and day care/ski school drop offs.

- The parking demand for Day Care drop-off was estimated based upon the Day Care AM peak-hour trip generation rate identified in the *ITE Trip Generation Manual*. It was also assumed that 40 percent of the drop off vehicles per hour would enter the site within the peak 15 minutes. Each Day Care parking space was assumed to turn over every 15 minutes. Based upon these assumptions (reflecting the relatively long time needed for the paperwork associated with first-time visitor daycare customers), it is estimated that five day care drop-off spaces are required.

- According to MMSA, the maximum drop-off activity for the ski school would occur at between 9:00 and 10:00 AM, during which time 223 students arrive at the ski school. Assuming half of these students are dropped off, an average student vehicle occupancy of 1.5 (2.5 skiers per vehicle minus the driver), 27 parking spaces would be required for ski school drop off.

- The employee schedule was used to estimate how many employees for the base lodge would park on site at one time. Assuming an average employee vehicle occupancy of 1.2, 0.83 parking spaces would be required per employee of the Base Lodge. This vehicle occupancy is consistent with journey to work vehicle occupancy of 1.14 per the 2001 National Household Travel Survey, factored up slightly to account for the fact that ski area employees are more likely to carpool. In addition, based upon a review of parking permits at the existing employee housing and the Town of Mammoth Lakes Employer/Employee Commute Survey, it was assumed that 25 percent of the employees would take transit to work. Note that this

assumption is reflected in the parking analysis and not the trip generation analysis as it was identified as an appropriate assumption only after the traffic analysis was complete. As this assumption has a negligible impact on trip generation, revision of the traffic analysis was determined to not be necessary.

- As the Town does not have a parking requirement for a day spa, the *ITE Parking Generation Manual* was used to estimate a parking demand rate based upon the Health/Fitness Club land use (5.19 spaces per 1,000 square feet of floor area).

- Similarly, as the Town does not have specific parking demand rates for a convenience market, the ITE Parking Generation rate was used.

- The parking demand for a Hotel Equivalent was based upon the Mammoth parking requirements.

Based upon the base parking demand rates identified above and as shown in Table 13, the total parking demand for the site is 994 parking spaces, without reductions for internal trips, walking trips, transit trips, or shared parking.

Parking Reduction for Internal and Pedestrian/Bicycle Trips

As the Eagle Lodge is a mixed-use development project near other trip generators, there could be internal pedestrian trips that could tend to reduce parking needs as well as pedestrian trips to other nearby land uses. However, the applicable internal reductions for a parking analysis are not the same as a trip generation analysis. If, for example, a person decides to go skiing and then, afterwards, go out to dinner at the ski base, the ski area to dinner trip generates no auto trips. However, the parking demand remains on-site even though the land use generating the parking demand shifts. Therefore, it is only appropriate to make reductions in parking demand for the following two types of trips:

- Trips with one trip end internal to the site and one trip end external to the site that occur via non-auto modes. As skier walking trips between the Base Lodge and residences is already accounted for in the skier parking calculation, this reduction primarily applies to the commercial uses and is consistent with the assumptions identified in the trip generation analysis above.

- Walking trips between the lodging and commercial uses. As 95 percent of the hotel parking are assumed to be dedicated for hotel guest use only, an internal reduction is applicable for trips between lodging and other uses. A reduction of 4 to 7 percent was applied to the ice rink, skier, and commercial uses, based upon the internal trip analysis presented in Appendix A.

- Twenty-five percent of the employees are assumed to arrive via transit.

TABLE 13: Base Parking Demand

Land Use	Quantity	Unit	Parking Demand Rate	Source of Rate	Parking Demand
Skiers	6,000	Skiers per Day	See Table A in Appendix A [1]		497
Base Lodge					
Food and Beverage	8.74	KSF [2]	No Incremental Parking Demand		
Bar and Coffee Bar	0.7	KSF	No Incremental Parking Demand		
Rental / Demo / Repair Shop / Basket Check	3.7	KSF	No Incremental Parking Demand		
Retail Shop	1.2	KSF	No Incremental Parking Demand		
Ski School / Day Care (Drop Off Only) [2]	4.3	KSF	7.44	LSC	32
Ticketing / Lobby	2.6	KSF	No Incremental Parking Demand		
Restrooms	4.5	KSF	No Incremental Parking Demand		
Administrative	1.03	KSF	No Incremental Parking Demand		
Employee Break Room	1.55	KSF	No Incremental Parking Demand		
Ski Patrol	0.46	KSF	No Incremental Parking Demand		
Maintenance/Loading Dock	1.5	KSF	No Incremental Parking Demand		
Mechanical / Cell Site	0.55	KSF	No Incremental Parking Demand		
Ice Rink	5	KSF	3.60	LSC	18
Maximum Employees at One Time	122	employees	0.83	LSC	101
Commercial					
Day Spa	8	KSF	5.19	ITE	42
Locker Club	12	KSF	No Incremental Parking Demand		
Convenience Market	4	KSF	3.4	ITE	14
Sit-Down Restaurant	200	Seats	0.33	Town Code	66
Lodging					
Hotel Equivalents	213	rooms	1.05	Town Code	224
TOTAL					**994**

Note 1: Includes reductions for walking, drop-off, an transit trips.

Note 2: KSF = 1,000 square feet of floor area.

Note 3: Demand parking is estimated based on the Day Care AM peak hour trip generation rate identified in the *Trip Generation Manual* (ITE, 2003). While Ski School parking demand is estimated based on the maximum number of Ski School attendees and skier vehicle occupancy. Each drop-off activity is assumed to take 15 minutes.

Shared Parking Demand Analysis

A "shared parking" analysis considers how two or more individual land uses can be provided with adequate shared parking, considering the variation in the peak accumulation of parked vehicles for different nearby land uses by time of day. This shared parking analysis is based upon the methodology for assessment of shared parking developed by the Urban Land Institute, as documented in *Shared Parking* (2005, Second Edition). This strategy recognizes the fact that some land uses (such as skiing) have peak parking needs that occur at different times than other land uses (such as lodging). Therefore, the parking supply required to accommodate the needs of both land uses is less than the sum of the peak parking needs for the individual land uses.

The basis for this analysis is an hour-by-hour assessment of parking needs for individual land uses, which can then be added to identify the peak parking needs for the total land uses, and when this peak in demand occurs. Accordingly, parking demand for each individual land use in a development block by time of day is estimated. Based on these estimates, the total number of parking spaces required for all the land uses during a particular hour is calculated by adding the parking requirements for all the land uses within the block for that hour.

The shared parking analysis included the following assumptions:

- Only five percent of the parking for lodging is not considered to be dedicated and therefore can be shared with other uses.
- The parking analysis is prepared for weekend conditions as parking demand will be higher on weekends due to high skier visitor numbers.
- The variation by time of day of skier parking spaces is based upon accumulation counts provided by the Northstar-at-Tahoe and Heavenly Valley ski areas.
- The hourly variation in the parking demand generated by the ice rink was assumed to equal that of a shopping center.
- The hourly variation in parking demand for employees was estimated based upon the employee schedule provided by MMSA.
- The hourly variation in the parking demand generated by the Day Spa was assumed to equal that of a health club.
- It was also assumed that the ski school and day care parking spaces would be available to skiers from 11:00 AM on.
- The parking demand of the restaurant was reduced by 50 percent during the noon peak hours to account for the fact that people will be less likely to travel to the site during this time period due to the fact that the area will be relatively crowded with skiers. It can be assumed that more customers would be skiers during this hour.

Table 14 presents the shared parking analysis for weekend conditions. As shown in Table 13, during the weekend a total of 829 shared parking spaces would be required upon build out of the project, assuming only 5 percent of the hotel spaces are not designated and can be shared. Note that this number does not include the 26 spaces (not including 2 charter bus spaces) required to be reserved for the Juniper Springs project, per a previous agreement. Including these spaces, the project's shared parking demand (not including drop-off zones) is 855 spaces. As the project proposes to provide 544 parking spaces, the project will result in a parking shortfall of 311 parking spaces.

Please note, however, that this assumes the development of 213 hotel units. If the project instead constructs 83 multi-family units (Alternative 1 of the NOP), the total site parking shortfall would be reduced to 263. In addition, please note that the following Town standard is applicable to the Eagle Lodge project:

"Ensure that there is adequate parking space(s) available for transients occupying the transient occupancy facility, pursuant to the requirements of this code. If the transient occupancy facility books rooms with persons who utilize tour bus*(es), the operator of the facility shall be required to furnish, or make suitable arrangements for furnishing, adequate parking for the* tour bus*(es) utilizing either onsite or offsite facilities at locations where* tour bus *parking is permitted."*

As the project provides 4 bus bays, it provides adequate parking for two charter buses and 2 MMSA buses.

TABLE 14: Cumulative Parking Demand

Land Use	Quantity	Unit	Parking Demand Rate	Source of Rate	Parking Demand	Total Reduction for Non-Auto Access [1]	Dedicated Parking	Available Spaces for Shared Parking	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	Max Required Spaces Without Shared Use	Max Required Spaces With Shared Use
									Parking Demand by Hour for Shared Parking Analysis																				
Skiers	6,000	skiers per day	See Table A		497	5.0%	0	472	0	3	80	208	328	402	447	472	466	435	356	162	3	0	0	0	0	0	0	472	472
Base Lodge																													
Ice Rink	5	KSF	3.6	LSC	18	5.0%	0	17	0	1	3	7	10	12	16	17	17	17	16	15	14	13	11	9	6	3	0	17	17
Employees	122	employees	0.83	LSC	101	25.0%	0	76	26	59	71	73	76	76	74	72	72	69	68	36	24	20	19	15	8	0	0	76	72
Ski School / Day Care[2]	4.3	KSF	–	ITE	32	0.0%		0	32	32	32	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0
Commercial																													
Day Spa	8	KSF 1	5.19	ITE	42	16.0%	0	35	18	17	17	18	17	18	18	17	17	17	26	35	35	26	17	7	7	7	0	35	17
Convenience Market	4	KSF	3.4	ITE	14	54.0%	0	6	0	0	1	2	3	4	6	6	6	6	6	5	5	5	4	3	2	1	0	6	6
Sit-Down Restaurant	200	Seats	0.33	Town Code	66	16.0%	0	55	4	9	14	20	25	25	28	24	19	25	27	36	48	55	45	21	17	12	8	55	24
Lodging																													
Hotel	213	rooms	1.05	Town Code	224	0.0%	0	224																					
Hotel Parking Available for Shared Use					11			11	9	9	10	9	8	8	8	8	8	8	9	9	9	9	9	10	10	10	10	11	8
Dedicated Hotel Parking					213			0	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213
TOTAL					**1,005**			**896**	**302**	**343**	**441**	**582**	**712**	**758**	**810**	**829**	**818**	**790**	**721**	**511**	**351**	**341**	**318**	**278**	**263**	**246**	**231**	**906**	**829**

Juniper Springs	**26**
Total	**855**
Total Parking Proposed to Be Constructed On Site	**544**
Parking Shortfall	**-311**

Note 1: Estimated walking trips from nearby residences.

Note 2: As the Ski School / Day Care parking will be provided as drop-off spaces and peak parking demand is assumed to occur during A.M. peak hour of skier traffic, all drop-off parking spaces were assumed to be utilized during A.M. peak hour and not available for shared parking.

Section 6
TRANSPORTATION IMPACTS

The following potential areas of transportation impacts are considered in this section:

- Impacts on Intersection LOS
- Internal Site Circulation
- Corner Sight Distance
- Potential to Narrow Meridian Boulevard
- Left-Turn Lane Warrants
- Parking Impacts
- Transit Facilities
- Pedestrian and Bicycle Facilities
- Emergency Access

IMPACTS ON STUDY INTERSECTIONS

As discussed in Section 4, the following two intersections are forecast to exceed LOS thresholds under 2024 plus project conditions:

- Minaret Road/Meridian Boulevard
- Meridian Boulevard/Majestic Pines Drive (East)

LOS Mitigation Measures

Minaret Road/Meridian Boulevard

The Minaret Road/Meridian Boulevard intersection is estimated to operate at LOS E and exceed LOS thresholds with the project under 2024 plus project conditions. However, construction of a separate eastbound right-turn lane at this location would mitigate LOS to an adequate LOS D. The Minaret Road/Meridian Boulevard intersection is estimated to operate at LOS E and exceed LOS thresholds with or without the project under 2024 plus project conditions. However, construction of a separate eastbound right-turn lane at this location would mitigate LOS to an adequate LOS D. (However, as the current Development Impact Fee does not include the cost associated with the addition of an eastbound right-turn lane at this intersection, the project should be required to fund and construct the additional turn lane.)

Meridian Boulevard/Majestic Pines Drive (East)

The Majestic Pines Drive/Meridian Boulevard intersection is estimated to operate at worst approach and total intersection LOS F with the project under 2024 plus project conditions. The traffic analysis that was prepared for the Mammoth Lakes Capital Improvement Program indicates that the provision of a two-way left-turn lane along Meridian Boulevard to provide for two-stage southbound left turns out of Majestic Pines onto Meridian Boulevard would mitigate LOS at this intersection. However, this mitigation does not mitigate LOS to an acceptable level

under 2024 plus project conditions. The provision of a separate left-turn lane at this location would reduce the vehicle hours of delay for the southbound approach to 3.9 vehicle hours, which would no longer exceed Town thresholds. However, if Meridian Boulevard is reduced to a three-lane cross section (one lane per direction plus a center turn lane), the addition of these lanes would not provide adequate LOS.

The current Development Impact Fee includes the construction of a two-way left-turn lane along Meridian Boulevard at this intersection. However, it does not include the cost of a separate southbound left-turn lane at this location. Therefore, the project shall be required to pay its fair share toward the cost of constructing this southbound left-turn lane. If a roundabout is determined to be the best traffic mitigation option for this intersection, the Town may use the additional funds (paid by the project for the southbound left-turn lane) towards the construction of a roundabout.

Therefore, the construction of a single-lane roundabout at this location is recommended, which would also allow for the narrowing of Meridian Boulevard from four lanes to three lanes (one lane in each direction plus a center turn lane). As discussed below, adequate roadway capacity along Meridian Boulevard would still be provided with a three-lane configuration. A single-lane roundabout with a 100-foot inscribed diameter would operate at worst approach LOS B and total intersection LOS A.

INTERNAL SITE CIRCULATION

Auto and Bus Drop Zones

The proposed auto and bus drop zones were reviewed with respect to drop-off space supply and demand, and the proposed layout and circulation in these areas.

Auto Drop-Off Activity

Approximately 800 skiers per day would be dropped off at the project site. Dividing 800 skiers per day by an average vehicle occupancy of 1.5 skiers per car, about 530 vehicles are expected to use the drop-off zone over the course of a peak day. In order to determine the drop zone parking demand, it is necessary to estimate the highest number of vehicles entering the drop zone at once.

Applicable data regarding use patterns of a ski area drop-off zone are available from the Northstar-at-Tahoe Ski Area. According to the *Northstar Village Drop-Off Area Design Review* (LSC Transportation Consultants, Inc., 2003), the highest number of vehicles entering the drop zone within any 5-minute period was 22 vehicles. However, a maximum of 20 vehicles were observed in the drop zone at any one time. The total number of skiers (paid and ski pass) at Northstar-at-Tahoe on the peak day during the 2002/2003 ski season was approximately 9,732. In comparison, the total number of skiers on the peak day at the proposed Eagle Lodge site is expected to be about 6,000. Dividing this figure (6,000) by the total number of skiers at Northstar-at-Tahoe (9,732) yields a factor of approximately 0.62. This factor can be applied to the Northstar drop zone activity, in order to estimate the Eagle Lodge drop zone activity. The resulting maximum number of vehicles expected in the proposed auto drop zone at any one time

is therefore 20 multiplied by 0.62, or about 12 vehicles. In view of the fact that 18 auto drop-off spaces are shown on the site plan (not including ski school drop-off spaces), the proposed auto drop zone parking supply is more than adequate.

According to the MMSA, the maximum drop off activity for the ski school would occur at 10:00 AM, during which time 223 students arrive at the ski school. Assuming half of these students are dropped off and an average student vehicle occupancy of 1.5 (2.5 people per vehicle minus the driver), 27 parking spaces would be required for ski school drop off. As the project proposes to construct 38 short-term parking spaces at the ski school, adequate ski school parking is provided.

Bus Drop-Off Activity

The proposed bus drop zone accommodates two MMSA buses and two charter buses. As a maximum of one MMSA bus in each direction (eastbound and westbound) is expected on-site at any one time, the proposed bus drop zone parking supply is adequate, so long as charter bus activity is managed to avoid more than two charter buses on-site at a time.

Drop-Off Area Layout and Circulation

One-way circulation is proposed throughout the drop zones, and a two-way drive aisle is provided at the western access point. This configuration will allow for safe and efficient operation.

Sawtooth bus bays are proposed for the bus drop zone, which is appropriate in that it reduces the total length of curb required to accommodate the four buses, while allowing buses at all bays to operate without being blocked by buses in adjacent bays. Design standards for off-street bus stations are provided in the *Designing for Transit Manual* (Monterey-Salinas Transit, 1996). The proposed 20-foot wide one-way drive aisle and 48-foot long bus bays are consistent with these standards. However, the standard distance between sawtooth spaces is 15 feet, but the proposed plan only provides 12 feet between spaces. Therefore, it is recommended that the distance between sawtooth bus bays be increased to 15 feet in order to provide adequate maneuvering space for buses exiting the bays.

The proposed auto drop zone provides parallel parking spaces along both sides of a one-way drive aisle. It is recommended that a sign with an arrow be posted along the north side of Meridian Boulevard to direct skiers to the "Skier Drop-Off" zone. In addition, "Bus Only" signage should be posted at the entrance to the bus drop zone to discourage autos from entering the bus drop zone. "No Parking" signs should be posted along Meridian Boulevard adjacent to the auto drop zone, and "Do Not Enter" signs are needed at the west end of the auto and bus drop zones.

It is recommended that the curbs at the west end of the auto drop zone be modified to move the intersection of the drop zone and the main parking garage access further north (see Appendix D). This will increase the stopping sight distance for drivers on the two-way western driveway, increase the corner sight distance for autos exiting the drop zone, and make the right-turn movement easier for drivers going from the auto drop zone to the parking structure. Without this, drivers exiting the auto drop-off zone will not be able to make an adequate left turn to approach

the Meridian Boulevard/Majestic Pines (west) intersection at a right-angle, and instead will often end up at the Stop bar at an angle, potentially blocking the inbound lane to the parking structure.

Ski School Drop Zone

The proposed ski school drop-off area is located inside the parking structure at the street level. Two lanes of circulation are proposed through the ski school drop zone, providing access to 38 drop-off spaces. Due to the sharp corners at the north end of the drop zone and the two structural columns shown on the inside of the circulating lanes, it would be impossible for a driver of larger vehicles (such as SUVs) using the inside lane to stay in that lane while circulating through this area. Therefore, in order to decrease the potential for vehicular conflict in the ski school drop zone, the circulating area should be striped for one lane of traffic and one-way operation.

Hotel Access on Meridian

The hotel is provided primary access via Majestic Pines Drive. Left turns onto Majestic Pines Drive from the hotel will be prohibited. Although a raised median at this location is not recommended (due to the need to use this space for exiting truck movements), the absence of such a raised median will make it difficult to prohibit all left turns. Therefore, a "No Left Turn" sign is recommended to be placed at the hotel exit. In addition, it is recommended that a "Do Not Enter," "No Left Turn," and "No Right Turn" signs be located at the appropriate hotel access approaches.

Skier/Public Parking

A three-level parking structure is proposed to provide skier/public parking, as well as parking for hotel guests and residents. The public entrance to the parking structure is located at the western access point along Meridian Boulevard. Public parking is provided in the two subterranean levels. In addition, a keyed parking entry/exit is provided on the northeast side of the structure, with access via Majestic Pines Drive. This access point is designated for hotel guests and residents only. A review of the site plan indicates that the parking space size and aisle widths are consistent with Town standards.

Truck Access

A service yard is proposed to be located on the north side of the structure, with access provided via Majestic Pines Drive, as shown in Appendix C. The proposed truck turnaround would accommodate a 55-foot long (WB-50) truck.

Emergency Vehicle Access

An indoor ambulance bay is proposed to be located near the service bay on the north side of the structure, with access provided via Majestic Pines Drive. The Fire Department requires that emergency vehicle access be provided within 150 feet of all exterior surfaces on the project site. This requirement is not met along the northwest side of site (near the ice rink and plaza). However, the Fire Department has indicated that this is acceptable, so long as a standpipe system is provided.

Internal Site Circulation Mitigation Measures

In summary, the following improvements should be provided in order to improve internal site circulation:

- The distance between sawtooth bus bays should be increased to 15 feet in order to provide adequate maneuvering space for buses exiting the bays.

- A sign with an arrow be posted along the north side of Meridian Boulevard to direct skiers to the "Skier Drop-Off" zone is recommended. In addition, "Bus Only" signage should be posted at the entrance to the bus drop zone to discourage autos from entering the bus drop zone. "No Parking" signs should be posted along Meridian Boulevard adjacent to the auto drop zone, and "Do Not Enter" signs are needed at the west end of the auto and bus drop zones.

- A "No Left Turn" sign is recommended to be placed at the hotel exit. In addition, it is recommended that "Do Not Enter," "No Left Turn," and "No Right Turn" signs be located at the appropriate hotel access approaches.

- In order to decrease the potential for vehicular conflict in the ski school drop zone, the circulating area should be striped for one lane of traffic and one-way operation.

- It is recommended that the curbs at the west end of the auto drop zone be modified to move the intersection of the drop zone and the main parking garage access further north.

CORNER SIGHT DISTANCE

According to the Caltrans *Highway Design Manual*, at a 30 mile per hour design speed, an intersection should provide at least 330 feet of corner sight distance. Corner sight distance is measured from the minor approach at a point 15 feet back from the end of the travel way at a height of 3.5 feet to an object at a height of 4.25 feet in the center of the nearest lane to the left or to the centerline of the road to the right. LSC staff reviewed the site plan and determined that the corner sight distance from all proposed site access locations is adequate. Note that while the sight distance from the hotel exit along Majestic Pines Drive to the east may not be 330 feet or more, the prohibition of left turns at this location mitigates this as there is not a potential for drivers turning left out of the hotel access to pull out in front of westbound traffic along Majestic Pines Drive.

POTENTIAL TO NARROW MERIDIAN BOULEVARD

For some time, the Town has planned to reduce the existing Meridian Boulevard cross section from four lanes to two lanes and a center turn lane. As shown in Table 11, the volume to capacity ratio along Meridian Boulevard is less than 0.5 under 2024 plus project conditions. Therefore, reducing the capacity of this roadway by one half would not exceed the reduced roadway capacity. Therefore, under 2024 plus project conditions, Meridian Boulevard could operate adequately with a three-lane cross section. In addition, a single-lane roundabout at the Meridian Boulevard/Majestic Pines (east intersection would operate at adequate LOS).

LEFT-TURN LANE WARRANTS

A left-turn lane warrant analysis was performed for the project access point along Meridian Boulevard using the "Guidelines for Left-Turn Lanes" presented in the ITE 1990 *Compendium of Technical Papers* (1990 Compendium of Technical Papers). The analysis is summarized in Table 15 and indicates that a left-turn lane into the auto and bus drop off area on Meridian Boulevard is not warranted and, therefore, need not be provided. However, if Meridian Boulevard is reduced to one lane per direction, a left-turn lane into the site or a center two-way left-turn lane would be warranted.

TABLE 15: Left-Turn Lane Warrant Analysis

Location	Future (2024) Plus Project PM Peak Hour
On Meridian Boulevard at Auto/Bus Drop Off Entrance	
Left-Turn Volume	24
Volume Opposing	441
Volume Advancing	713
Percent Left Turns	3%
Left-Turn Lane Warrant Met?	NO

Note: If Meridian Boulevard is reduced to one travel lane per direction, a left-turn lane would be warranted.

Source: LSC Transportation Consultants, Inc.

PARKING FACILITIES

As stated in Section 5, including the 26 spaces for Juniper Springs, the project's shared parking demand (not including the skier drop off zone) is 855 spaces. As the project proposes to construct a total of 544 non-drop-off parking spaces, implementation of the project will result in a parking shortfall of 311 parking spaces.

Potential Parking Mitigation Measures

The project has an overall parking shortfall of 311 parking spaces. The following are potential mitigation measures to this parking shortfall.

- **Mitigation Option A:** Based upon the assumptions used in this analysis, an additional 950 skiers per day would be required to use transit on a typical winter Saturday to access the Eagle Lodge base in order to reduce the parking demand of the site to 544. Assuming a bus

standing capacity of 60 passengers, an additional 16 bus trips would be needed to the site during a peak day, and in the afternoon an additional 16 bus trips would be needed from the site. Assuming a half-hour route cycle length and a 2.5-hour-long peak period, 4 additional buses would be needed to provide this capacity. So long as good transit ridership can be maintained on both routes, this would mitigate the parking impact. Therefore, the project applicant should be required to provide for 16 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March. The applicant would be responsible for purchasing the additional 4 vehicles, as well as operating the additional vehicles.

In addition, as the project will result in a parking shortfall, it could be expected to increase the occurrence of illegal parking within the project vicinity. Therefore, the project applicant shall be required to provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March. This report will provide monitoring data regarding on-street parking, conducted at a minimum two times per day on all weekends and holidays between 9:00 AM and 3:00 PM. If the report identifies illegal parking is occurring at nearby residential/lodging sites within 1,000 feet of the portal, the project applicant shall be responsible for any incremental cost necessary for enforcement. Beyond the initial monitoring period, if future complaints indicate that a parking problem is occurring generated by Eagle Lodge or ski area activities, the project applicant will be responsible for conducting additional monitoring as identified by the Town of Mammoth Lakes and be responsible for funding the necessary measures to address any identified impact.

- **Mitigation Option B:** To mitigate potential parking impacts, the project could also provide off-site employee parking, increased transit service, and provide parking monitoring and enforcement. If all Eagle Lodge employees were required to park off site the peak parking demand would be reduced by 76 spaces. The remainder of the parking demand could be reduced by adding more transit such that an additional 750 skiers arrive to the site per day on transit. Assuming a bus standing capacity of 60 passengers, an additional 13 bus trips would be needed to the site during a peak day, and in the afternoon an additional 13 bus trips would be needed from the site. Three additional buses would be needed to provide this capacity. Therefore, the project applicant should be required to provide 13 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March. The applicant would be responsible for purchasing the additional three vehicles, as well as operating the additional vehicles.

  In addition, the project applicant shall be required to provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March. This report will provide monitoring data regarding on-street parking, conducted at a minimum two times per day on all weekends and holidays between 9:00 AM and 3:00 PM. If the report identifies illegal parking is occurring at nearby residential/lodging sites within 1,000 feet of the portal, the project applicant shall be responsible for any incremental cost necessary for enforcement. Beyond the initial monitoring period, if future complaints indicate that a parking problem is occurring generated by Eagle Lodge or ski area activities, the project applicant will be responsible for

conducting additional monitoring as identified by the Town of Mammoth Lakes and be responsible for funding the necessary measures to address any identified impact.

- **Mitigation Option C:** The project could request a zone code amendment from the Town to develop an in lieu of parking fee program. This would allow the project to pay a fee that would go towards the construction of off-site parking lots. The fee owed by the project would be calculated based upon the additional number of spaces that are required. If the parking structures are not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lots would need to be provided.

TRANSIT SERVICES

The proposed project is located on both the existing Yellow and Green bus routes. The project will improve service to the site with the provision of the bus drop-off area, which provides safe pedestrian access to transit. This is considered a beneficial impact to transit. However, as discussed above, the project would be required to fund additional transit service to the site.

PEDESTRIAN AND BICYCLE FACILITIES

A total of 1,580 skiers are anticipated to walk to the Eagle Lodge from nearby residences. The pedestrian plan indicates that adequate pedestrian access will be provided throughout the Eagle Lodge, and to/from other sites within the vicinity of the project site. Pedestrian connections are provided to the Mammoth Loop Trail Majestic Pines to the north, Juniper Springs, and sidewalks along Meridian Boulevard. In addition, the project proposes to construct a sidewalk along Meridian Boulevard, which is consistent with the *Sidewalk Master Plan* (Town of Mammoth Lakes, 2003). This plan calls for sidewalks on both sides of Meridian Boulevard. Therefore, the project has a beneficial impact on pedestrian and bicycle facilities.

EMERGENCY ACCESS

The project is provided access via Majestic Pines Drive and via Meridian Boulevard. Therefore, as access is provided by two streets (one being a collector and the other being an arterial), the project provides adequate emergency access.

Appendix A
Trip Generation
Parking Counts
LOS Interpretation

TRANSPORTATION CONSULTANTS, INC.

TRANSPORTATION PLANNING
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MEMORANDUM

DATE: Revised August 30, 2006

TO: Town of Mammoth Lakes
Mammoth Mountain Ski Area
PCR

FROM: Rebecca Bucar, PE

SUBJECT: Eagle Lodge EIR Preliminary Trip Generation Assumptions and Analysis

The purpose of this memorandum is to present LSC's analysis of the traffic and parking generation for use in the Eagle Lodge EIR analysis, including the assumptions and analysis steps. We request that everyone review these materials and indicate whether they are acceptable or provide direction on appropriate changes, as they will be used as the basis for the remainder of the traffic and parking analyses. For ease of reference, assumptions are numbered.

Skier Trip Generation

1. Per Town standards, the traffic analysis focuses on typical winter Saturday conditions. Currently, approximately 3,650 skiers visit the ski area via the Eagle Lodge portal on a typical winter Saturday, based upon skier portal data provided by Mammoth Mountain Ski Area (MMSA). On a peak winter day, 5,280 skiers access the mountain via the Eagle Lodge portal. The peak skier mountain design capacity assumed to access the skier portal on a typical Saturday upon build out of the project is equal to 6,000. (Note this is a conservative assumption as the estimated capacity range is 5,000 to 5,960 skiers per day) A comparison of the trip generation of the existing Eagle Lodge site on a peak day versus a typical Saturday is provided in Table A. The purpose of this table is to "calibrate" our assumptions to actual observed parking counts.

2. The number of skiers that are expected to reside within walking distance of the site on a typical winter Saturday is a key question in this analysis and the distance a skier is willing to walk is an important assumption. The standard acceptable walking distance used by the traffic engineering profession is 1,325 feet. In some studies we have conducted in the past, LSC has assumed a 500-foot maximum walk distance in ski area parking facilities. However, this shorter walk distance

was partially used due to the fact the walk from a parking space to a shuttle pick up is only one leg of a longer linked trip (from car to shuttle stop via walk, from shuttle stop to shuttle stop via shuttle, and shuttle stop off to chair lift via walk). It is therefore reasonable to assume that skiers whose entire trip consists of the walk trip would be willing to walk a longer distance. LSC proposes to assume that all skiers residing in units within 1,000 feet of the Eagle Lodge chairlift would potentially walk to the lift. This is a reasonable walk distance, even if done in ski boots, considering the time it takes to load up a vehicle, drive the vehicle, wait in line to park the vehicle, and then walk from the parking structure to the Gondola. This does not infer that no one would walk further, but rather that the typical person would not. This walk distance does not apply to ski in/ski out units.

Applying the 1,000-foot radius for walking distance and not including units proposed by the project or located on the Juniper Springs property, a total of 138 resident single-family units and 487 transient condo units are within walking distance of the site. In addition, there are roughly 22 single-family and 99 condo units with ski in/ski out access to the Eagle Lodge portal.

Per Town direction and based upon data collected as a part of the General Plan Update, it is assumed that there are approximately 2.4 people residing in each resident non-condo unit and 4 people residing in each transient condo unit on a typical winter Saturday. The number of people residing in a resident unit does not change on a peak day versus a typical winter Saturday. However, on a peak day the number of people per transient unit is assumed to equal 4.4, which is based upon a comparison of occupancy data on a typical winter Saturday versus a peak day provided by the Town.

3.LSC has used the assumption that approximately 61 percent of the residents ski on a given day, as derived from the Mammoth Lakes General Plan. This assumption is reasonable based on the following available data:

- A trip generation analysis of the Northstar-At-Tahoe ski area found that roughly 75 percent of the people staying in the condominiums at Northstar-At-Tahoe ski on a given day.

- A study done by the Jackson Hole Area Chamber of Commerce indicates that roughly 90 percent of the guests in the community are skiers while only 70 percent ski on any given day.

The lower percentage of skiers that ski on a given day here is appropriate as it takes into account the fact that some of the residents that are within walking distance of the site are full-time residents and less likely to ski during busy weekends.

4.Tab le A also includes an assumption regarding the percent of skiers that are within walking distance of the portal, but decide to drive to Eagle Lodge or another portal. It was assumed the 40 percent of the skiers that are within walking distance and are not residing in Juniper Springs or the Eagle Lodge site would drive anyway on a peak day, which was estimated based upon the calibration to actual conditions. However, on a typical Saturday it is assumed that 50 percent of these residents will drive to the site, as parking is more readily available.

5.T here area also 174 condo units on the Juniper Springs site in addition to the 213 hotel equivalents proposed by the project (one hotel equivalent was assumed to equal 0.5 condo units). It was assumed the 15 percent of the skiers that are residing in Juniper Springs or the Eagle Lodge site

would drive anyway on a peak day. However, on a typical Saturday it is assumed that 25 percent of these residents will drive to the site, as parking is more readily available.

6. LSC has used the assumption provided by MMSA that 700 skiers arrive at this location via drop off on a peak day. This number is assumed to decrease on a typical winter Saturday, proportional to the total number of skiers arriving on a peak day versus a typical winter Saturday.

7. Based upon limited ridership data provided by MMSA, LSC estimated typical winter Saturday and peak day transit ridership. The peak day ridership was estimated based upon the transit ridership on December 29, 2005, a day during which more than 24,000 skiers arrived at the ski mountain. The typical Saturday ridership was based upon the level of ridership recorded on January 7, 2006 factored up based upon the number of skiers on that day versus a typical Saturday. Assumptions regarding the percent of riders that are skiers were estimated based upon the *Mammoth Lakes Transit Plan* (LSC, 2001). It was also assumed that half of the skiers riding the Yellow and Combo Routes access the Eagle Lodge portal on a peak day while 25 percent access Eagle Lodge on a typical Saturday (as parking is more available at Eagle Lodge on off-peak days). As the Eagle Lodge does not specifically propose to expand transit service, it is note appropriate to assume an increase in transit ridership with the project implementation, especially as most routes currently operate at capacity.

8. All remaining vehicles arrive via automobile and require a parking space. Assuming a skier vehicle occupancy of 2.5 skiers per vehicle (typical for a ski area), it is estimated that 476 skier vehicles currently access the ski area on a peak day. On a typical Saturday, however, only 472 skier vehicles access the site.

9. Assuming that 15 percent of the skier parking spaces turn over during a day (based on typical ski area access patterns), 414 parking spaces area needed on a peak day and 410 parking spaces are needed on a typical Saturday. The estimated parking requirements on a peak day and typical winter Saturday can be compared to parking counts provided by MMSA on a peak day, during which time vehicles park in the Eagle Lodge parking lot and along Meridian Boulevard from the Juniper Springs site eastward to Minaret Road. Comparing the estimated parking demand to the actual peak day and typical Saturday parking counts indicates a difference of only 4 percent or less. This verifies the traffic assumptions are reasonable.

10. It is also assumed that 40 percent of the skiers exit the ski area during the p.m. peak hour, which is based upon the counts recently collected at the site, the assumption that 15 percent of the skier parking spaces turn over per day, and a review of data from other similar ski areas.

11. In addition, it is assumed that 40 percent (the same proportion as that of traffic exiting the area during p.m. peak hour) of the drop-off skiers are picked up during the p.m. peak hour with a vehicle occupancy of 1.5 skiers per vehicle (2.5 vehicle occupancy minus 1 driver).

12. Applying the above assumptions to plus project conditions (third column in Table A) indicates the project will generate 415 entering peak-hour skier trips and 213 exiting peak-hour skier trips. This represents an increase of 123 entering peak-hour skier trips and 85 exiting peak-hour skier trips over no project or existing conditions.

An estimate of the total skier trip generation is provided in Table A.

Base Lodge Trip Generation

13. The *ITE Trip Generation Manual* (ITE, 2003) does not provide a Saturday trip rate for Ice Rinks. Therefore, a Saturday trip rate was estimated by comparing the ITE Ice Rink weekday trip rates to ITE weekday and Saturday trips rates for a Multi-Purpose Recreational Facility. Using these rates, it is estimated that the ice rink will generate 13 p.m. peak-hour trips on a Saturday. Approximately half of these trips are expected to be generated by skiers already on site.

14. It is assumed that the following uses located in the Base Lodge area do not generate any external trips, except for employee trips, as they are considered to be used as skier amenities:

    - Cafeteria-Type Dining Area
    - Bar and Coffee Bar
    - Rental/Demo/Repair Shop/Basket Check
    - Retail Shop
    - Ski School / Day Care
    - Ticketing/Lobby
    - Restrooms
    - Administrative
    - Employee Break Room
    - Ski Patrol
    - Maintenance/Loading Dock
    - Mechanical/Cell Site

    However, it can be assumed that each employee will generate an average of 2.2 person trips per day (assuming 10 percent leave the site once during the day). Assuming a vehicle occupancy of 1.2 employees per vehicle indicates that each employee will generate 1.83 daily vehicle trips, prior to transit reductions. Furthermore, MMSA provided an employee schedule for the above-identified uses, which was used as a basis for estimating the percent of employees that leave or enter the site during the p.m. peak hour.

The trip generation associated with the Base Lodge uses is summarized in Table C. The Base Lodge is expected to generate 57 p.m. peak-hour trips in addition to the skier trips identified in Table A.

Commercial Area Trip Generation

15. The trip generation of the commercial portion of the site is estimated in Table D, applying standard ITE rates. Note that it is assumed that the locker club is a skier amenity and does not generate any external trips. The commercial portion of the project is expected to generate 395 p.m. peak-hour trips (203 entering and 192 exiting).

Lodging Trip Generation

16. The trip generation associated with the lodging portion of the project is shown in Table E. The trip generation associated with the lodging units is based upon the calibrated Town of Mammoth Lakes traffic model daily trip rates. The percent of traffic entering and exiting the site during the Saturday peak-hour is estimated based upon the proportion of daily traffic that occurs during the peak hour, based upon ITE Hotel trip rates. Note that this analysis assumes the conference facilities will be managed such that, during peak ski conditions, the meeting/conference facilities would not generate external traffic before 7:00 p.m. In the off season (including the summer) or after 7:00 p.m. in the winter, the community room could be rented out and used by people not residing at the lodge. However, during the winter the events that occur after 7:00 p.m. would contribute to

the daily trip generation. The daily trip generation assumes one event per day, and a vehicle occupancy of 2.5.

17. The lodging portion of the project is expected to generate 141 p.m. peak-hour trips (70 entering and 71 exiting) during a typical winter Saturday.

Summer Trip Generation

18. While the traffic analysis focuses on typical winter Saturday conditions, although a summer trip generation analysis is also provided. The majority of the summer trip generation will consist of mountain bikers. According to Dave Geirman (MMSA), approximately 25,000 bikers per year visit the mountain, a number which has been growing at a rate of 5 to 8 percent per year. The mountain bike park hopes to increase this number to 40,000 bikers per year in the next five years, which represents an annual growth rate of 9.9 percent per year. Currently approximately 600 bikers per day visit the mountain on a typical summer weekend day. Approximately half of these bikers are downhill bikers, while the other half are cross-country bikers.

    According to the current Town of Mammoth Lakes General Plan, the number of people at one time the Town can accommodate is expected to grow at a rate of 2.6 percent a year over the next 20 years. Applying this growth rate indicates that by 2024 approximately 977 bikers per day will visit the mountain, which accounts for the growth projected by David Geirman, in addition to some growth generated by growth in population. Assuming that the number of downhill bikers will grow at twice the rate as the cross-country bikers, a total of 426 cross-country bikers and 551downhill bikers per day will be on the mountain by 2024. As Eagle Lodge provides primary access to cross-country bikers, approximately 426 bikers will access the Eagle Lodge lift on a summer weekend day by 2024. It is also assumed that 50 percent of the bikers will bike to the site.

19. The summer trip rates for the Day Care, Mountain Biking Employees, Day Spa, Convenience Market, Sit-Down Restaurant, and Hotel were assumed to equal the winter trip rates.

20. In the off season, the community room / conference room can be rented out and used by people not residing at the lodge. The trip generation of this facility is estimated assuming a 200 person-at-one-time capacity, a maximum of two events occurring on one day, 2.5 vehicle occupancy, and as a worst-case one event ending and one event starting during the p.m. peak hour.

Without reductions for internal and walking trips and as shown in Table F, the project is expected to generate 743 p.m. peak-hour trips on a summer Saturday (353 entering, 390 exiting) and 6,421 daily trips, which is roughly 39 percent less than the levels generated in the winter.

Trips Remaining Internal to the Site

Due to the mix of uses, some person-trips would remain internal to the site. The basic assumptions regarding trip internalization are summarized below and in Figure A.

21. It is assumed that half of the ice rink customers will consist of skiers that are already at the ski area. Therefore, roughly half of the ice rink trips remain internal to the site. These internal trips would be between the ice rink and the Base Lodge or the Lodging and would not result in external trips.

22. Based upon the ITE Trip Generation Handbook methodologies, it is assumed that roughly 9 percent of the commercial exiting trips and 5 percent of the commercial entering trips remain internal to the site due to the interaction between the commercial uses and the lodging uses.

23. An additional 5 percent of the commercial trips are also expected to occur between the skiers at the base lodge and the commercial and, therefore, remain internal to the site.

24. It was assumed that there are two people per hotel equivalent unit, as each hotel equivalent is assumed to equal one half of a transient condo. Assuming 61 percent of the hotel guests ski on a typical winter Saturday indicates that a total of 1.22 skiers per hotel equivalent enter the hotel from the ski area on a typical winter Saturday. Of these, 0.49 per unit enter during the p.m. peak hour, assuming 40 percent exit the ski area during the p.m. peak hour. Assuming that these trips would otherwise occur as vehicle trips with vehicle occupancies of 2.5 people per vehicle, 0.20 internal p.m. peak-hour trips are generated by each hotel unit. As stated above, it is assumed that 15 percent of skiers staying at the Eagle Lodge access the ski area via other portals.

Walking Trips

25. All internal trips are assumed to be walking trips, in addition to the skier-generated walking trips between residences and the ski portal. In addition, it was assumed that the majority of the customers to the convenience market would be residents in the residential areas located east of Minaret Road, south of Lake Mary Road, and north of Mammoth Creek, as residents of other areas would likely do most shopping at other commercial centers more convenient to their residences. Of these residences, roughly 65 percent are within walking distance (1,000 feet) of the proposed market. However, to provide a reasonably conservative analysis, it has been assumed that 50 percent of the convenience store customers will walk to the market, and the remaining half drive.

26. It is also assumed that approximately 10 percent of the Day Spa and Restaurant trips consist of walking trips to nearby residences.

27. Finally, it was assumed that 5 percent of the Ice Rink trips would be made as external walking trips to nearby residences.

The reductions for winter external walking trips are shown in Table G. The reductions for summer external walking trips are shown in Table H.

Pass-By Trips

28. A proportion of the commercial trips would consist of pass-by trips, or trips that are made by drivers that are already on the adjacent roadways prior to the development of the site, which (with the development of the site) can be expected to make intermediate stops at project land uses on the way from an origin to a primary trip destination. Pass-by trips are included in the site driveway movements, but are reflected as reductions in the through volumes passing the site driveway locations.

    Data regarding appropriate pass-by percentages for various land uses are available in the *Institute of Transportation Engineers Trip Generation Handbook*. Based upon the typical pass-by percentages contained in the ITE Trip Generation Handbook and considering regional access patterns, the percentage of pass-by trips generated by the convenience market is assumed to be

25 percent of the vehicle trips. This percentage is less than half of the average pass-by rate identified in the Institute of Transportation Engineers Trip Generation Handbook because the potential for pass-by trips along the low traffic volume Meridian Boulevard is less. Applying this assumption indicates that roughly 8 percent of the existing vehicles on Meridian Boulevard would divert into the market during the p.m. peak hour.

The total external auto and pass-by trip generation of the project is shown in Table G. As the table indicates, based upon the assumptions identified above the project is expected to generate 914 p.m. peak-hour trips (320 entering and 594 exiting). However, this does not take into account the existing trip generation of the project site, although the EIR analysis will.

Parking Analysis

NOTE: The following two changes of assumptions were made in the parking analysis that were not made in the trip generation analysis, as follows:

- ***25 percent of the employees are assumed to use transit to travel to/from work.***
- ***The 22-unit Altis project was assumed to be built in the project build out condition.***

These changes are not reflected in the trip generation analysis as it was determined that the changes in assumptions had a negligible impact on trip generation (less than two percent). However, these changes were reflected in the parking demand analysis.

The purpose of the parking analysis is to evaluate the demand for parking generated by the various elements of the project, assess the potential to reduce parking supply through the shared use of parking, and provide information useful in the development of parking supply strategies. With careful consideration of the individual uses to be accommodated on the site and variation in the need for parking over the day, it is possible to meet all of the parking needs while also minimizing the total amount of parking spaces that must be provided.

The following are the primary assumptions that were used to estimate parking demand.

29. In general, the Town of Mammoth Lakes parking requirements were applied in this analysis unless the parking requirement rates were found to not be applicable (as discussed below).

30. As most of the uses contained in the Base Lodge are skier amenities, no customer parking is required aside from the skier parking. However, parking would be required for employees, the ice rink, and day care/ski school drop offs.

31. The parking demand for Day Care drop-off was estimated based upon the Day Care a.m. peak-hour trip generation rate identified in *ITE Trip Generation Manual*. It was also assumed that 40 percent of the drop off vehicles per hour could enter the site within the peak 15 minutes. Each Day Care parking space was assumed to turn over every 15 minutes. Based upon these assumptions, it is estimated that 5 day care drop off spaces are required.

32. According to MMSA, the maximum drop off activity for the ski school would occur at 10:00 a.m., during which time 223 students arrive at the ski school. Assuming half of these students are dropped off, an average student vehicle occupancy of 1.5 (2.5 skiers per vehicle minus the driver), 27 parking spaces would be required for ski school drop off.

33. The employee schedule was used to estimate how many employees for the base lodge would park on site at one time. Assuming an average employee vehicle occupancy of 1.2, 0.83 parking spaces would be required per employee of the Base Lodge.

34. As the Town does not have a parking requirement for a day spa, *ITE Parking Generation* was used to estimate a parking demand rate based upon the Health/Fitness Club land use (5.19 spaces per 1,000 square feet of floor area).

35. Similarly, as the Town does not have specific parking demand rates for a convenience market, the *ITE Parking Generation* rate was used.

36. The parking demand for a Hotel Equivalent was based upon the Mammoth parking requirements.

Based upon the base parking demand rates identified above and as shown in Table I, the total parking demand for the site is 994 parking spaces, without reductions for internal trips, walking trips, or shared parking.

Parking Reduction for Internal and Pedestrian/Bicycle Trips

37. As the Eagle Lodge is a mixed use development project near other trip generators, there could be internal pedestrian trips that could tend to reduce parking needs. However, the applicable internal reductions for a parking analysis are not the same as a trip generation analysis. If, for example, a person decides to go skiing and then, afterwards, go out to dinner at the ski base, the ski area to dinner trip generates no auto trips. However, the parking demand remains on site even though the land use the parking demand is associated with shifts. Therefore, it is only appropriate to make reductions in parking demand for the following two types of trips:

- Trips with one trip end internal to the site and one trip end external to the site that occur via non-auto modes. As skier walking trips between the Base Lodge and residences is already accounted for in the skier parking calculation, this reduction primarily applies to the commercial uses and is consistent with the assumptions identified in the trip generation analysis above.

- Walking trips between the lodging and commercial uses. As 95 percent of the hotel parking is assumed to be dedicated for hotel guest use only, an internal reduction is applicable for trips between lodging and other uses. A reduction of 4 to 7 percent was applied to the ice rink, skier, and commercial uses based upon the internal trip analysis.

- 25 percent of the employees are expected to take transit to/from work, based upon a review of parking permits at employee housing sites and the Mammoth Lakes Employee/Employer Commute Survey.

Shared Parking Demand Analysis

A "shared parking" analysis considers how two or more individual land uses can be provided with adequate shared parking, considering the variation in the peak accumulation of parked vehicles for different nearby land uses by time of day. This shared parking analysis is based upon the methodology

for assessment of shared parking developed by the Urban Land Institute, as documented in *Shared Parking* (2005, Second Edition). This strategy recognizes the fact that some land uses (such as skiing) have peak parking needs that occur at different times than other land uses (such as lodging). Therefore, the parking supply required to accommodate the needs of both land uses is less than the sum of the peak parking needs for the individual land uses.

The basis for this analysis is an hour-by-hour assessment of parking needs for individual land uses, which can then be added to identify the peak parking needs for the total land uses, and when this peak in demand occurs. Accordingly, parking demand for each individual land use in a development block by time of day is estimated. Based on these estimates, the total number of parking spaces required for all the land uses during a particular hour is calculated by adding the parking requirements for all the land uses within the block for that hour.

The shared parking analysis included the following assumptions:

38. Only five percent of the parking for lodging is not considered to be dedicated and therefore can be shared with other uses.

39. The parking analysis is prepared for weekend conditions. as parking demand will be higher on weekends due to high skier visitor numbers.

40. The variation by time of day of skier parking spaces is based upon accumulation counts provided by the Northstar-At-Tahoe and Heavenly Valley ski areas.

41. The hourly variation in the parking demand generated by the ice rink was assumed to equal that of a shopping center.

42. The hourly variation in parking demand for employees was estimated based upon the employee schedule provided by MMSA.

43. The hourly variation in the parking demand generated by the Day Spa was assumed to equal that of a health club.

44. It was also assumed that the ski school and day care parking spaces would be available to skiers from 11:00 AM on.

45. The parking demand of the restaurant was reduced by 50 percent during the noon peak hours to account for the fact that people will be less likely to travel to the site during this time period due to the fact that the area will be relatively crowded with skiers. It can be assumed that more customers would be skiers during this hour.

Table J presents the shared parking analysis for weekend conditions. As shown in Table J, during the weekend a total of 829 shared parking spaces would be required upon build out of the project, assuming hotel spaces are not designated and can be shared. Note that this number does not include the 26 spaces required to be reserved for the Juniper Springs project, per previous agreement.

TABLE A: Skier Capacity and Parking Analysis

	Existing Peak Saturday Conditions (for Assumption Validation)	Existing Typical Saturday Conditions	Plus Project Conditions on a Typical Saturday	Estimated Impact of Project on Skier Traffic and Other Variables
Skiers per Day	5,280 [1]	3,650	6,000	2,350
Outside of Site and Juniper Springs				
Number of Non-Condo Units within 1000 feet of Lift [2]	138	138	138	--
Number of Ski In / Ski Out Non-Condos	22	22	22	--
Number of Condo Units within 1000 feet of Lift [2]	487	487	487	--
Number of Ski In / Ski Out Condos	99	99	99	--
Estimated Number of People per Non-Condo Unit	2.4	2.4	2.4	--
Estimated Number of People per Condo Unit	4.4	4.0	4.0	--
Percentage of People per Unit Skiing per Day [3]	61%	61%	61%	--
Percentage Skiers Within 1,000-Foot Walk Distance Accessing Other Portals or Driving to Eagle Lodge Portal	40%	50%	40%	--
Skiers Walking to Lift from Areas Other Than Juniper Springs and Proposed Project Site	1,080	830	1,000	170
On Site or Juniper Springs				
Number of Condo Units on Site (Juniper Springs and Proposed Project) [4]	174	174	281	107
Estimated Number of People per Condo Unit	4.4	4.0	4.0	--
Percentage of People per Unit Skiing per Day [3]	61%	61%	61%	--
Percentage Skiers Accessing Other Portals	15%	25%	15%	--
Skiers Walking to Lift from Juniper Springs or Proposed Project	400	320	580	260
Skiers Walking to Lift	1,480	1,150	1,580	430
Skiers Taking Shuttle to Lift	1,910	840	2,170	1,330
Skiers Being Dropped Off	700	480	800	320
Skiers Driving / Auto Passengers	1,190	1,180	1,450	270
Skier Vehicle Occupancy	2.5	2.5	2.5	--
Percent of Parking Spaces that Turn Over During Day	15%	15%	15%	--
Percent Parked Vehicles that Exit Lot During P.M. Peak Hour	40%	40%	40%	--
Vehicles Entering the Site Per Day	476	472	580	108
Estimated Number of Skier Parking Spaces Required	414	410	504	94
Maximum Number of Parking Spaces Currently Used on Site	237	237	--	--
Maximum Number of Parking Spaces Currently Used on Meridian Blvd.	195	183	--	--
Current Number of Parking Spaces Used per Day	432	420	--	--
Daily Skier Vehicle Trips Generated	952	944	1,160	216
Parked Vehicles Exiting During Peak Hour	166	164	202	38
Drop Off Vehicles Exiting During Peak Hour	187	128	213	85
P.M. Peak-Hour Exiting Skier Trips Generated [5]	353	292	415	123
P.M. Peak-Hour Entering Skier Trips Generated [5]	187	128	213	85

Note 1: Recorded December 27, 2005.
Note 2: Does not include Juniper Springs and Proposed Project.
Note 3: Based upon Town of Mammoth Lakes General Plan assumptions.
Note 4: Includes 213 Hotel Equivalents. One Hotel Equivalent equals 0.5 condo units.
Note 5: Assumes 40 percent of skiers leave during the p.m. peak hour.

TABLE B: MMSA Transit Ridership Summary for Peak Saturday Between 2005 and 2006 (One-Way Person Trips)

Date	Route: Yellow and Combo	Route: Green	Total
Peak Saturday Ridership [1]	2,630	2,852	5,482
Typical Saturday Ridership [2]	490	1,900	2,436
Percent Skiers on Night Routes [3]	0.46%	0.46%	--
Percent Skiers on Day Routes [3]	91.00%	91.00%	--
Number of Skier Person Trips on Peak Day	2,405	2,609	5,014
Number of Skier Person Trips on Typical Saturday	448	1,738	2,186
Percent of Skier Ridership Accessing Eagle Lodge	50%	100%	--
Percent of Skier Ridership Accessing Eagle Lodge on Typical Saturday	25%	90%	--
Skier Person Trips to and from Eagle Lodge on a Peak Day	1,203	2,609	3,812
Skier Person Trips to and from Eagle Lodge on a Typical Saturday	112	1,564	1,676
Skier Person Round Trips to and from Eagle Lodge on a Peak Day	602	1,305	1,906
Skier Person Round Trips to and from Eagle Lodge on a Typical Saturday	56	782	838

Note 1: Ridership occurring on December 29, 2005, during which time the mountain was at skier capacity.

Note 2: Ridership recorded on January 7, 2006, factored up to represent typical Saturday.

Note 3: Based upon Mammoth Lakes Transit Plan (LSC, 2000).

TABLE C: Base Lodge Trip Generation

Land Use	Quantity	Unit	ITE Code	ITE Land Use	Saturday P.M. Peak-Hour Trip Rates			Saturday Trip Rate	Saturday P.M. Peak-Hour Trips			Saturday Trips
					In	Out	Total		In	Out	Total	
Food and Beverage	8.74	KSF [1]	--	--	Skier Service [2]				0	0	0	0
Bar and Coffee Bar	0.7	KSF	--	--	Skier Service				0	0	0	0
Rental / Demo / Repair Shop / Basket Check	3.7	KSF	--	--	Skier Service				0	0	0	0
Retail Shop	1.2	KSF	--	--	Skier Service				0	0	0	0
Ski School / Day Care [3]	4.3	KSF	--	--	Skier Service				0	0	0	0
Ticketing / Lobby	2.6	KSF	--	--	Skier Service				0	0	0	0
Restrooms	4.5	KSF	--	--	Skier Service				0	0	0	0
Administrative	1.03	KSF	--	--	Skier Service				0	0	0	0
Employee Break Room	1.55	KSF	--	--	Skier Service				0	0	0	0
Ski Patrol	0.46	KSF	--	--	Skier Service				0	0	0	0
Maintenance/Loading Dock	1.5	KSF	--	--	Skier Service				0	0	0	0
Mechanical / Cell Site	0.55	KSF	--	--	Skier Service				0	0	0	0
Ice Rink	5	KSF	465	Ice Rink [4]	1.15	1.40	2.55	39.93	6	7	13	200
Storage	0.55	KSF	--	--	Skier Service				0	0	0	0
Employees	122	employees	--	--	0.00	0.36	0.36	1.83	0	44	44	223
Base Lodge Total									***6***	***51***	***57***	***423***

Note 1: KSF = 1,000 square feet of floor area.

Note 2: Skier services are considered skier amenities and do not generate external trips, excepting employee trips.

Note 3: No trips are expected to be generated during p.m. peak hour since ski school lessons start and end before late afternoon.

Note 4: Ice Rink weekend trip rate estimated based upon Ice Rink weekday trip rate compared to Multi-Purpose Recreational Facility weekend and weekday trip rates.

TABLE D: Eagle Lodge Commercial Component Trip Generation

Land Use	Quantity	Unit	ITE Code	ITE Land Use	Saturday P.M. Peak-Hour Trip Rates			Saturday Trip Rate	Saturday P.M. Peak-Hour Trips			Saturday Trips
					In	Out	Total		In	Out	Total	
Day Spa	8	KSF [1]	492	Health/Fitness Club	1.33	1.27	2.60	20.87	11	10	21	167
Locker Club	12	KSF	--	--	Skier Service [2]				0	1	1	7
Convenience Market	4	KSF	852	Convenience Market (Open 24 Hours)	38.55	38.55	77.10	863.10	154	154	308	3,452
Sit-Down Restaurant	200	Seats [2]	931	Quality Restaurant	0.19	0.14	0.33	2.81	38	28	66	562
Commercial Subtotal									***203***	***192***	***395***	***4,181***

Note 1: KSF = 1,000 sf floor area.

Note 2: Skier services are considered skier amenities and do not generate external trips, excepting employee trips.

Note 3: Assumes 80 patio seats plus 120 seats inside.

TABLE E: Eagle Lodge Lodging Trip Generation

Land Use	Quantity	Unit	Saturday P.M. Peak-Hour Trip Rates			Saturday Trip Rate	Saturday P.M. Peak-Hour Trips			Saturday Trips
			In	Out	Total		In	Out	Total	
Hotel Equivalents [1]	213	rooms	0.33	0.33	0.66	8	70	71	141	1,704
Conference Room	200	people at one time	No Peak Hour Trip Gen			0.80	0	0	0	160
Commercial Property Management Unit	2	KSF	Lodging Amenity				0	0	0	0
Back-of-House Service Areas (garbage, janitors closet, furnace room)	5	KSF	Lodging Amenity				0	0	0	0
Lodging Total							***70***	***71***	***141***	***1,864***

Note 1: Daily trip rate based upon traffic model. Proportion occurring during peak hour based upon ITE Hotel trip rates.

Note 2: KSF = 1,000 sf floor area.

Note 3: These uses are considered amenities of the hotel and do not generate additional trips. Trips associated with these uses are considered to be included in the Hotel trip rate.

TABLE F: Summer Saturday Trip Generation of Eagle Lodge Site

	Quantity	Unit	ITE Code	ITE Land Use	Saturday P.M. Peak-Hour Trip Rates [2] In	Out	Total	Saturday Trip Rate	Saturday P.M. Peak-Hour Trips In	Out	Total	Saturday Trips
Mountain Bikers	426	Bikers	--	--	0.00	0.09	0.09	0.40	0	38	38	170
Mountain Biking Employees	25	Employees	--	--	0.00	0.36	0.36	1.83	0	9	9	46
Day Spa	8	KSF [1]	492	Health/Fitness Club	1.33	1.27	2.6	20.87	11	10	21	167
Convenience Market	4	KSF	852	Convenience Market (Open 24 Hours)	38.55	38.55	77.1	863.1	154	154	308	3,452
Sit-Down Restaurant	200	Seats	931	Quality Restaurant	0.19	0.14	0.33	2.81	38	28	66	562
Conference Facilities	200	People at One Time	--	--	0.4	0.4	0.8	1.6	80	80	160	320
Hotel Equivalents	213	Occupied Rooms	310	Hotel	0.33	0.33	0.66	8.00	70	71	141	1,704
Total									**353**	**390**	**743**	**6,421**

Note 1: KSF = 1,000 square feet of floor area.

Note 2: Represents peak hour of site-generated traffic.

TABLE G: Eagle Lodge External Auto Trip Generation - Winter

Use	P.M. Peak-Hour External Trips			Reductions for External Walking Trips	P.M. Peak-Hour External Auto Trips			Percent Pass-By	P.M. Peak-Hour New External Auto Trips		
	In	Out	Total		In	Out	Total		In	Out	Total
Skiers [1]	213	415	628	--	213	415	628	0%	213	415	628
Base Lodge	0	43	43	0%	0	43	43	0%	0	43	43
Ice Rink	3	3	6	5%	3	3	6	0%	3	3	6
Commercial	175	172	347	42%	102	100	202	25%	77	75	152
Lodging	20	51	71	0%	20	51	71	0%	20	51	71
Buses	2	2	4	0%	2	2	4	0%	2	2	4
Trucks	5	5	10	0%	5	5	10	0%	5	5	10
Total	**418**	**691**	**1,109**		**345**	**619**	**964**		**320**	**594**	**914**

Note 1: Reduction for walking trips reflected in Table A.

TABLE H: Eagle Lodge External Auto Trip Generation - Summer

Use	P.M. Peak-Hour External Trips			Reductions for External Walking Trips	P.M. Peak-Hour External Auto Trips			Percent Pass-By	P.M. Peak-Hour New External Auto Trips		
	In	Out	Total		In	Out	Total		In	Out	Total
Mountain Bikers	0	38	38	--	0	38	38	0%	0	38	38
Mountain Biking Employees	0	9	9	0%	0	9	9	0%	0	9	9
Day Spa	11	10	21	10%	10	9	19	0%	10	9	19
Convenience Market	154	154	308	50%	77	77	154	25%	58	58	116
Sit-Down Restaurant	38	28	66	10%	34	25	59	0%	34	25	59
Conference Facilities	80	80	160	0%	80	80	160	0%	80	80	160
Lodging	70	71	141	0%	70	71	141	0%	70	71	141
Total	**353**	**390**	**743**		**271**	**309**	**580**		**252**	**290**	**542**

TABLE I: Base Parking Demand

Land Use	Quantity	Unit	Parking Demand Rate	Source of Rate	Parking Demand
Skiers	6,000	Skiers per Day	See Table A in Appendix A [1]		497
Base Lodge					
Food and Beverage	8.74	KSF [2]	No Incremental Parking Demand		
Bar and Coffee Bar	0.7	KSF	No Incremental Parking Demand		
Rental / Demo / Repair Shop / Basket Check	3.7	KSF	No Incremental Parking Demand		
Retail Shop	1.2	KSF	No Incremental Parking Demand		
Ski School / Day Care (Drop Off Only) [2]	4.3	KSF	7.44	LSC	32
Ticketing / Lobby	2.6	KSF	No Incremental Parking Demand		
Restrooms	4.5	KSF	No Incremental Parking Demand		
Administrative	1.03	KSF	No Incremental Parking Demand		
Employee Break Room	1.55	KSF	No Incremental Parking Demand		
Ski Patrol	0.46	KSF	No Incremental Parking Demand		
Maintenance/Loading Dock	1.5	KSF	No Incremental Parking Demand		
Mechanical / Cell Site	0.55	KSF	No Incremental Parking Demand		
Ice Rink	5	KSF	3.60	LSC	18
Maximum Employees at One Time	122	employees	0.83	LSC	101
Commercial					
Day Spa	8	KSF	5.19	ITE	42
Locker Club	12	KSF	No Incremental Parking Demand		
Convenience Market	4	KSF	3.4	ITE	14
Sit-Down Restaurant	200	Seats	0.33	Town Code	66
Lodging					
Hotel Equivalents	213	rooms	1.05	Town Code	224
TOTAL					**994**

Note 1: Includes reductions for walking, drop-off, an transit trips.

Note 2: KSF = 1,000 square feet of floor area.

Note 3: Demand parking is estimated based on the Day Care AM peak hour trip generation rate identified in the *Trip Generation Manual* (ITE, 2003). While Ski School parking demand is estimated based on the maximum number of Ski School attendees and skier vehicle occupancy. Each drop-off activity is assumed to take 15 minutes.

TABLE J: Cumulative Parking Demand

Land Use	Quantity	Unit	Parking Demand Rate	Source of Rate	Parking Demand	Total Reduction for Non-Auto Access [1]	Dedicated Parking	Available Spaces for Shared Parking	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	Max Required Spaces Without Shared Use	Max Required Spaces With Shared Use
									Parking Demand by Hour for Shared Parking Analysis																				
Skiers	6,000	skiers per day	See Table A		497	5.0%	0	472	0	3	80	208	328	402	447	472	466	435	356	162	3	0	0	0	0	0	0	472	472
Base Lodge																													
Ice Rink	5	KSF	3.6	LSC	18	5.0%	0	17	0	1	3	7	10	12	16	17	17	17	16	15	14	13	11	9	6	3	0	17	17
Employees	122	employees	0.83	LSC	101	25.0%	0	76	26	59	71	73	76	76	74	72	72	69	68	36	24	20	19	15	8	0	0	76	72
Ski School / Day Care[2]	4.3	KSF	--	ITE	32	0.0%		0	32	32	32	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0
Commercial																													
Day Spa	8	KSF 1	5.19	ITE	42	16.0%	0	35	18	17	17	18	17	18	18	17	17	17	26	35	35	26	17	7	7	7	0	35	17
Convenience Market	4	KSF	3.4	ITE	14	54.0%	0	6	0	0	1	2	3	4	6	6	6	6	6	5	5	5	4	3	2	1	0	6	6
Sit-Down Restaurant	200	Seats	0.33	Town Code	66	16.0%	0	55	4	9	14	20	25	25	28	24	19	25	27	36	48	55	45	21	17	12	8	55	24
Lodging																													
Hotel	213	rooms	1.05	Town Code	224	0.0%	0	224																					
Hotel Parking Available for Shared Use					11			11	9	9	10	9	8	8	8	8	8	8	9	9	9	9	9	10	10	10	10	11	8
Dedicated Hotel Parking					213			0	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213
TOTAL					1,005			896	302	343	441	582	712	758	810	829	818	790	721	511	351	341	318	278	253	246	231	906	829

Juniper Springs	26
Total	855
Total Parking Proposed to Be Constructed On Site	544
Parking Shortfall	-311

Note 1: Estimated walking trips from nearby residences.

Note 2: As the Ski School / Day Care parking will be provided as drop-off spaces and peak parking demand is assumed to occur during A.M. peak hour of skier traffic, all drop-off parking spaces were assumed to be utilized during A.M. peak hour and not available for shared parking.

FIGURE A: Eagle Lodge Internal Trips - Preliminary Estimate (Subject to Change)

Skiers[1]

	Total Trips	Internal	External
Entering	213	0	213
Exiting	415	0	415
Total	628	0	628

415 ← Entering; 213 → Exiting

Commercial

	Total Trips	Internal	External
Entering	203	28	175
Exiting	192	20	172
Total	395	48	347

175 ← Entering; 172 → Exiting

Base Lodge

	Total Trips	Internal	External
Entering	0	0	0
Exiting	44	1	43
Total	44	1	43

43 ← Entering; 0 → Exiting

Lodging

	Total Trips	Internal	External
Entering	70	50	20
Exiting	71	20	51
Total	141	70	71

20 ← Entering; 51 → Exiting

Ice Rink

	Total Trips	Internal	External
Entering	6	3	3
Exiting	7	4	3
Total	13	7	6

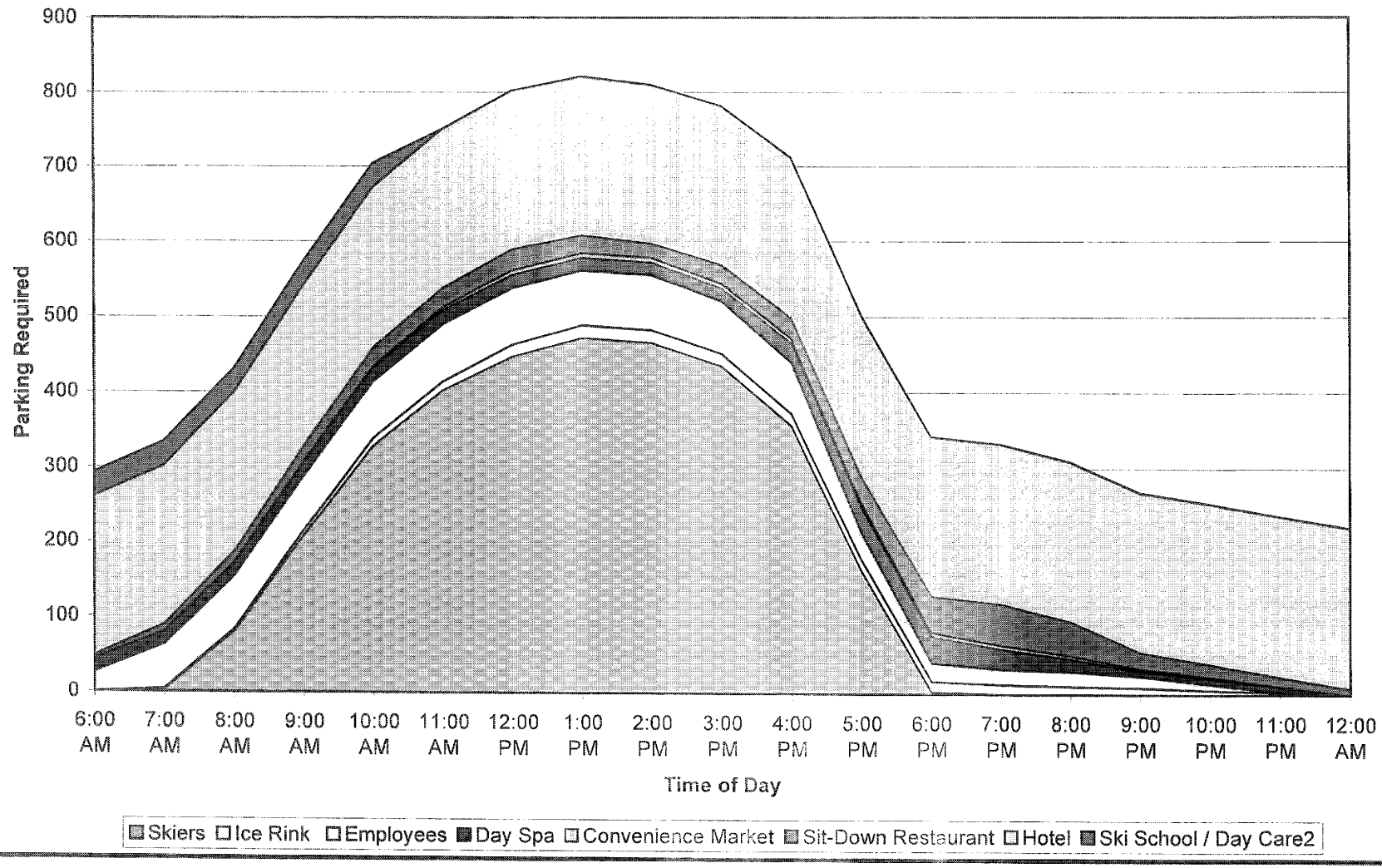
Skiers → Commercial: 10
Commercial → Skiers: 10
Skiers → Lodging: 36
Lodging → Skiers: 0
Commercial → Lodging: 10
Lodging → Commercial: 18
Base Lodge → Ice Rink: 1
Ice Rink → Base Lodge: 0
Lodging → Ice Rink: 2
Ice Rink → Lodging: 4
Ice Rink → Ice Rink: 3 3

Total External Trips (Before Reductions for External Walking Trips)

Entering	**411**	**84%**
Exiting	**684**	**94%**

Note 1: Trip Reductions for Skier-Lodging internal trips only taken off Lodging side, as skier trip generation already assumes a portion of skiers are within walking distance. The same is true for Skier-Commercial trips.

Figure B: Eagle Lodge Shared Parking



PARKING STUDY - FEBRUARY 2006 - *CAR COUNTS*

LITTLE EAGLE LOCATION	***2/12/2006*** (SUNDAY≈ 11am-12pm)		***2/18/2006*** (SATURDAY≈ 12pm-1pm)		***2/25/2006*** (SATURDAY≈ 12pm-1pm)	
CHAIR 15 PARKING LOT	237	**271**	219	**253**	224	**260**
CHAIR 15 EMPLOYEE LOT	25		27		27	
CHAR 15 LOADING ZONE	9		7		9	
NORTH MERIDIAN BLVD	69	**142**	79	**154**	77	**160**
SOUTH MERIDIAN BLVD	73		75		83	
COMBINED LOT & STREET PARKING	**413**		**407**			**420**
Skier Count	14897		20225		17968	

CANYON LODGE LOCATION	***2/11/2006*** (SUNDAY-11am-12pm)		***2/18/2006*** (SATURDAY-12pm-1pm)		***2/25/2006*** (SATURDAY-12pm-1pm)	
CANYON LODGE LOT	290	**325**	275	**320**	294	**323**
CANYON LODGE LOADING ZONE	35		45		29	
NORTH CANYON BLVD			30	**70**	1	**36**
SOUTH CANYON BLVD			40		35	
EAST FOREST TRAIL	7	**7**	5	**5**	1	**3**
WEST FOREST TRAIL			0		2	
NORTH RAINBOW LANE	94	**152**	58	**128**	69	**155**
SOUTH RAINBOW LANE	58		70		86	
NORTH LAKEVIEW BLVD	58	**157**	36	**136**	32	**166**
SOUTH LAKEVIEW BLVD	99		100		134	
EAST WARMING HUT II RD	86	**86**	28	**89**	31	**96**
WEST WARMING HUT II RD			61		65	
EAST MAMMOTH SLOPES DR			7	**7**	16	**16**
WEST MAMMOTH SLOPES DR			0		0	
COMBINED LOT & STREET PARKING	**727**		**755**			**795**
count by:	pab		pr		pr	

-----Original Message-----
From: Becky [mailto:becky@lsctahoe.com]
Sent: Wednesday, November 10, 2004 3:43 PM
To: Sonja Brynelsen; Bill Taylor; Peter Bernasconi
Cc: "Sara Hertel"@server.exwire.com
Subject: Mammoth LOS Standards

Hello all,

LSC is currently working on running the LOS calculations for the 2004 and four 2024 alternatives conditions. We propose to use the following LOS thresholds in our analysis, consistent with the Airport EIR:

For Signalized Intersections: Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, we will assume mitigation is required.
For Unsignalized Intersections: Approach intersection LOS D or better must be maintained. For example, if the minor street approach at an unsignalized two-way stop-controlled intersection operates at LOS E or F, then mitigation will be required.

Please let us know if you see fault in this approach as soon as possible.
In the meantime, we will proceed with the LOS thresholds stated above.

Becky

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Appendix B
Level of Service Calculations

2005 No Project LOS

Eagle Lodge EIR
2005 No Project

Scenario Report

Scenario:	2005
Command:	WO/ Proj
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Future

Eagle Lodge EIR
2005 No Project

Turning Movement Report
PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 OLDM/MAIN													
Base	346	0	60	0	0	0	0	301	648	84	275	0	1714
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	346	0	60	0	0	0	0	301	648	84	275	0	1714
#2 MERIDIAN/OLDM													
Base	117	260	100	100	327	132	158	145	120	129	161	124	1873
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	260	100	100	327	132	158	145	120	129	161	124	1873
#3 MINARET/MERIDIAN													
Base	14	87	23	161	187	70	97	333	30	23	178	97	1300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	87	23	161	187	70	97	333	30	23	178	97	1300
#4 MINARET/MAIN													
Base	124	120	60	540	205	132	90	471	155	69	345	90	2401
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	124	120	60	540	205	132	90	471	155	69	345	90	2401
#5 KELLY/LAKE MARY													
Base	20	0	35	0	0	0	0	39	4	40	65	0	203
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	0	35	0	0	0	0	39	4	40	65	0	203
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	2	78	0	20	16	253	9	9	162	69	618
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	78	0	20	16	253	9	9	162	69	618
#7 MERIDIAN/MAJESTIC PINES (WEST)													
Base	3	10	24	199	22	2	1	15	3	46	20	90	435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	10	24	199	22	2	1	15	3	46	20	90	435

Eagle Lodge EIR
2005 No Project

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 OLDM/MAIN	C	22.9	0.871	C	22.9	0.871	+ 0.000 D/V
# 2 MERIDIAN/OLDM	C	21.4	0.719	C	21.4	0.719	+ 0.000 D/V
# 3 MINARET/MERIDIAN	C	20.5	0.674	C	20.5	0.674	+ 0.000 D/V
# 4 MINARET/MAIN	C	20.8	0.784	C	20.8	0.784	+ 0.000 D/V
# 5 KELLY/LAKE MARY	A	1.5	0.000	A	1.5	0.000	+ 0.000 D/V
# 6 MERIDIAN / MAJESTIC PINES (EAS	B	1.6	0.000	B	1.6	0.000	+ 0.000 D/V
# 7 MERIDIAN?MAJESTIC PINES (WEST)	A	8.9	0.323	A	8.9	0.323	+ 0.000 V/C

Eagle Lodge EIR
2005 No Project

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

Intersection #1 OLDM/MAIN

Cycle (sec): 80 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	0	1	0 0 0	0	0	0 0 2	0	1	1 0 2	0	0
Volume Module:												
Base Vol:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	384	0	67	0	0	0	0	334	720	93	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	0	67	0	0	0	0	334	720	93	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	384	0	67	0	0	0	0	334	720	93	306	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.90	0.81	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	3437	1537	1718	3437	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.47	0.05	0.09	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.54	0.54	0.65	0.60	0.00
Volume/Cap:	0.87	0.00	0.17	0.00	0.00	0.00	0.00	0.18	0.87	0.15	0.15	0.00
Delay/Veh:	45.6	0.0	23.7	0.0	0.0	0.0	0.0	9.5	26.0	5.4	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	0.0	23.7	0.0	0.0	0.0	0.0	9.5	26.0	5.4	7.0	0.0
HCM2kAvg:	13	0	1	0	0	0	0	2	19	1	2	0

Eagle Lodge EIR
2005 No Project

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

Intersection #1 OLDM/MAIN

Cycle (sec): 80 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0 0	0	0	0 0	2	0 1	1 0	2	0 0
Volume Module:												
Base Vol:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	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:	346	0	60	0	0	0	0	301	648	84	275	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	384	0	67	0	0	0	0	334	720	93	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	0	67	0	0	0	0	334	720	93	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	384	0	67	0	0	0	0	334	720	93	306	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.90	0.81	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	3437	1537	1718	3437	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.47	0.05	0.09	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.54	0.54	0.65	0.60	0.00
Volume/Cap:	0.87	0.00	0.17	0.00	0.00	0.00	0.00	0.18	0.87	0.15	0.15	0.00
Delay/Veh:	45.6	0.0	23.7	0.0	0.0	0.0	0.0	9.5	26.0	5.4	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	0.0	23.7	0.0	0.0	0.0	0.0	9.5	26.0	5.4	7.0	0.0
HCM2kAvg:	13	0	1	0	0	0	0	2	19	1	2	0

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Intersection #2 MERIDIAN/OLDM

Cycle (sec): 45 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	260	100	100	327	132	158	145	120	129	161	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	260	100	100	327	132	158	145	120	129	161	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	130	289	111	111	363	147	176	161	133	143	179	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	289	111	111	363	147	176	161	133	143	179	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	289	111	111	363	147	176	161	133	143	179	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.87	0.87	0.93	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.91	1.00	1.13	0.87
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1804	1493	1769	1869	1439
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.07	0.06	0.20	0.09	0.10	0.09	0.09	0.08	0.10	0.10
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.27	0.27	0.11	0.27	0.27	0.14	0.14	0.14	0.13	0.13	0.13
Volume/Cap:	0.72	0.58	0.26	0.58	0.72	0.34	0.72	0.65	0.65	0.61	0.72	0.72
Delay/Veh:	32.7	16.1	13.4	23.7	19.8	13.6	28.5	21.6	21.6	23.0	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	16.1	13.4	23.7	19.8	13.6	28.5	21.6	21.6	23.0	24.4	24.4
HCM2kAvg:	4	4	1	3	6	2	4	3	3	3	4	4

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

Intersection #2 MERIDIAN/OLDM

Cycle (sec): 45 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	260	100	100	327	132	158	145	120	129	161	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	260	100	100	327	132	158	145	120	129	161	124
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:	117	260	100	100	327	132	158	145	120	129	161	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	130	289	111	111	363	147	176	161	133	143	179	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	289	111	111	363	147	176	161	133	143	179	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	289	111	111	363	147	176	161	133	143	179	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.87	0.87	0.93	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.91	1.00	1.13	0.87
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1804	1493	1769	1869	1439
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.07	0.06	0.20	0.09	0.10	0.09	0.09	0.08	0.10	0.10
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.27	0.27	0.11	0.27	0.27	0.14	0.14	0.14	0.13	0.13	0.13
Volume/Cap:	0.72	0.58	0.26	0.58	0.72	0.34	0.72	0.65	0.65	0.61	0.72	0.72
Delay/Veh:	32.7	16.1	13.4	23.7	19.8	13.6	28.5	21.6	21.6	23.0	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	16.1	13.4	23.7	19.8	13.6	28.5	21.6	21.6	23.0	24.4	24.4
HCM2kAvg:	4	4	1	3	6	2	4	3	3	3	4	4

Eagle Lodge EIR
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2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 MINARET/MERIDIAN

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Cycle (sec): 45 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 50 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	87	23	161	187	70	97	333	30	23	178	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	87	23	161	187	70	97	333	30	23	178	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	97	26	179	208	78	108	370	33	26	198	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	97	26	179	208	78	108	370	33	26	198	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	97	26	179	208	78	108	370	33	26	198	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.94	0.94	0.93	0.92	0.92	0.93	0.88	0.88
Lanes:	1.00	0.79	0.21	1.00	0.73	0.27	1.00	1.83	0.17	1.00	1.29	0.71
Final Sat.:	1769	1427	377	1769	1299	486	1769	3206	289	1769	2169	1182
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.10	0.16	0.16	0.06	0.12	0.12	0.01	0.09	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.10	0.10	0.24	0.24	0.24	0.17	0.17	0.17	0.14	0.14	0.14
Volume/Cap:	0.09	0.67	0.67	0.43	0.67	0.67	0.36	0.67	0.67	0.11	0.67	0.67
Delay/Veh:	18.6	29.1	29.1	15.3	19.8	19.8	17.2	20.5	20.5	17.3	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	29.1	29.1	15.3	19.8	19.8	17.2	20.5	20.5	17.3	22.5	22.5
HCM2kAvg:	0	3	3	3	5	5	2	4	4	0	4	4

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Eagle Lodge EIR
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 MINARET/MERIDIAN

Cycle (sec): 45 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	87	23	161	187	70	97	333	30	23	178	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	87	23	161	187	70	97	333	30	23	178	97
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:	14	87	23	161	187	70	97	333	30	23	178	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	97	26	179	208	78	108	370	33	26	198	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	97	26	179	208	78	108	370	33	26	198	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	97	26	179	208	78	108	370	33	26	198	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.94	0.94	0.93	0.92	0.92	0.93	0.88	0.88
Lanes:	1.00	0.79	0.21	1.00	0.73	0.27	1.00	1.83	0.17	1.00	1.29	0.71
Final Sat.:	1769	1427	377	1769	1299	486	1769	3206	289	1769	2169	1182
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.10	0.16	0.16	0.06	0.12	0.12	0.01	0.09	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.10	0.10	0.24	0.24	0.24	0.17	0.17	0.17	0.14	0.14	0.14
Volume/Cap:	0.09	0.67	0.67	0.43	0.67	0.67	0.36	0.67	0.67	0.11	0.67	0.67
Delay/Veh:	18.6	29.1	29.1	15.3	19.8	19.8	17.2	20.5	20.5	17.3	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	29.1	29.1	15.3	19.8	19.8	17.2	20.5	20.5	17.3	22.5	22.5
HCM2kAvg:	0	3	3	3	5	5	2	4	4	0	4	4

Eagle Lodge EIR
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Intersection #4 MINARET/MAIN

Cycle (sec):	40	Critical Vol./Cap. (X):	0.784
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	124	120	60	540	205	132	90	471	155	69	345	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	120	60	540	205	132	90	471	155	69	345	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	138	133	67	600	228	147	100	523	172	77	383	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	133	67	600	228	147	100	523	172	77	383	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	133	67	600	228	147	100	523	172	77	383	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.92	0.94	0.94	0.93	0.93	0.83	0.90	0.90	0.81
Lanes:	1.00	1.00	1.00	2.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1734	1825	1551	3500	1087	700	1769	3538	1583	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.17	0.21	0.21	0.06	0.15	0.11	0.04	0.11	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.10	0.10	0.27	0.27	0.27	0.19	0.19	0.19	0.14	0.14	0.14
Volume/Cap:	0.78	0.72	0.42	0.64	0.78	0.78	0.30	0.78	0.58	0.31	0.78	0.46
Delay/Veh:	37.7	30.3	18.7	14.5	21.8	21.8	14.5	21.5	17.5	16.1	24.6	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	30.3	18.7	14.5	21.8	21.8	14.5	21.5	17.5	16.1	24.6	17.2
HCM2kAvg:	4	3	1	5	7	7	1	6	3	1	5	2

Eagle Lodge EIR
2005 No Project

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

Intersection #4 MINARET/MAIN

Cycle (sec): 40 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	124	120	60	540	205	132	90	471	155	69	345	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	120	60	540	205	132	90	471	155	69	345	90
Added Vol:	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:	124	120	60	540	205	132	90	471	155	69	345	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	138	133	67	600	228	147	100	523	172	77	383	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	133	67	600	228	147	100	523	172	77	383	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	133	67	600	228	147	100	523	172	77	383	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.92	0.94	0.94	0.93	0.93	0.83	0.90	0.90	0.81
Lanes:	1.00	1.00	1.00	2.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1734	1825	1551	3500	1087	700	1769	3538	1583	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.17	0.21	0.21	0.06	0.15	0.11	0.04	0.11	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.10	0.10	0.27	0.27	0.27	0.19	0.19	0.19	0.14	0.14	0.14
Volume/Cap:	0.78	0.72	0.42	0.64	0.78	0.78	0.30	0.78	0.58	0.31	0.78	0.46
Delay/Veh:	37.7	30.3	18.7	14.5	21.8	21.8	14.5	21.5	17.5	16.1	24.6	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	30.3	18.7	14.5	21.8	21.8	14.5	21.5	17.5	16.1	24.6	17.2
HCM2kAvg:	4	3	1	5	7	7	1	6	3	1	5	2

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

****

Intersection #5 KELLY/LAKE MARY

****

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

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	20	0	35	0	0	0	0	39	4	40	65	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:	20	0	35	0	0	0	0	39	4	40	65	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	22	0	39	0	0	0	0	43	4	44	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	39	0	0	0	0	43	4	44	72	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	24	0	43	0	0	0	0	43	4	49	72	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	162	xxxx	46	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	48	xxxx	xxxxx
Potent Cap.:	853	xxxx	1313	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx
Adj Cap:	0.97	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	826	xxxx	1313	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	4.5	xxxx	2.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1081	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx
Shrd StpDel:	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		3.5			xxxxxx			0.0			0.9	
ApproachLOS:		A			*			A			A	

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

****

Intersection #5 KELLY/LAKE MARY

****

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

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	20	0	35	0	0	0	0	39	4	40	65	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:	20	0	35	0	0	0	0	39	4	40	65	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:	20	0	35	0	0	0	0	39	4	40	65	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	22	0	39	0	0	0	0	43	4	44	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	39	0	0	0	0	43	4	44	72	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	24	0	43	0	0	0	0	43	4	49	72	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	162	xxxx	46	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	48	xxxx	xxxxx
Potent Cap.:	853	xxxx	1313	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx
Adj Cap:	0.97	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	826	xxxx	1313	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	4.5	xxxx	2.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1081	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx
Shrd StpDel:	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		3.5		xxxxxx			0.0			0.9		
ApproachLOS:		A			*			A			A	

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

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

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

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	2	78	0	20	16	253	9	9	162	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	78	0	20	16	253	9	9	162	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	2	87	0	22	18	281	10	10	180	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	2	87	0	22	18	281	10	10	180	77
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	2	95	0	24	20	281	10	11	180	77
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	2.6	3.4	xxxx	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	5.5	7.0	xxxx	5.5	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	146	527	xxxx	128	257	xxxx	xxxxx	291	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1168	487	xxxx	1192	1248	xxxx	xxxxx	1196	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	1.00	0.98	xxxx	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1168	476	xxxx	1192	1248	xxxx	xxxxx	1196	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	3.1	9.2	xxxx	3.1	2.9	xxxx	xxxxx	3.0	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	543	xxxxx	1248	xxxx	xxxxx	1196	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	8.3	xxxxx	3.8	xxxx	xxxxx	3.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	A	*	*
ApproachDel:	3.1			8.3			0.2			0.1		
ApproachLOS:	A			B			A			A		

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

****
Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)
****
Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	2	78	0	20	16	253	9	9	162	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	78	0	20	16	253	9	9	162	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	78	0	20	16	253	9	9	162	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	2	87	0	22	18	281	10	10	180	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	2	87	0	22	18	281	10	10	180	77
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	2	95	0	24	20	281	10	11	180	77
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	2.6	3.4	xxxx	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	5.5	7.0	xxxx	5.5	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	146	527	xxxx	128	257	xxxx	xxxxx	291	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1168	487	xxxx	1192	1248	xxxx	xxxxx	1196	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	1.00	0.98	xxxx	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1168	476	xxxx	1192	1248	xxxx	xxxxx	1196	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	3.1	9.2	xxxx	3.1	2.9	xxxx	xxxxx	3.0	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	543	xxxxx	1248	xxxx	xxxxx	1196	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	8.3	xxxxx	3.8	xxxx	xxxxx	3.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	A	*	*
ApproachDel:	3.1			8.3			0.2			0.1		
ApproachLOS:	A			B			A			A		

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

Intersection #7 MERIDIAN?MAJESTIC PINES (WEST)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	10	24	199	22	2	1	15	3	46	20	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	10	24	199	22	2	1	15	3	46	20	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	11	27	221	24	2	1	17	3	51	22	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	27	221	24	2	1	17	3	51	22	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	11	27	221	24	2	1	17	3	51	22	100
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.27	0.65	0.89	0.10	0.01	0.05	0.79	0.16	1.00	0.18	0.82
Final Sat.:	65	217	521	684	76	7	37	558	112	611	136	611
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.32	0.32	0.32	0.03	0.03	0.03	0.08	0.16	0.16
Crit Moves:		****			****				****		****	
Delay/Veh:	7.5	7.5	7.5	9.7	9.7	9.7	7.9	7.9	7.9	8.9	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	9.7	9.7	9.7	7.9	7.9	7.9	8.9	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			9.7			7.9			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			9.7			7.9			8.4	
LOS by Appr:		A			A			A			A	

Eagle Lodge EIR
2005 No Project

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

Intersection #7 MERIDIAN?MAJESTIC PINES (WEST)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	10	24	199	22	2	1	15	3	46	20	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	10	24	199	22	2	1	15	3	46	20	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	10	24	199	22	2	1	15	3	46	20	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	11	27	221	24	2	1	17	3	51	22	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	27	221	24	2	1	17	3	51	22	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	11	27	221	24	2	1	17	3	51	22	100
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.27	0.65	0.89	0.10	0.01	0.05	0.79	0.16	1.00	0.18	0.82
Final Sat.:	65	217	521	684	76	7	37	558	112	611	136	611
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.32	0.32	0.32	0.03	0.03	0.03	0.08	0.16	0.16
Crit Moves:		****			****				****		****	
Delay/Veh:	7.5	7.5	7.5	9.7	9.7	9.7	7.9	7.9	7.9	8.9	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	9.7	9.7	9.7	7.9	7.9	7.9	8.9	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			9.7			7.9			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			9.7			7.9			8.4	
LOS by Appr:		A			A			A			A	

2009 No Project LOS

Eagle Lodge EIR

Scenario Report

Scenario:	2009 No Project
Command:	W/ Proj
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Future

Eagle Lodge EIR

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Base Lodge (	1.00	Base Lodge	101.00	223.00	101	223	324	100.0
	Zone 2 Subtotal					101	223	324	100.0
TOTAL						101	223	324	100.0

Eagle Lodge EIR

Trip Distribution Report

Percent Of Trips Default

Zone	To Gates 1	2	5	6	7	8	9	10	11	12	14
2	11.0	0.0	1.0	2.0	5.0	4.0	11.0	2.0	9.0	18.0	14.0

Zone	To Gates 15	16	17	18	19
2	4.0	5.0	10.0	2.0	2.0

Eagle Lodge EIR

Turning Movement Report
PM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 OLDM/MAIN													
Base	346	0	48	0	0	0	0	304	668	79	285	0	1730
Added	0	0	9	0	0	0	0	0	0	4	0	0	13
Total	346	0	57	0	0	0	0	304	668	83	285	0	1743
#2 MERIDIAN/OLDM													
Base	122	305	73	131	385	106	101	173	141	122	192	148	1999
Added	2	0	0	0	0	18	40	22	4	0	10	0	96
Total	124	305	73	131	385	124	141	195	145	122	202	148	2095
#3 MINARET/MERIDIAN													
Base	20	112	24	166	187	48	60	269	5	23	174	139	1227
Added	18	0	0	0	0	15	33	91	40	0	41	0	238
Total	38	112	24	166	187	63	93	360	45	23	215	139	1465
#4 MINARET/MAIN													
Base	176	137	45	586	203	132	90	509	323	58	386	144	2789
Added	8	4	11	0	2	0	0	0	4	5	0	0	34
Total	184	141	56	586	205	132	90	509	327	63	386	144	2823
#5 KELLY/LAKE MARY													
Base	21	0	33	0	0	0	0	123	137	34	60	0	408
Added	1	0	1	0	0	0	0	1	1	1	3	0	8
Total	22	0	34	0	0	0	0	124	138	35	63	0	416
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	2	120	0	12	32	70	9	9	55	107	416
Added	0	0	0	0	0	10	23	176	0	0	80	0	289
Total	0	0	2	120	0	22	55	246	9	9	135	107	705
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	3	0	48	0	0	0	0	15	3	46	20	0	135
Added	0	11	0	198	25	0	0	0	0	0	0	90	324
Total	3	11	48	198	25	0	0	15	3	46	20	90	459
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	0	61	0	0	62	0	123
Added	0	0	0	0	0	0	0	198	0	0	90	0	288
Total	0	0	0	0	0	0	0	259	0	0	152	0	411

Eagle Lodge EIR

Link Volume Report
PM

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#1 OLDM/MAIN													
Base	394	747	1141	0	0	0	972	631	1603	364	352	716	3460
Added	9	4	13	0	0	0	0	0	0	4	9	13	26
Total	403	751	1154	0	0	0	972	631	1603	368	361	729	3486
#2 MERIDIAN/OLDM													
Base	500	648	1148	622	554	1176	415	420	835	462	377	839	3998
Added	2	4	6	18	40	58	66	30	96	10	22	32	192
Total	502	652	1154	640	594	1234	481	450	931	472	399	871	4190
#3 MINARET/MERIDIAN													
Base	156	215	371	401	311	712	334	242	576	336	459	795	2454
Added	18	40	58	15	33	48	164	74	238	41	91	132	476
Total	174	255	429	416	344	760	498	316	814	377	550	927	2930
#4 MINARET/MAIN													
Base	358	584	942	921	371	1292	922	694	1616	588	1140	1728	5578
Added	23	11	34	2	4	6	4	8	12	5	11	16	68
Total	381	595	976	923	375	1298	926	702	1628	593	1151	1744	5646
#5 KELLY/LAKE MARY													
Base	54	171	225	0	0	0	260	81	341	94	156	250	816
Added	2	2	4	0	0	0	2	4	6	4	2	6	16
Total	56	173	229	0	0	0	262	85	347	98	158	256	832
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	2	18	20	132	139	271	111	67	178	171	192	363	832
Added	0	0	0	10	23	33	199	90	289	80	176	256	578
Total	2	18	20	142	162	304	310	157	467	251	368	619	1410
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	51	49	100	0	0	0	18	23	41	66	63	129	270
Added	11	25	36	223	101	324	0	0	0	90	198	288	648
Total	62	74	136	223	101	324	18	23	41	156	261	417	918
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	61	62	123	62	61	123	246
Added	0	0	0	0	0	0	198	90	288	90	198	288	576
Total	0	0	0	0	0	0	259	152	411	152	259	411	822

Eagle Lodge EIR

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 KELLY/LAKE MARY	??? / ???	No / No
# 6 MERIDIAN / MAJESTIC PINES (EAST)	??? / ???	No / No
# 7 MERIDIAN?MAJESTIC PINES (WEST)	??? / ???	No / No
# 8 MERIDIAN/Bus/Auto Drop Off	??? / ???	No / No

Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Final Vol.:	23	0	36	0	0	0	0	131	145	37	66	0
ApproachDel:	10.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=59]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=438]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Final Vol.:	23	0	36	0	0	0	0	131	145	37	66	0

Major Street Volume: 379
Minor Approach Volume: 59
Minor Approach Volume Threshold: 478

Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Final Vol.:	0		0		2	126		0		23	58		259		9	9		142		113
ApproachDel:	9.0					15.1					xxxxxx					xxxxxx				

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=742]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=149]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=742]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Final Vol.:	0		0		2	126		0		23	58		259		9	9		142		113

Major Street Volume: 591
Minor Approach Volume: 149
Minor Approach Volume Threshold: 466

Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #8 MERIDIAN/Bus/Auto Drop Off

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	0	1	0	1 0
Final Vol.:	0		0	0	0		0	0	0	273		0	0	160		0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 MERIDIAN/Bus/Auto Drop Off

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 1	0 1	0	0 1	0 1	0
Final Vol.:	0	0	0	0	0	0	0	273	0	0	160	0

Major Street Volume: 433
Minor Approach Volume: 0
Minor Approach Volume Threshold: 574

Eagle Lodge EIR

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

Intersection #1 OLDM/MAIN

Cycle (sec): 75 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	346	0	48	0	0	0	0	304	668	79	285	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:	346	0	48	0	0	0	0	304	668	79	285	0
Added Vol:	0	0	9	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	0	57	0	0	0	0	304	668	83	285	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	364	0	60	0	0	0	0	320	703	87	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	60	0	0	0	0	320	703	87	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	364	0	60	0	0	0	0	320	703	87	300	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.90	0.81	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	3437	1537	1718	3437	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.46	0.05	0.09	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.54	0.54	0.65	0.60	0.00
Volume/Cap:	0.85	0.00	0.16	0.00	0.00	0.00	0.00	0.17	0.85	0.13	0.15	0.00
Delay/Veh:	42.0	0.0	22.6	0.0	0.0	0.0	0.0	8.9	23.1	5.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	0.0	22.6	0.0	0.0	0.0	0.0	8.9	23.1	5.0	6.7	0.0
HCM2kAvg:	12	0	1	0	0	0	0	2	17	1	2	0

Eagle Lodge EIR

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

Intersection #2 MERIDIAN/OLDM

Cycle (sec): 50 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	122	305	73	131	385	106	101	173	141	122	192	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	305	73	131	385	106	101	173	141	122	192	148
Added Vol:	2	0	0	0	0	18	40	22	4	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	305	73	131	385	124	141	195	145	122	202	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	321	77	138	405	131	148	205	153	128	213	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	321	77	138	405	131	148	205	153	128	213	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	321	77	138	405	131	148	205	153	128	213	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.87	0.87	0.93	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	0.85	1.00	1.15	0.85
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1899	1412	1769	1913	1402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.05	0.08	0.22	0.08	0.08	0.11	0.11	0.07	0.11	0.11
Crit Moves:	****				****				****			****
Green/Cycle:	0.10	0.27	0.27	0.12	0.29	0.29	0.14	0.14	0.14	0.15	0.15	0.15
Volume/Cap:	0.75	0.65	0.18	0.65	0.75	0.28	0.58	0.75	0.75	0.49	0.75	0.75
Delay/Veh:	38.6	19.1	14.3	27.6	22.0	14.1	23.4	27.1	27.1	21.0	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	19.1	14.3	27.6	22.0	14.1	23.4	27.1	27.1	21.0	26.8	26.8
HCM2kAvg:	4	6	1	3	8	2	3	5	5	3	5	5

Eagle Lodge EIR

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

Intersection #3 MINARET/MERIDIAN

Cycle (sec): 45 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	112	24	166	187	48	60	269	5	23	174	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	112	24	166	187	48	60	269	5	23	174	139
Added Vol:	18	0	0	0	0	15	33	91	40	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	112	24	166	187	63	93	360	45	23	215	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	118	25	175	197	66	98	379	47	24	226	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	118	25	175	197	66	98	379	47	24	226	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	118	25	175	197	66	98	379	47	24	226	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.94	0.94	0.93	0.96	0.96	0.93	0.92	0.92
Lanes:	1.00	0.82	0.18	1.00	0.75	0.25	1.00	1.78	0.22	1.00	1.21	0.79
Final Sat.:	1769	1494	320	1769	1340	451	1769	3254	407	1769	2128	1376
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.10	0.15	0.15	0.06	0.12	0.12	0.01	0.11	0.11
Crit Moves:		****				****		****				****
Green/Cycle:	0.11	0.11	0.11	0.21	0.21	0.21	0.17	0.17	0.17	0.15	0.15	0.15
Volume/Cap:	0.20	0.70	0.70	0.47	0.70	0.70	0.33	0.70	0.70	0.09	0.70	0.70
Delay/Veh:	18.6	29.2	29.2	16.5	22.0	22.0	17.2	21.2	21.2	16.5	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	29.2	29.2	16.5	22.0	22.0	17.2	21.2	21.2	16.5	22.1	22.1
HCM2kAvg:	1	4	4	3	5	5	2	4	4	0	4	4

Eagle Lodge EIR

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

Intersection #4 MINARET/MAIN

Cycle (sec):	50	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	137	45	586	203	132	90	509	323	58	386	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	137	45	586	203	132	90	509	323	58	386	144
Added Vol:	8	4	11	0	2	0	0	0	4	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	141	56	586	205	132	90	509	327	63	386	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	194	148	59	617	216	139	95	536	344	66	406	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	148	59	617	216	139	95	536	344	66	406	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	148	59	617	216	139	95	536	344	66	406	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.95	0.94	0.94	0.93	0.98	0.83	0.90	0.95	0.81
Lanes:	1.00	1.00	1.00	2.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1734	1825	1551	3609	1087	700	1769	3724	1583	1718	3618	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.04	0.17	0.20	0.20	0.05	0.14	0.22	0.04	0.11	0.10
Crit Moves:	****					****			****		****	
Green/Cycle:	0.13	0.13	0.13	0.24	0.24	0.24	0.26	0.26	0.26	0.13	0.13	0.13
Volume/Cap:	0.84	0.61	0.29	0.73	0.84	0.84	0.21	0.56	0.84	0.29	0.84	0.74
Delay/Veh:	44.6	25.1	20.3	20.7	32.4	32.4	14.8	16.8	32.1	20.2	33.8	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	25.1	20.3	20.7	32.4	32.4	14.8	16.8	32.1	20.2	33.8	34.1
HCM2kAvg:	6	3	1	6	8	8	1	4	8	1	6	4

Eagle Lodge EIR

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

****

Intersection #5 KELLY/LAKE MARY

****

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	21	0	33	0	0	0	0	123	137	34	60	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:	21	0	33	0	0	0	0	123	137	34	60	0
Added Vol:	1	0	1	0	0	0	0	1	1	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	34	0	0	0	0	124	138	35	63	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	0	36	0	0	0	0	131	145	37	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	0	36	0	0	0	0	131	145	37	66	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	343	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	xxxxx
Potent Cap.:	657	xxxx	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1287	xxxx	xxxxx
Move Cap.:	643	xxxx	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1287	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	751	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Eagle Lodge EIR

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

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[15.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	2	120	0	12	32	70	9	9	55	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:	0	0	2	120	0	12	32	70	9	9	55	107
Added Vol:	0	0	0	0	0	10	23	176	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	120	0	22	55	246	9	9	135	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	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	2	126	0	23	58	259	9	9	142	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	2	126	0	23	58	259	9	9	142	113
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	134	463	xxxx	127	255	xxxx	xxxxx	268	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	896	487	xxxx	905	1322	xxxx	xxxxx	1307	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	896	466	xxxx	905	1322	xxxx	xxxxx	1307	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.27	xxxx	0.03	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	504	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	A	*	*
ApproachDel:		9.0			15.1			xxxxxx			xxxxxx	
ApproachLOS:		A			C			*			*	

Eagle Lodge EIR

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

****

Intersection #7 MERIDIAN?MAJESTIC PINES (WEST)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	0	48	0	0	0	0	15	3	46	20	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:	3	0	48	0	0	0	0	15	3	46	20	0
Added Vol:	0	11	0	198	25	0	0	0	0	0	0	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	11	48	198	25	0	0	15	3	46	20	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	12	51	208	26	0	0	16	3	48	21	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	12	51	208	26	0	0	16	3	48	21	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	12	51	208	26	0	0	16	3	48	21	95
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.18	0.77	0.89	0.11	0.00	0.00	0.83	0.17	0.70	0.30	1.00
Final Sat.:	40	147	643	681	86	0	0	589	118	435	189	763
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.31	0.31	xxxx	xxxx	0.03	0.03	0.11	0.11	0.12
Crit Moves:		****			****			****				****
Delay/Veh:	7.5	7.5	7.5	9.5	9.5	0.0	0.0	7.9	7.9	8.9	8.9	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	9.5	9.5	0.0	0.0	7.9	7.9	8.9	8.9	7.8
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:		7.5			9.5			7.9			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			9.5			7.9			8.3	
LOS by Appr:		A			A			A			A	

****

Eagle Lodge EIR

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

****

Intersection #8 MERIDIAN/Bus/Auto Drop Off

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	61	0	0	62	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	61	0	0	62	0
Added Vol:	0	0	0	0	0	0	0	198	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	259	0	0	152	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	273	0	0	160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	273	0	0	160	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

2009 Plus Project LOS

Mammoth Eagle Lodge EIR

Scenario Report

Scenario:	2009 Plus Project
Command:	W/O Proj
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Future

Mammoth Eagle Lodge EIR

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Base Lodge (	1.00	Base Lodge	80.00	323.00	80	323	403	44.1
	Zone 2 Subtotal					80	323	403	44.1
4	Hotel	1.00	Eagle Lodge	20.00	51.00	20	51	71	7.8
	Zone 4 Subtotal					20	51	71	7.8
5	Bus Auto Dr	1.00	Drop Off	215.00	215.00	215	215	430	47.0
	Zone 5 Subtotal					215	215	430	47.0
6	TRUCKS	1.00	Trucks	5.00	5.00	5	5	10	1.1
	Zone 6 Subtotal					5	5	10	1.1
TOTAL						320	594	914	100.0

Mammoth Eagle Lodge EIR

Trip Distribution Report

Percent Of Trips Default

Zone	To Gates 1	2	5	6	7	8	9	10	11	12	14
2	11.0	0.0	1.0	2.0	5.0	4.0	11.0	2.0	9.0	18.0	14.0
4	0.0	0.0	1.0	22.0	17.0	3.0	3.0	10.0	0.0	2.0	15.0
5	11.0	0.0	1.0	2.0	5.0	4.0	11.0	2.0	9.0	18.0	14.0
6	0.0	0.0	15.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0

Zone	To Gates 15	16	17	18	19
2	4.0	5.0	10.0	2.0	2.0
4	3.0	0.0	14.0	5.0	5.0
5	4.0	5.0	10.0	2.0	2.0
6	0.0	0.0	25.0	0.0	0.0

Mammoth Eagle Lodge EIR

Turning Movement Report
PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 OLDM/MAIN													
Base	346	0	43	0	0	0	0	304	668	77	285	0	1723
Added	0	0	23	0	0	0	0	0	0	12	0	0	35
Total	346	0	66	0	0	0	0	304	668	89	285	0	1758
#2 MERIDIAN/OLDM													
Base	121	305	73	131	385	99	83	163	140	122	188	148	1958
Added	8	0	0	0	0	58	107	62	16	0	34	0	285
Total	129	305	73	131	385	157	190	225	156	122	222	148	2243
#3 MINARET/MERIDIAN													
Base	19	112	24	166	187	41	42	232	2	23	159	139	1146
Added	54	0	0	0	0	56	107	246	98	0	132	0	693
Total	73	112	24	166	187	97	149	478	100	23	291	139	1839
#4 MINARET/MAIN													
Base	168	136	39	586	202	132	90	509	320	56	386	144	2768
Added	25	22	37	0	11	0	0	0	14	19	0	0	128
Total	193	158	76	586	213	132	90	509	334	75	386	144	2896
#5 KELLY/LAKE MARY													
Base	21	0	33	0	0	0	0	122	137	34	59	0	406
Added	3	0	6	0	0	0	0	5	2	3	10	0	29
Total	24	0	39	0	0	0	0	127	139	37	69	0	435
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	2	120	0	12	31	39	9	9	39	107	368
Added	0	0	0	56	0	30	57	422	0	0	232	24	821
In-Pro	0	0	0	-13	0	13	13	13	0	0	13	-13	26
Total	0	0	2	163	0	55	101	474	9	9	284	118	1215
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	3	0	45	0	0	0	0	15	3	39	19	0	124
Added	0	9	24	479	59	0	0	0	0	0	0	71	642
In-Pro	0	0	0	26	0	0	0	0	0	0	0	26	52
Total	3	9	69	505	59	0	0	15	3	39	19	97	818
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	0	60	0	0	58	0	118
Added	0	0	0	0	0	0	24	479	0	0	71	191	765
In-Pro	0	0	0	0	0	0	0	26	0	0	26	0	52
Total	0	0	0	0	0	0	24	565	0	0	155	191	935
#9													
Base	0	0	0	0	0	0	0	138	0	0	132	0	270
Added	0	0	56	0	0	0	0	30	0	0	81	0	167
Total	0	0	56	0	0	0	0	168	0	0	213	0	437

Mammoth Eagle Lodge EIR

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10													
Base	0	0	0	0	0	0	0	138	0	0	132	0	270
Added	0	0	0	0	0	0	0	30	1	24	57	0	112
Total	0	0	0	0	0	0	0	168	1	24	189	0	382

Mammoth Eagle Lodge EIR

Link Volume Report
PM

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#1 OLDM/MAIN													
Base	389	745	1134	0	0	0	972	631	1603	362	347	709	3446
Added	23	12	35	0	0	0	0	0	0	12	23	35	70
Total	412	757	1169	0	0	0	972	631	1603	374	370	744	3516
#2 MERIDIAN/OLDM													
Base	499	647	1146	615	536	1151	386	408	794	458	367	825	3916
Added	8	16	24	58	107	165	185	100	285	34	62	96	570
Total	507	663	1170	673	643	1316	571	508	1079	492	429	921	4486
#3 MINARET/MERIDIAN													
Base	155	212	367	394	293	687	276	219	495	321	422	743	2292
Added	54	98	152	56	107	163	451	242	693	132	246	378	1386
Total	209	310	519	450	400	850	727	461	1188	453	668	1121	3678
#4 MINARET/MAIN													
Base	343	578	921	920	370	1290	919	686	1605	586	1134	1720	5536
Added	84	44	128	11	22	33	14	25	39	19	37	56	256
Total	427	622	1049	931	392	1323	933	711	1644	605	1171	1776	5792
#5 KELLY/LAKE MARY													
Base	54	171	225	0	0	0	259	80	339	93	155	248	812
Added	9	5	14	0	0	0	7	13	20	13	11	24	58
Total	63	176	239	0	0	0	266	93	359	106	166	272	870
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	2	18	20	132	138	270	79	51	130	155	161	316	736
Added	0	0	0	86	81	167	479	262	741	256	478	734	1642
In-Pro	0	0	0	0	0	0	26	26	52	0	0	0	52
Total	2	18	20	218	219	437	584	339	923	411	639	1050	2430
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	48	42	90	0	0	0	18	22	40	58	60	118	248
Added	33	59	92	538	80	618	0	0	0	71	503	574	1284
In-Pro	0	0	0	26	26	52	0	0	0	26	26	52	104
Total	81	101	182	564	106	670	18	22	40	155	589	744	1636
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	60	58	118	58	60	118	236
Added	0	0	0	0	215	215	503	71	574	262	479	741	1530
In-Pro	0	0	0	0	0	0	26	26	52	26	26	52	104
Total	0	0	0	0	215	215	589	155	744	346	565	911	1870
#9													
Base	0	0	0	0	0	0	138	132	270	132	138	270	540
Added	56	0	56	0	0	0	30	81	111	81	86	167	334
Total	56	0	56	0	0	0	168	213	381	213	224	437	874

Mammoth Eagle Lodge EIR

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#10													
Base	0	0	0	0	0	0	138	132	270	132	138	270	540
Added	0	25	25	0	0	0	31	57	88	81	30	111	224
Total	0	25	25	0	0	0	169	189	358	213	168	381	764

Mammoth Eagle Lodge EIR

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 KELLY/LAKE MARY	??? / ???	No / No
# 6 MERIDIAN / MAJESTIC PINES (EAST)	??? / ???	No / No
# 7 MERIDIAN?MAJESTIC PINES (WEST)	??? / ???	No / No
# 8 MERIDIAN/Bus/Auto Drop Off	??? / ???	No / No
# 9	??? / ???	No / No
# 10	??? / ???	No / No

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0	0	0	0 0	0	1 0	0 1	0	0 0
Final Vol.:	25	0	41	0	0	0	0	134	146	39	73	0
ApproachDel:	10.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=458]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Final Vol.:	25	0	41	0	0	0	0	134	146	39	73	0

Major Street Volume: 392
Minor Approach Volume: 66
Minor Approach Volume Threshold: 469

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Final Vol.:	0	0	2	172	0	58	106	499	9	9	299	124
ApproachDel:	9.8			52.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1279]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=3.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=229]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1279]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Final Vol.:	0		0		2	172		0		58	106		499		9	9		299		124

Major Street Volume: 1047
Minor Approach Volume: 229
Minor Approach Volume Threshold: 269

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #8 MERIDIAN/Bus/Auto Drop Off

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Final Vol.:	0	0	0	0	0	0	25	595	0	0	163	201
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 MERIDIAN/Bus/Auto Drop Off

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Final Vol.:	0	0	0	0	0	0	25	595	0	0	163	201

Major Street Volume: 984
Minor Approach Volume: 0
Minor Approach Volume Threshold: 290

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

Intersection #9

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:	0		0		59	0		0		0	0		177		0	0		224		0
ApproachDel:	9.4					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=59]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=460]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:	0		0		59	0		0		0	0		177		0	0		224		0

Major Street Volume: 401
Minor Approach Volume: 59
Minor Approach Volume Threshold: 463

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

Intersection #10

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	1	0	0
Final Vol.:	0		0		0	0		0		0	0		177		1	25		199		0
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1 0 0			0 0 0 1 0			1 0 1 0 0		
Final Vol.:	0	0	0	0	0	0	0	177	1	25	199	0

Major Street Volume: 402
Minor Approach Volume: 0
Minor Approach Volume Threshold: 599

Mammoth Eagle Lodge EIR

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

Intersection #1 OLDM/MAIN

Cycle (sec): 75 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	346	0	43	0	0	0	0	304	668	77	285	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:	346	0	43	0	0	0	0	304	668	77	285	0
Added Vol:	0	0	23	0	0	0	0	0	0	12	0	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	0	66	0	0	0	0	304	668	89	285	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	364	0	69	0	0	0	0	320	703	94	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	69	0	0	0	0	320	703	94	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	364	0	69	0	0	0	0	320	703	94	300	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.90	0.81	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	3437	1537	1718	3437	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.46	0.05	0.09	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.54	0.54	0.65	0.60	0.00
Volume/Cap:	0.85	0.00	0.18	0.00	0.00	0.00	0.00	0.17	0.85	0.14	0.15	0.00
Delay/Veh:	42.6	0.0	22.8	0.0	0.0	0.0	0.0	9.0	23.6	5.0	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	0.0	22.8	0.0	0.0	0.0	0.0	9.0	23.6	5.0	6.6	0.0
HCM2kAvg:	12	0	1	0	0	0	0	2	17	1	2	0

Mammoth Eagle Lodge EIR

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

Intersection #2 MERIDIAN/OLDM

Cycle (sec): 55 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 25.6
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	305	73	131	385	99	83	163	140	122	188	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	305	73	131	385	99	83	163	140	122	188	148
Added Vol:	8	0	0	0	0	58	107	62	16	0	34	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	305	73	131	385	157	190	225	156	122	222	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	321	77	138	405	165	200	237	164	128	234	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	321	77	138	405	165	200	237	164	128	234	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	321	77	138	405	165	200	237	164	128	234	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.18	0.82	1.00	1.20	0.80
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1962	1360	1769	1995	1330
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.05	0.08	0.22	0.10	0.11	0.12	0.12	0.07	0.12	0.12
Crit Moves:	****				****				****			****
Green/Cycle:	0.10	0.27	0.27	0.12	0.29	0.29	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.75	0.64	0.18	0.64	0.75	0.36	0.70	0.75	0.75	0.47	0.75	0.75
Delay/Veh:	40.0	20.4	15.6	29.2	23.5	16.0	29.5	27.9	27.9	22.4	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	20.4	15.6	29.2	23.5	16.0	29.5	27.9	27.9	22.4	28.2	28.2
HCM2kAvg:	4	6	1	4	8	3	5	5	5	3	5	5

Mammoth Eagle Lodge EIR

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

Intersection #3 MINARET/MERIDIAN

Cycle (sec): 55 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	19	112	24	166	187	41	42	232	2	23	159	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	112	24	166	187	41	42	232	2	23	159	139
Added Vol:	54	0	0	0	0	56	107	246	98	0	132	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	112	24	166	187	97	149	478	100	23	291	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	118	25	175	197	102	157	503	105	24	306	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	118	25	175	197	102	157	503	105	24	306	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	118	25	175	197	102	157	503	105	24	306	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.93	0.93	0.93	0.91	0.91	0.93	0.89	0.89
Lanes:	1.00	0.82	0.18	1.00	0.66	0.34	1.00	1.65	0.35	1.00	1.35	0.65
Final Sat.:	1769	1494	320	1769	1164	604	1769	2850	596	1769	2279	1089
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.10	0.17	0.17	0.09	0.18	0.18	0.01	0.13	0.13
Crit Moves:		****				****		****			****	
Green/Cycle:	0.10	0.10	0.10	0.21	0.21	0.21	0.22	0.22	0.22	0.17	0.17	0.17
Volume/Cap:	0.43	0.79	0.79	0.46	0.79	0.79	0.40	0.79	0.79	0.08	0.79	0.79
Delay/Veh:	25.0	44.4	44.4	19.7	31.0	31.0	18.8	25.6	25.6	19.3	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	44.4	44.4	19.7	31.0	31.0	18.8	25.6	25.6	19.3	29.1	29.1
HCM2kAvg:	2	5	5	3	7	7	3	7	7	0	6	6

Mammoth Eagle Lodge EIR

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

Intersection #4 MINARET/MAIN

Cycle (sec): 55 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.5
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	168	136	39	586	202	132	90	509	320	56	386	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	136	39	586	202	132	90	509	320	56	386	144
Added Vol:	25	22	37	0	11	0	0	0	14	19	0	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	158	76	586	213	132	90	509	334	75	386	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	203	166	80	617	224	139	95	536	352	79	406	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	166	80	617	224	139	95	536	352	79	406	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	166	80	617	224	139	95	536	352	79	406	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.92	0.94	0.94	0.93	0.93	0.83	0.90	0.90	0.81
Lanes:	1.00	1.00	1.00	2.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1734	1825	1551	3500	1106	685	1769	3538	1583	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.05	0.18	0.20	0.20	0.05	0.15	0.22	0.05	0.12	0.10
Crit Moves:	****				****				****		****	
Green/Cycle:	0.14	0.14	0.14	0.24	0.24	0.24	0.26	0.26	0.26	0.14	0.14	0.14
Volume/Cap:	0.84	0.66	0.37	0.73	0.84	0.84	0.20	0.58	0.84	0.33	0.84	0.70
Delay/Veh:	46.1	28.6	22.6	22.7	34.1	34.1	16.0	18.5	33.8	22.1	36.0	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	28.6	22.6	22.7	34.1	34.1	16.0	18.5	33.8	22.1	36.0	32.7
HCM2kAvg:	6	4	2	7	9	9	1	5	9	2	6	4

Mammoth Eagle Lodge EIR

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

****

Intersection #5 KELLY/LAKE MARY

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	21		0		33		0		0		0		0		122		137		34		59		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:	21		0		33		0		0		0		0		122		137		34		59		0	
Added Vol:	3		0		6		0		0		0		0		5		2		3		10		0	
In-Process:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	24		0		39		0		0		0		0		127		139		37		69		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	25		0		41		0		0		0		0		134		146		39		73		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	25		0		41		0		0		0		0		134		146		39		73		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx			6.2		xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		4.1	xxxx			xxxxx	
FollowUpTim:	3.5	xxxx			3.3		xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		2.2	xxxx			xxxxx	
Capacity Module:																								
Cnflict Vol:	357	xxxx			207		xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx		280	xxxx			xxxxx	
Potent Cap.:	645	xxxx			839		xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx		1283	xxxx			xxxxx	
Move Cap.:	630	xxxx			839		xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx		1283	xxxx			xxxxx	
Volume/Cap:	0.04	xxxx			0.05		xxxx	xxxx			xxxx		xxxx	xxxx			xxxx		0.03	xxxx			xxxx	
Level Of Service Module:																								
Queue:	xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		0.1	xxxx			xxxxx	
Stopped Del:	xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		7.9	xxxx			xxxxx	
LOS by Move:	*	*			*		*	*			*		*	*			*		A	*			*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		745		xxxxx		xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx	
SharedQueue:	xxxxx		0.3		xxxxx		xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		0.1	xxxx			xxxxx	
Shrd StpDel:	xxxxx		10.3		xxxxx		xxxxx	xxxx			xxxxx		xxxxx	xxxx			xxxxx		7.9	xxxx			xxxxx	
Shared LOS:	*		B		*		*	*			*		*	*			*		A	*			*	
ApproachDel:			10.3					xxxxxx						xxxxxx						xxxxxx				
ApproachLOS:			B					*						*						*				

Mammoth Eagle Lodge EIR

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

****
Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)
****
Average Delay (sec/veh): 10.1 Worst Case Level Of Service: F[52.0]
****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	0		0		2	120		0		12	31		39		9	9		39		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:	0		0		2	120		0		12	31		39		9	9		39		107
Added Vol:	0		0		0	56		0		30	57		422		0	0		232		24
In-Process:	0		0		0	-13		0		13	13		13		0	0		13		-13
Initial Fut:	0		0		2	163		0		55	101		474		9	9		284		118
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95
PHF Volume:	0		0		2	172		0		58	106		499		9	9		299		124
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		0		2	172		0		58	106		499		9	9		299		124
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	7.5	xxxx			6.9	4.1	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	xxxxx	xxxx			3.3	3.5	xxxx			3.3	2.2	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			254	842	xxxx			212	423	xxxx			xxxxx	508	xxxx			xxxxx
Potent Cap.:	xxxx	xxxx			751	261	xxxx			800	1147	xxxx			xxxxx	1067	xxxx			xxxxx
Move Cap.:	xxxx	xxxx			751	238	xxxx			800	1147	xxxx			xxxxx	1067	xxxx			xxxxx
Volume/Cap:	xxxx	xxxx			0.00	0.72	xxxx			0.07	0.09	xxxx			xxxx	0.01	xxxx			xxxx
Level Of Service Module:																				
Queue:	xxxxx	xxxx			0.0	xxxxx	xxxx			xxxxx	0.3	xxxx			xxxxx	0.0	xxxx			xxxxx
Stopped Del:	xxxxx	xxxx			9.8	xxxxx	xxxx			xxxxx	8.5	xxxx			xxxxx	8.4	xxxx			xxxxx
LOS by Move:	*	*			A	*	*			*	A	*			*	A	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx		290		xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx		6.2		xxxxx	0.3	xxxx			xxxxx	0.0	xxxx			xxxxx
Shrd StpDel:	xxxxx	xxxx			xxxxx	xxxxx		52.0		xxxxx	8.5	xxxx			xxxxx	8.4	xxxx			xxxxx
Shared LOS:	*	*			*	*		F		*	A	*			*	A	*			*
ApproachDel:			9.8					52.0					xxxxxx					xxxxxx		
ApproachLOS:			A					F					*					*		

Mammoth Eagle Lodge EIR

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

Intersection #7 MERIDIAN?MAJESTIC PINES (WEST)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	0	45	0	0	0	0	15	3	39	19	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	45	0	0	0	0	15	3	39	19	0
Added Vol:	0	9	24	479	59	0	0	0	0	0	0	71
In-Process:	0	0	0	26	0	0	0	0	0	0	0	26
Initial Fut:	3	9	69	505	59	0	0	15	3	39	19	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	73	532	62	0	0	16	3	41	20	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	73	532	62	0	0	16	3	41	20	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	9	73	532	62	0	0	16	3	41	20	102
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.11	0.85	0.90	0.10	0.00	0.00	0.83	0.17	0.67	0.33	1.00
Final Sat.:	28	83	633	683	80	0	0	474	95	351	171	614
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.78	0.78	xxxx	xxxx	0.03	0.03	0.12	0.12	0.17
Crit Moves:		****		****				****				****
Delay/Veh:	8.1	8.1	8.1	21.6	21.6	0.0	0.0	8.9	8.9	9.9	9.9	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	21.6	21.6	0.0	0.0	8.9	8.9	9.9	9.9	9.1
LOS by Move:	A	A	A	C	C	*	*	A	A	A	A	A
ApproachDel:		8.1			21.6			8.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			21.6			8.9			9.4	
LOS by Appr:		A			C			A			A	

Mammoth Eagle Lodge EIR

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

****
Intersection #8 MERIDIAN/Bus/Auto Drop Off
****
Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	60	0	0	58	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	60	0	0	58	0
Added Vol:	0	0	0	0	0	0	24	479	0	0	71	191
In-Process:	0	0	0	0	0	0	0	26	0	0	26	0
Initial Fut:	0	0	0	0	0	0	24	565	0	0	155	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	25	595	0	0	163	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	25	595	0	0	163	201
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1206	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1206	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Mammoth Eagle Lodge EIR

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

Intersection #9

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	138	0	0	132	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	138	0	0	132	0
Added Vol:	0	0	56	0	0	0	0	30	0	0	81	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	56	0	0	0	0	168	0	0	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	59	0	0	0	0	177	0	0	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	59	0	0	0	0	177	0	0	224	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	177	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	871	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	871	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Mammoth Eagle Lodge EIR

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

****

Intersection #10

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[7.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	138	0	0	132	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	138	0	0	132	0
Added Vol:	0	0	0	0	0	0	0	30	1	24	57	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	168	1	24	189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	177	1	25	199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	177	1	25	199	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

2024 No Project LOS

Eagle Lodge EIR

Scenario Report

Scenario:	2024 No Project
Command:	W/ Proj
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Future

Eagle Lodge EIR

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Base Lodge (	1.00	Base Lodge	101.00	223.00	101	223	324	100.0
	Zone 2 Subtotal		.....			101	223	324	100.0
TOTAL			.....			101	223	324	100.0

Eagle Lodge EIR

Trip Distribution Report

Percent Of Trips Default

Zone	To Gates 1	2	5	6	7	8	9	10	11	12	14
2	11.0	0.0	1.0	2.0	5.0	4.0	11.0	2.0	9.0	18.0	14.0

Zone	To Gates 15	16	17	18	19
2	4.0	5.0	10.0	2.0	2.0

Eagle Lodge EIR

Turning Movement Report
PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 OLDM/MAIN													
Base	285	0	85	0	0	0	0	495	698	86	399	0	2048
Added	0	0	9	0	0	0	0	0	0	4	0	0	13
Total	285	0	94	0	0	0	0	495	698	90	399	0	2061
#2 MERIDIAN/OLDM													
Base	114	404	130	210	589	86	73	265	187	157	197	120	2532
Added	2	0	0	0	0	18	40	22	4	0	10	0	96
Total	116	404	130	210	589	104	113	287	191	157	207	120	2628
#3 MINARET/MERIDIAN													
Base	154	217	24	275	374	9	68	470	128	10	353	114	2196
Added	18	0	0	0	0	15	33	91	40	0	41	0	238
Total	172	217	24	275	374	24	101	561	168	10	394	114	2434
#4 MINARET/MAIN													
Base	202	132	105	592	328	148	80	637	409	135	515	218	3501
Added	8	4	11	0	2	0	0	0	4	5	0	0	34
Total	210	136	116	592	330	148	80	637	413	140	515	218	3535
#5 KELLY/LAKE MARY													
Base	69	0	163	0	0	0	0	233	59	197	298	0	1019
Added	1	0	1	0	0	0	0	1	1	1	3	0	8
Total	70	0	164	0	0	0	0	234	60	198	301	0	1027
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	0	200	0	55	135	81	0	0	114	180	765
Added	0	0	0	0	0	10	23	176	0	0	80	0	289
Total	0	0	0	200	0	65	158	257	0	0	194	180	1054
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	3	1	113	0	0	0	0	74	11	81	80	0	363
Added	0	11	0	198	25	0	0	0	0	0	0	90	324
Total	3	12	113	198	25	0	0	74	11	81	80	90	687
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	0	185	0	0	157	0	342
Added	0	0	0	0	0	0	0	198	0	0	90	0	288
Total	0	0	0	0	0	0	0	383	0	0	247	0	630

Eagle Lodge EIR

Link Volume Report
PM

Volume	NB Link			SB Link			EB Link			WB Link			Total
Type	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Volume
#1 OLDM/MAIN													
Base	370	784	1154	0	0	0	1193	684	1877	485	580	1065	4096
Added	9	4	13	0	0	0	0	0	0	4	9	13	26
Total	379	788	1167	0	0	0	1193	684	1877	489	589	1078	4122
#2 MERIDIAN/OLDM													
Base	648	933	1581	885	597	1482	525	397	922	474	605	1079	5064
Added	2	4	6	18	40	58	66	30	96	10	22	32	192
Total	650	937	1587	903	637	1540	591	427	1018	484	627	1111	5256
#3 MINARET/MERIDIAN													
Base	395	512	907	658	399	1057	666	516	1182	477	769	1246	4392
Added	18	40	58	15	33	48	164	74	238	41	91	132	476
Total	413	552	965	673	432	1105	830	590	1420	518	860	1378	4868
#4 MINARET/MAIN													
Base	439	872	1311	1068	430	1498	1126	865	1991	868	1334	2202	7002
Added	23	11	34	2	4	6	4	8	12	5	11	16	68
Total	462	883	1345	1070	434	1504	1130	873	2003	873	1345	2218	7070
#5 KELLY/LAKE MARY													
Base	232	256	488	0	0	0	292	367	659	495	396	891	2038
Added	2	2	4	0	0	0	2	4	6	4	2	6	16
Total	234	258	492	0	0	0	294	371	665	499	398	897	2054
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	0	255	315	570	216	169	385	294	281	575	1530
Added	0	0	0	10	23	33	199	90	289	80	176	256	578
Total	0	0	0	265	338	603	415	259	674	374	457	831	2108
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	117	92	209	0	1	1	85	83	168	161	187	348	726
Added	11	25	36	223	101	324	0	0	0	90	198	288	648
Total	128	117	245	223	102	325	85	83	168	251	385	636	1374
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	185	157	342	157	185	342	684
Added	0	0	0	0	0	0	198	90	288	90	198	288	576
Total	0	0	0	0	0	0	383	247	630	247	383	630	1260

Eagle Lodge EIR

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 KELLY/LAKE MARY	??? / ???	No / No
# 6 MERIDIAN / MAJESTIC PINES (EAST)	??? / ???	No / No
# 7 MERIDIAN?MAJESTIC PINES (WEST)	??? / ???	No / No
# 8 MERIDIAN/Bus/Auto Drop Off	??? / ???	No / No

Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Final Vol.:	74	0	173	0	0	0	0	246	63	208	317	0
ApproachDel:	22.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=246]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1081]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0	0 0 0		0 0	0 1 0		0 1	0 0 0	
Final Vol.:	74	0	173	0	0	0	0	246	63	208	317	0

Major Street Volume: 835
Minor Approach Volume: 246
Minor Approach Volume Threshold: 268

Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Final Vol.:	0	0	0	211	0	68	166	271	0	0	204	189
ApproachDel:	xxxxxx			43.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=3.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=279]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1109]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Final Vol.:	0	0	0	211	0	68	166	271	0	0	204	189

Major Street Volume: 831
Minor Approach Volume: 279
Minor Approach Volume Threshold: 349

Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

Intersection #8 MERIDIAN/Bus/Auto Drop Off

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Final Vol.:	0	0	0	0	0	0	0	403	0	0	260	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 MERIDIAN/Bus/Auto Drop Off

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Final Vol.:	0	0	0	0	0	0	0	403	0	0	260	0

Major Street Volume: 663
Minor Approach Volume: 0
Minor Approach Volume Threshold: 426

Eagle Lodge EIR

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

****

Intersection #1 OLDM/MAIN

****

Cycle (sec): 70 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle:OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	285	0	85	0	0	0	0	495	698	86	399	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:	285	0	85	0	0	0	0	495	698	86	399	0
Added Vol:	0	0	9	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	94	0	0	0	0	495	698	90	399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	300	0	99	0	0	0	0	521	735	95	420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	99	0	0	0	0	521	735	95	420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	300	0	99	0	0	0	0	521	735	95	420	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.90	0.81	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	3437	1537	1718	3437	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.48	0.06	0.12	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.56	0.56	0.69	0.63	0.00
Volume/Cap:	0.85	0.00	0.31	0.00	0.00	0.00	0.00	0.27	0.85	0.17	0.19	0.00
Delay/Veh:	44.1	0.0	24.5	0.0	0.0	0.0	0.0	7.9	20.6	4.0	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	0.0	24.5	0.0	0.0	0.0	0.0	7.9	20.6	4.0	5.5	0.0
HCM2kAvg:	10	0	2	0	0	0	0	3	16	1	2	0

****

Eagle Lodge EIR

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

****

Intersection #2 MERIDIAN/OLDM

****

Cycle (sec): 70 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.8
Optimal Cycle:OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	114	404	130	210	589	86	73	265	187	157	197	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	404	130	210	589	86	73	265	187	157	197	120
Added Vol:	2	0	0	0	0	18	40	22	4	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	404	130	210	589	104	113	287	191	157	207	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	425	137	221	620	109	119	302	201	165	218	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	425	137	221	620	109	119	302	201	165	218	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	425	137	221	620	109	119	302	201	165	218	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.88	0.88	0.93	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	0.80	1.00	1.27	0.73
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1997	1329	1769	2116	1227
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.09	0.12	0.33	0.07	0.07	0.15	0.15	0.09	0.10	0.10
Crit Moves:	****				****			****				****
Green/Cycle:	0.08	0.31	0.31	0.17	0.39	0.39	0.18	0.18	0.18	0.12	0.12	0.12
Volume/Cap:	0.85	0.75	0.28	0.75	0.85	0.18	0.38	0.85	0.85	0.77	0.85	0.85
Delay/Veh:	67.3	27.3	18.8	37.8	28.8	14.1	26.1	39.2	39.2	45.6	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	27.3	18.8	37.8	28.8	14.1	26.1	39.2	39.2	45.6	45.8	45.8
HCM2kAvg:	5	10	2	7	15	2	3	8	8	6	6	6

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Eagle Lodge EIR

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

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Intersection #3 MINARET/MERIDIAN

****

Cycle (sec): 85 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 45.7
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	154	217	24	275	374	9	68	470	128	10	353	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	217	24	275	374	9	68	470	128	10	353	114
Added Vol:	18	0	0	0	0	15	33	91	40	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	217	24	275	374	24	101	561	168	10	394	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	181	228	25	289	394	25	106	591	177	11	415	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	228	25	289	394	25	106	591	177	11	415	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	228	25	289	394	25	106	591	177	11	415	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.97	0.97	0.93	0.95	0.95	0.93	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.94	0.06	1.00	1.54	0.46	1.00	1.55	0.45
Final Sat.:	1769	1651	183	1769	1734	111	1769	2768	829	1769	2790	807
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.16	0.23	0.23	0.06	0.21	0.21	0.01	0.15	0.15
Crit Moves:			****			****		****				****
Green/Cycle:	0.15	0.15	0.15	0.25	0.25	0.25	0.24	0.24	0.24	0.17	0.17	0.17
Volume/Cap:	0.66	0.90	0.90	0.65	0.90	0.90	0.25	0.90	0.90	0.04	0.90	0.90
Delay/Veh:	39.9	63.7	63.7	31.6	50.2	50.2	26.6	43.4	43.4	29.8	50.8	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	63.7	63.7	31.6	50.2	50.2	26.6	43.4	43.4	29.8	50.8	50.8
HCM2kAvg:	6	10	10	8	14	14	2	13	13	0	10	10

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Eagle Lodge EIR

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

Intersection #4 MINARET/MAIN

Cycle (sec): 80 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 49.5
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	202	132	105	592	328	148	80	637	409	135	515	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	132	105	592	328	148	80	637	409	135	515	218
Added Vol:	8	4	11	0	2	0	0	0	4	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	136	116	592	330	148	80	637	413	140	515	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	221	143	122	623	347	156	84	671	435	147	542	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	143	122	623	347	156	84	671	435	147	542	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	143	122	623	347	156	84	671	435	147	542	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.95	0.95	0.95	0.93	0.98	0.83	0.90	0.95	0.81
Lanes:	1.00	1.00	1.00	2.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1734	1825	1551	3609	1251	561	1769	3724	1583	1718	3618	1537
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.17	0.28	0.28	0.05	0.18	0.27	0.09	0.15	0.15
Crit Moves:	****					****			****		****	
Green/Cycle:	0.13	0.13	0.13	0.28	0.28	0.28	0.28	0.28	0.28	0.15	0.15	0.15
Volume/Cap:	0.98	0.60	0.60	0.61	0.98	0.98	0.17	0.64	0.98	0.56	0.98	0.97
Delay/Veh:	87.5	37.0	37.9	25.8	61.8	61.8	21.9	26.5	64.8	34.0	65.7	84.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	37.0	37.9	25.8	61.8	61.8	21.9	26.5	64.8	34.0	65.7	84.3
HCM2kAvg:	10	4	4	8	18	18	2	8	16	4	11	10

Eagle Lodge EIR

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

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Intersection #5 KELLY/LAKE MARY

****

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C[22.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	69	0	163	0	0	0	0	233	59	197	298	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:	69	0	163	0	0	0	0	233	59	197	298	0
Added Vol:	1	0	1	0	0	0	0	1	1	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	164	0	0	0	0	234	60	198	301	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	74	0	173	0	0	0	0	246	63	208	317	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	74	0	173	0	0	0	0	246	63	208	317	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1012	xxxx	278	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	xxxx	xxxxx
Potent Cap.:	268	xxxx	766	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1251	xxxx	xxxxx
Move Cap.:	229	xxxx	766	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1251	xxxx	xxxxx
Volume/Cap:	0.32	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	450	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd StpDel:	xxxxx	22.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		22.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Eagle Lodge EIR

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

****
Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)
****
Average Delay (sec/veh): 12.1 Worst Case Level Of Service: E[43.1]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	200	0	55	135	81	0	0	114	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	55	135	81	0	0	114	180
Added Vol:	0	0	0	0	0	10	23	176	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	65	158	257	0	0	194	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	211	0	68	166	271	0	0	204	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	211	0	68	166	271	0	0	204	189
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	767	xxxx	197	394	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	343	xxxx	818	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	302	xxxx	818	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.70	xxxx	0.08	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	357	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	43.1	xxxxx	8.6	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			43.1			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Eagle Lodge EIR

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

Intersection #7 MERIDIAN?MAJESTIC PINES (WEST)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	1	113	0	0	0	0	74	11	81	80	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:	3	1	113	0	0	0	0	74	11	81	80	0
Added Vol:	0	11	0	198	25	0	0	0	0	0	0	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	12	113	198	25	0	0	74	11	81	80	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	13	119	208	26	0	0	78	12	85	84	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	13	119	208	26	0	0	78	12	85	84	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	13	119	208	26	0	0	78	12	85	84	95
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.09	0.89	0.89	0.11	0.00	0.00	0.87	0.13	0.50	0.50	1.00
Final Sat.:	17	69	648	598	75	0	0	562	84	302	299	714
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.35	0.35	xxxx	xxxx	0.14	0.14	0.28	0.28	0.13
Crit Moves:		****			****				****		****	
Delay/Veh:	8.5	8.5	8.5	10.7	10.7	0.0	0.0	8.9	8.9	10.6	10.6	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	10.7	10.7	0.0	0.0	8.9	8.9	10.6	10.6	8.2
LOS by Move:	A	A	A	B	B	*	*	A	A	B	B	A
ApproachDel:		8.5			10.7			8.9			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			10.7			8.9			9.7	
LOS by Appr:		A			B			A			A	

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

****
Intersection #8 MERIDIAN/Bus/Auto Drop Off
****
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	185	0	0	157	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	185	0	0	157	0
Added Vol:	0	0	0	0	0	0	0	198	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	383	0	0	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	403	0	0	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	403	0	0	260	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

2024 Plus Project LOS

Mammoth Eagle Lodge EIR

Scenario Report

Scenario:	2024 Plus Project
Command:	W/O Proj
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Future

Mammoth Eagle Lodge EIR

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Base Lodge (	1.00	Base Lodge	80.00	323.00	80	323	403	44.1
	Zone 2 Subtotal		.....			80	323	403	44.1
4	Hotel	1.00	Eagle Lodge	20.00	51.00	20	51	71	7.8
	Zone 4 Subtotal		.....			20	51	71	7.8
5	Bus Auto Dr	1.00	Drop Off	215.00	215.00	215	215	430	47.0
	Zone 5 Subtotal		.....			215	215	430	47.0
6	TRUCKS	1.00	Trucks	5.00	5.00	5	5	10	1.1
	Zone 6 Subtotal		.....			5	5	10	1.1
TOTAL			.....			320	594	914	100.0

Mammoth Eagle Lodge EIR

Trip Distribution Report

Percent Of Trips Default

Zone	To Gates 1	2	5	6	7	8	9	10	11	12	14
2	11.0	0.0	1.0	2.0	5.0	4.0	11.0	2.0	9.0	18.0	14.0
4	0.0	0.0	1.0	22.0	17.0	3.0	3.0	10.0	0.0	2.0	15.0
5	11.0	0.0	1.0	2.0	5.0	4.0	11.0	2.0	9.0	18.0	14.0
6	0.0	0.0	15.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0

Zone	To Gates 15	16	17	18	19
2	4.0	5.0	10.0	2.0	2.0
4	3.0	0.0	14.0	5.0	5.0
5	4.0	5.0	10.0	2.0	2.0
6	0.0	0.0	25.0	0.0	0.0

Mammoth Eagle Lodge EIR

Turning Movement Report
PM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 OLDM/MAIN													
Base	285	0	80	0	0	0	0	495	698	84	399	0	2041
Added	0	0	23	0	0	0	0	0	0	12	0	0	35
Total	285	0	103	0	0	0	0	495	698	96	399	0	2076
#2 MERIDIAN/OLDM													
Base	113	404	130	210	589	79	55	255	186	157	193	120	2491
Added	8	0	0	0	0	58	107	62	16	0	34	0	285
Total	121	404	130	210	589	137	162	317	202	157	227	120	2776
#3 MINARET/MERIDIAN													
Base	153	217	24	275	374	2	50	433	125	10	338	114	2115
Added	54	0	0	0	0	56	107	246	98	0	132	0	693
Total	207	217	24	275	374	58	157	679	223	10	470	114	2808
#4 MINARET/MAIN													
Base	194	131	99	592	327	148	80	637	406	133	515	218	3480
Added	25	22	37	0	11	0	0	0	14	19	0	0	128
Total	219	153	136	592	338	148	80	637	420	152	515	218	3608
#5 KELLY/LAKE MARY													
Base	69	0	163	0	0	0	0	232	59	197	297	0	1017
Added	3	0	6	0	0	0	0	5	2	3	10	0	29
Total	72	0	169	0	0	0	0	237	61	200	307	0	1046
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	0	200	0	55	134	50	0	0	98	180	717
Added	0	0	0	56	0	30	57	422	0	0	232	24	821
In-Pro	0	0	0	-13	0	13	13	13	0	0	13	-13	26
Total	0	0	0	243	0	98	204	485	0	0	343	191	1564
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	3	1	110	0	0	0	0	74	11	74	79	0	352
Added	0	9	24	479	59	0	0	0	0	0	0	71	642
In-Pro	0	0	0	26	0	0	0	0	0	0	0	26	52
Total	3	10	134	505	59	0	0	74	11	74	79	97	1046
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	0	184	0	0	153	0	337
Added	0	0	0	0	0	0	24	479	0	0	71	191	765
In-Pro	0	0	0	0	0	0	0	26	0	0	26	0	52
Total	0	0	0	0	0	0	24	689	0	0	250	191	1154
#9 Majestic/Hotel Out													
Base	0	0	0	0	0	0	0	314	0	0	255	0	569
Added	0	0	56	0	0	0	0	30	0	0	81	0	167
Total	0	0	56	0	0	0	0	344	0	0	336	0	736

Mammoth Eagle Lodge EIR

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Majestic/Hotel In													
Base	0	0	0	0	0	0	0	314	0	0	255	0	569
Added	0	0	0	0	0	0	0	30	1	24	57	0	112
Total	0	0	0	0	0	0	0	344	1	24	312	0	681

Mammoth Eagle Lodge EIR

Link Volume Report
PM

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#1 OLDM/MAIN													
Base	365	782	1147	0	0	0	1193	684	1877	483	575	1058	4082
Added	23	12	35	0	0	0	0	0	0	12	23	35	70
Total	388	794	1182	0	0	0	1193	684	1877	495	598	1093	4152
#2 MERIDIAN/OLDM													
Base	647	932	1579	878	579	1457	496	385	881	470	595	1065	4982
Added	8	16	24	58	107	165	185	100	285	34	62	96	570
Total	655	948	1603	936	686	1622	681	485	1166	504	657	1161	5552
#3 MINARET/MERIDIAN													
Base	394	509	903	651	381	1032	608	493	1101	462	732	1194	4230
Added	54	98	152	56	107	163	451	242	693	132	246	378	1386
Total	448	607	1055	707	488	1195	1059	735	1794	594	978	1572	5616
#4 MINARET/MAIN													
Base	424	866	1290	1067	429	1496	1123	857	1980	866	1328	2194	6960
Added	84	44	128	11	22	33	14	25	39	19	37	56	256
Total	508	910	1418	1078	451	1529	1137	882	2019	885	1365	2250	7216
#5 KELLY/LAKE MARY													
Base	232	256	488	0	0	0	291	366	657	494	395	889	2034
Added	9	5	14	0	0	0	7	13	20	13	11	24	58
Total	241	261	502	0	0	0	298	379	677	507	406	913	2092
#6 MERIDIAN / MAJESTIC PINES (EAST)													
Base	0	0	0	255	314	569	184	153	337	278	250	528	1434
Added	0	0	0	86	81	167	479	262	741	256	478	734	1642
In-Pro	0	0	0	0	0	0	26	26	52	0	0	0	52
Total	0	0	0	341	395	736	689	441	1130	534	728	1262	3128
#7 MERIDIAN?MAJESTIC PINES (WEST)													
Base	114	85	199	0	1	1	85	82	167	153	184	337	704
Added	33	59	92	538	80	618	0	0	0	71	503	574	1284
In-Pro	0	0	0	26	26	52	0	0	0	26	26	52	104
Total	147	144	291	564	107	671	85	82	167	250	713	963	2092
#8 MERIDIAN/Bus/Auto Drop Off													
Base	0	0	0	0	0	0	184	153	337	153	184	337	674
Added	0	0	0	0	215	215	503	71	574	262	479	741	1530
In-Pro	0	0	0	0	0	0	26	26	52	26	26	52	104
Total	0	0	0	0	215	215	713	250	963	441	689	1130	2308
#9 Majestic/Hotel Out													
Base	0	0	0	0	0	0	314	255	569	255	314	569	1138
Added	56	0	56	0	0	0	30	81	111	81	86	167	334
Total	56	0	56	0	0	0	344	336	680	336	400	736	1472

Mammoth Eagle Lodge EIR

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#10 Majestic/Hotel In													
Base	0	0	0	0	0	0	314	255	569	255	314	569	1138
Added	0	25	25	0	0	0	31	57	88	81	30	111	224
Total	0	25	25	0	0	0	345	312	657	336	344	680	1362

Mammoth Eagle Lodge EIR

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 5 KELLY/LAKE MARY	??? / ???	No / No
# 6 MERIDIAN / MAJESTIC PINES (EAST)	??? / ???	Yes / Yes
# 7 MERIDIAN?MAJESTIC PINES (WEST)	??? / ???	Yes / Yes
# 8 MERIDIAN/Bus/Auto Drop Off	??? / ???	No / No
# 9 Majestic/Hotel Out	??? / ???	No / No
# 10 Majestic/Hotel In	??? / ???	No / No

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Final Vol.:	76	0	178	0	0	0	0	249	64	211	323	0
ApproachDel:	23.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=254]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1101]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 KELLY/LAKE MARY

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Final Vol.:	76	0	178	0	0	0	0	249	64	211	323	0

Major Street Volume: 847
Minor Approach Volume: 254
Minor Approach Volume Threshold: 264

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 1 0	1 0		0 1 0	1 0	
Final Vol.:	0	0	0	256	0	103	215	511	0	0	361	201
ApproachDel:	xxxxxx			394.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=39.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=359]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1646]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 1 0	1 0		0 1 0	1 0	
Final Vol.:	0 0	0		256 0	103		215 511	0		0 361	201	

Major Street Volume: 1287
Minor Approach Volume: 359
Minor Approach Volume Threshold: 198

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

Intersection #8 MERIDIAN/Bus/Auto Drop Off

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Final Vol.:	0	0	0	0	0	0	25	725	0	0	263	201
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 MERIDIAN/Bus/Auto Drop Off

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Final Vol.:	0	0	0	0	0	0	25	725	0	0	263	201

Major Street Volume: 1215
Minor Approach Volume: 0
Minor Approach Volume Threshold: 218

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Majestic/Hotel Out

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:	0		0		59	0		0		0	0		362		0	0		354		0
ApproachDel:	10.7					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=59]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=775]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Majestic/Hotel Out

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:		0		0	59		0		0	0		0	362		0		0	354		0

Major Street Volume: 716
Minor Approach Volume: 59
Minor Approach Volume Threshold: 309

Mammoth Eagle Lodge EIR

Peak Hour Delay Signal Warrant Report

****

Intersection #10 Majestic/Hotel In

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	1	0	0
Final Vol.:		0		0		0		0		0		0	362		1		25	328		0
ApproachDel:		xxxxxx					xxxxxx					xxxxxx					xxxxxx			

Mammoth Eagle Lodge EIR

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 Majestic/Hotel In

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	1	0	0
Final Vol.:	0		0		0	0		0		0	0		362		1	25		328		0

Major Street Volume: 717
Minor Approach Volume: 0
Minor Approach Volume Threshold: 400

Mammoth Eagle Lodge EIR

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

****

Intersection #1 OLDM/MAIN

****

Cycle (sec): 70 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
Optimal Cycle:OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	285	0	80	0	0	0	0	495	698	84	399	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:	285	0	80	0	0	0	0	495	698	84	399	0
Added Vol:	0	0	23	0	0	0	0	0	0	12	0	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	103	0	0	0	0	495	698	96	399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	300	0	108	0	0	0	0	521	735	101	420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	108	0	0	0	0	521	735	101	420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	300	0	108	0	0	0	0	521	735	101	420	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.90	0.81	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	3437	1537	1718	3437	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.07	0.00	0.00	0.00	0.00	0.15	0.48	0.06	0.12	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.56	0.56	0.69	0.63	0.00
Volume/Cap:	0.85	0.00	0.34	0.00	0.00	0.00	0.00	0.27	0.85	0.18	0.19	0.00
Delay/Veh:	44.8	0.0	24.8	0.0	0.0	0.0	0.0	8.0	21.1	4.1	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	0.0	24.8	0.0	0.0	0.0	0.0	8.0	21.1	4.1	5.5	0.0
HCM2kAvg:	10	0	2	0	0	0	0	3	17	1	2	0

****

Mammoth Eagle Lodge EIR

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

Intersection #2 MERIDIAN/OLDM

Cycle (sec): 75 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.7
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	113	404	130	210	589	79	55	255	186	157	193	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	404	130	210	589	79	55	255	186	157	193	120
Added Vol:	8	0	0	0	0	58	107	62	16	0	34	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	404	130	210	589	137	162	317	202	157	227	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	127	425	137	221	620	144	171	334	213	165	239	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	425	137	221	620	144	171	334	213	165	239	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	425	137	221	620	144	171	334	213	165	239	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.88	0.88	0.93	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22	0.78	1.00	1.31	0.69
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	2036	1297	1769	2194	1160
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.09	0.12	0.33	0.09	0.10	0.16	0.16	0.09	0.11	0.11
Crit Moves:	****				****				****		****	
Green/Cycle:	0.08	0.30	0.30	0.17	0.39	0.39	0.19	0.19	0.19	0.13	0.13	0.13
Volume/Cap:	0.86	0.75	0.28	0.75	0.86	0.24	0.51	0.86	0.86	0.74	0.86	0.86
Delay/Veh:	71.0	29.2	20.2	40.2	31.6	15.7	28.5	41.0	41.0	43.9	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	29.2	20.2	40.2	31.6	15.7	28.5	41.0	41.0	43.9	48.4	48.4
HCM2kAvg:	6	11	3	7	16	2	4	9	9	6	7	7

Mammoth Eagle Lodge EIR

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

****

Intersection #3 MINARET/MERIDIAN

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 69.6
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	153	217	24	275	374	2	50	433	125	10	338	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	217	24	275	374	2	50	433	125	10	338	114
Added Vol:	54	0	0	0	0	56	107	246	98	0	132	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	217	24	275	374	58	157	679	223	10	470	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	218	228	25	289	394	61	165	715	235	11	495	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	228	25	289	394	61	165	715	235	11	495	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	218	228	25	289	394	61	165	715	235	11	495	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.96	0.96	0.93	0.90	0.90	0.93	0.90	0.90
Lanes:	1.00	0.90	0.10	1.00	0.87	0.13	1.00	1.51	0.49	1.00	1.61	0.39
Final Sat.:	1769	1651	183	1769	1580	245	1769	2565	842	1769	2765	671
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.16	0.25	0.25	0.09	0.28	0.28	0.01	0.18	0.18
Crit Moves:			****			****			****		****	
Green/Cycle:	0.14	0.14	0.14	0.25	0.25	0.25	0.28	0.28	0.28	0.18	0.18	0.18
Volume/Cap:	0.88	0.99	0.99	0.65	0.99	0.99	0.33	0.99	0.99	0.03	0.99	0.99
Delay/Veh:	74.8	100	100.2	40.2	80.0	80.0	31.7	65.6	65.6	37.2	78.1	78.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	100	100.2	40.2	80.0	80.0	31.7	65.6	65.6	37.2	78.1	78.1
HCM2kAvg:	11	13	13	10	21	21	5	22	22	0	15	15

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Mammoth Eagle Lodge EIR

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

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Intersection #4 MINARET/MAIN

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 53.1
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	194	131	99	592	327	148	80	637	406	133	515	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	131	99	592	327	148	80	637	406	133	515	218
Added Vol:	25	22	37	0	11	0	0	0	14	19	0	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	153	136	592	338	148	80	637	420	152	515	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	231	161	143	623	356	156	84	671	442	160	542	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	161	143	623	356	156	84	671	442	160	542	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	161	143	623	356	156	84	671	442	160	542	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.92	0.95	0.95	0.93	0.93	0.83	0.90	0.90	0.81
Lanes:	1.00	1.00	1.00	2.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1734	1825	1551	3500	1260	552	1769	3538	1583	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.18	0.28	0.28	0.05	0.19	0.28	0.09	0.16	0.15
Crit Moves:	****				****				****		****	
Green/Cycle:	0.13	0.13	0.13	0.28	0.28	0.28	0.28	0.28	0.28	0.16	0.16	0.16
Volume/Cap:	1.00	0.67	0.70	0.63	1.00	1.00	0.17	0.68	1.00	0.59	1.00	0.95
Delay/Veh:	94.8	39.9	43.1	26.5	69.3	69.3	22.0	27.6	72.4	34.8	73.1	77.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	39.9	43.1	26.5	69.3	69.3	22.0	27.6	72.4	34.8	73.1	77.1
HCM2kAvg:	11	5	5	8	19	19	2	9	17	5	12	10

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Mammoth Eagle Lodge EIR

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

****

Intersection #5 KELLY/LAKE MARY

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C[23.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	69	0	163	0	0	0	0	232	59	197	297	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:	69	0	163	0	0	0	0	232	59	197	297	0
Added Vol:	3	0	6	0	0	0	0	5	2	3	10	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	0	169	0	0	0	0	237	61	200	307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	0	178	0	0	0	0	249	64	211	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	76	0	178	0	0	0	0	249	64	211	323	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1026	xxxx	282	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	xxxx	xxxxx
Potent Cap.:	262	xxxx	762	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1247	xxxx	xxxxx
Move Cap.:	224	xxxx	762	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1247	xxxx	xxxxx
Volume/Cap:	0.34	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	443	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd StpDel:	xxxxx	23.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		23.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Mammoth Eagle Lodge EIR

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

****
Intersection #6 MERIDIAN / MAJESTIC PINES (EAST)
****
Average Delay (sec/veh): 87.3 Worst Case Level Of Service: F[394.8]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	200	0	55	134	50	0	0	98	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	55	134	50	0	0	98	180
Added Vol:	0	0	0	56	0	30	57	422	0	0	232	24
In-Process:	0	0	0	-13	0	13	13	13	0	0	13	-13
Initial Fut:	0	0	0	243	0	98	204	485	0	0	343	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	256	0	103	215	511	0	0	361	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	256	0	103	215	511	0	0	361	201
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1146	xxxx	281	562	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	196	xxxx	722	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	160	xxxx	722	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.60	xxxx	0.14	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	206	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	24.6	xxxxx	0.8	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	395	xxxxx	9.5	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			394.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Mammoth Eagle Lodge EIR

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

****

Intersection #7 MERIDIAN?MAJESTIC PINES (WEST)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.886
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	1	110	0	0	0	0	74	11	74	79	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:	3	1	110	0	0	0	0	74	11	74	79	0
Added Vol:	0	9	24	479	59	0	0	0	0	0	0	71
In-Process:	0	0	0	26	0	0	0	0	0	0	0	26
Initial Fut:	3	10	134	505	59	0	0	74	11	74	79	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	11	141	532	62	0	0	78	12	78	83	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	141	532	62	0	0	78	12	78	83	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	11	141	532	62	0	0	78	12	78	83	102
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.07	0.91	0.90	0.10	0.00	0.00	0.87	0.13	0.48	0.52	1.00
Final Sat.:	13	43	582	600	70	0	0	457	68	243	260	580
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.89	0.89	xxxx	xxxx	0.17	0.17	0.32	0.32	0.18
Crit Moves:			****	****					****		****	
Delay/Veh:	9.8	9.8	9.8	34.6	34.6	0.0	0.0	10.6	10.6	12.5	12.5	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	34.6	34.6	0.0	0.0	10.6	10.6	12.5	12.5	9.8
LOS by Move:	A	A	A	D	D	*	*	B	B	B	B	A
ApproachDel:	9.8			34.6			10.6			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			34.6			10.6			11.4		
LOS by Appr:	A			D			B			B		

****

Mammoth Eagle Lodge EIR

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

****
Intersection #8 MERIDIAN/Bus/Auto Drop Off
****
Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	184	0	0	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	184	0	0	153	0
Added Vol:	0	0	0	0	0	0	24	479	0	0	71	191
In-Process:	0	0	0	0	0	0	0	26	0	0	26	0
Initial Fut:	0	0	0	0	0	0	24	689	0	0	250	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	25	725	0	0	263	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	25	725	0	0	263	201
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	464	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Mammoth Eagle Lodge EIR

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

****

Intersection #9 Majestic/Hotel Out

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	314	0	0	255	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	314	0	0	255	0
Added Vol:	0	0	56	0	0	0	0	30	0	0	81	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	56	0	0	0	0	344	0	0	336	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	59	0	0	0	0	362	0	0	354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	59	0	0	0	0	362	0	0	354	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	362	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	687	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	687	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Mammoth Eagle Lodge EIR

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

****

Intersection #10 Majestic/Hotel In

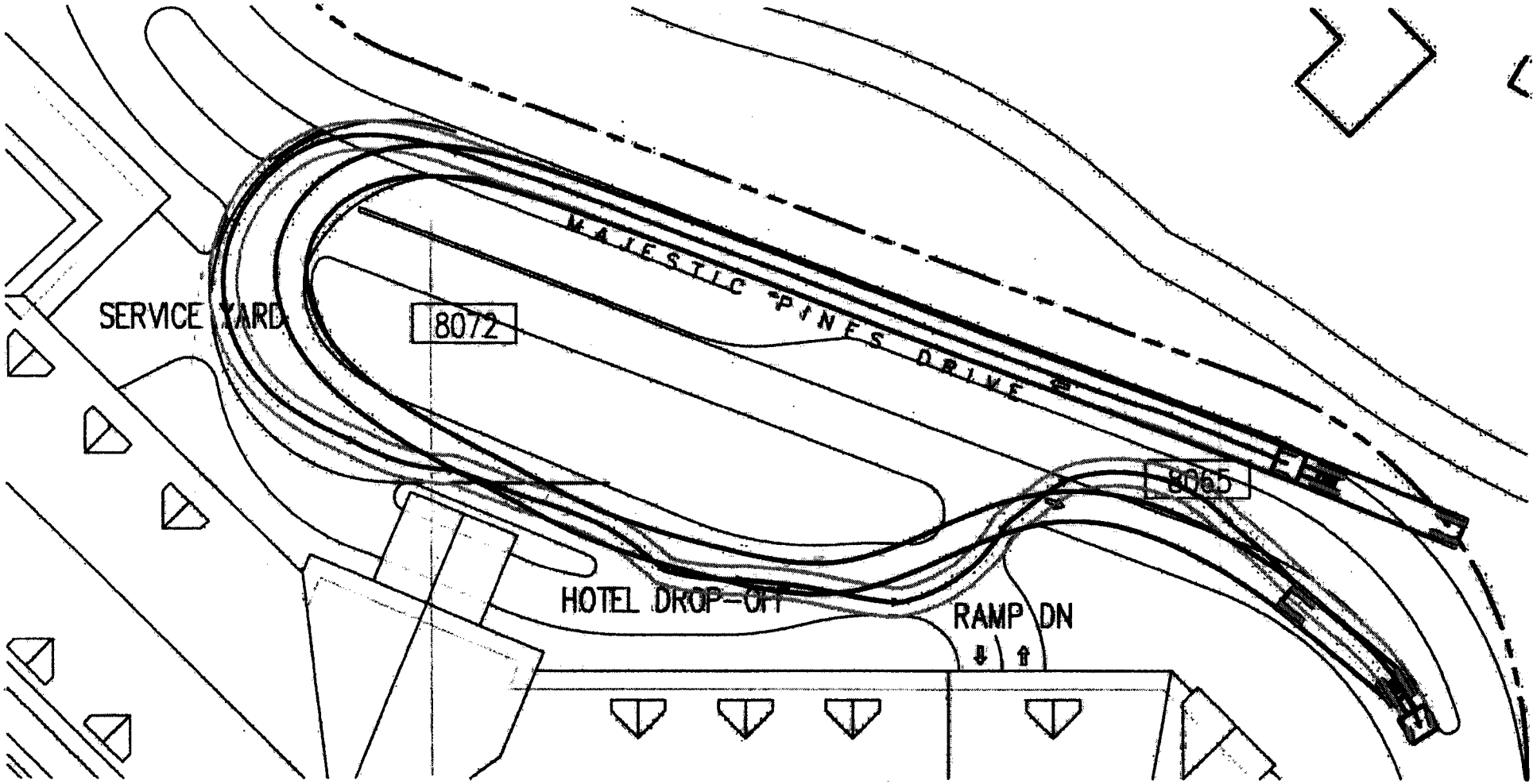
****

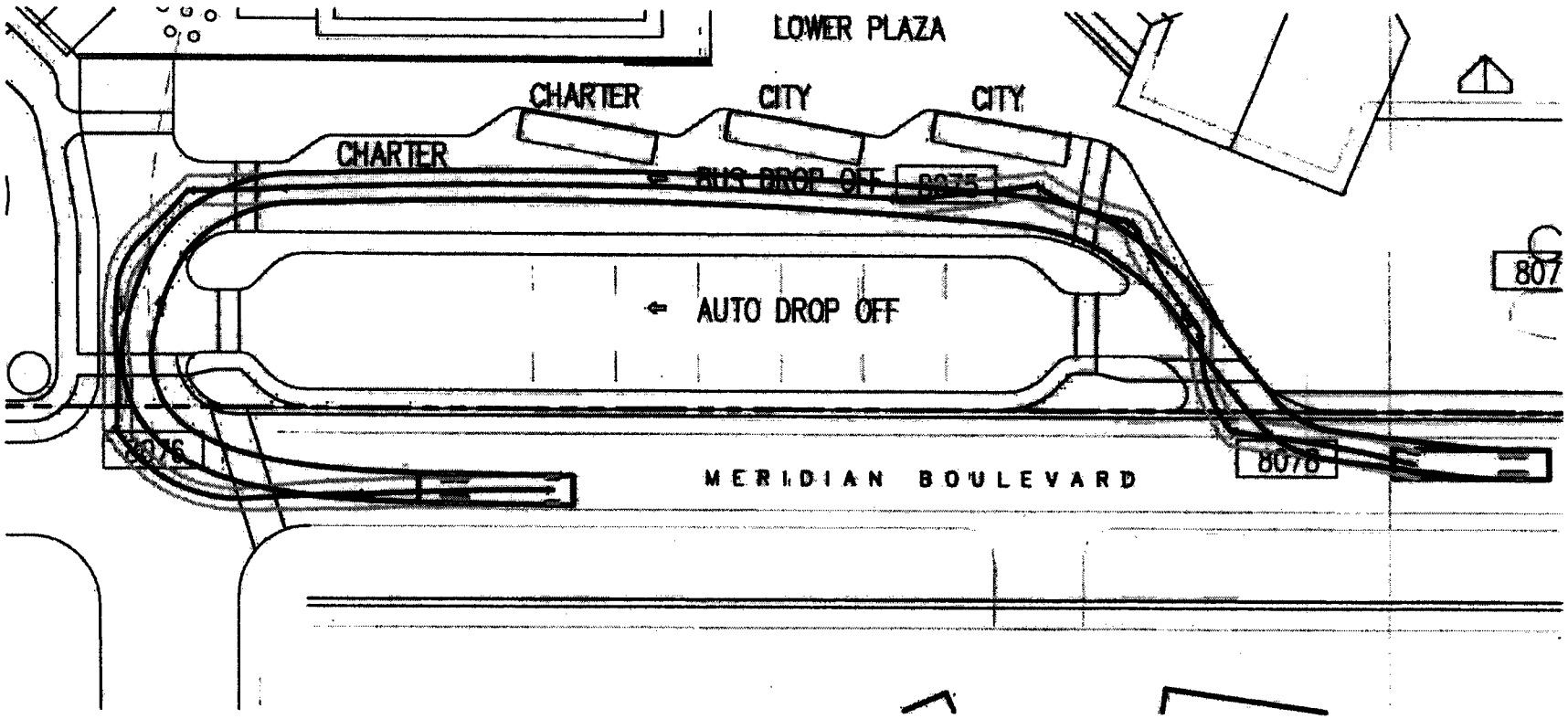
Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.0]

****

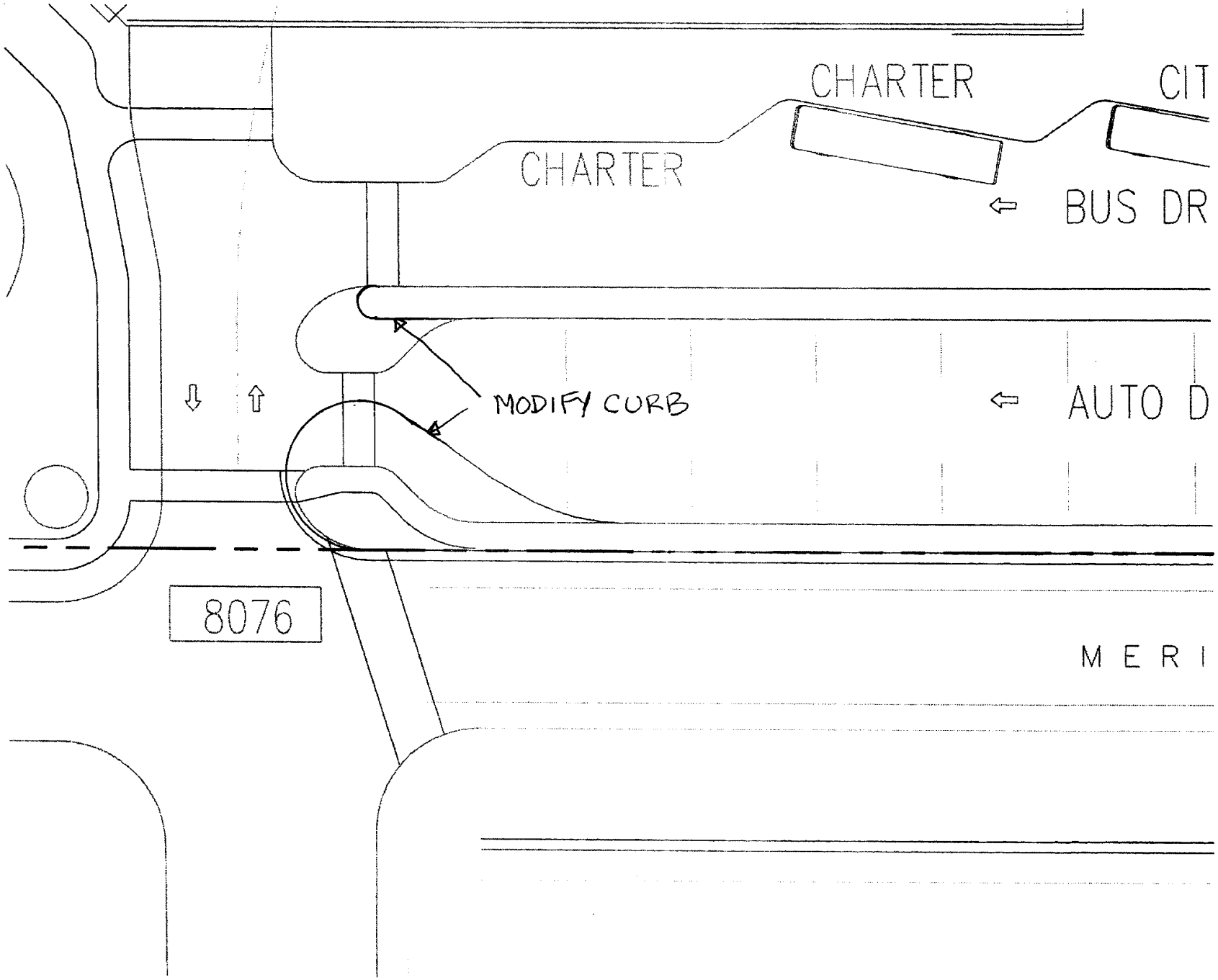
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	314	0	0	255	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	314	0	0	255	0
Added Vol:	0	0	0	0	0	0	0	30	1	24	57	0
In-Process:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	344	1	24	312	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	362	1	25	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	362	1	25	328	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	363	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1207	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1207	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Appendix C
Truck Circulation Analysis


SERVICE YARD
8072
MAJESTIC PINES DRIVE
8065
HOTEL DROP-OFF
RAMP DN


LOWER PLAZA
CHARTER
CITY
CITY
CHARTER
BUS DROP OFF
8075
AUTO DROP OFF
807
8076
8076
MERIDIAN BOULEVARD

Appendix D
Modify Curb Improvement


CHARTER
CIT
CHARTER
BUS DR
MODIFY CURB
AUTO D
8076
M E R I